

HASTINGS DISTRICT FLYING CLUB

PROP WASH



A short history in time

- Gary Spicer

Valentine's PPD

- Hot Pres

Presentation & Awards

- Pilots of the Year 2016

Flashback

- Twin Engine Aircrafts crashed into Port Macquarie Airport Carpark



Life ...

on the ground

-Veronica Lind



2017

PROPWASH



Veronica Lind

**EDITOR, MARKETING
& COMMUNICATIONS**

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NOTES FROM THE EDITOR

While you were Flying Up Up and Away into 2017, I was rocketing into the New Year. First there was a ton of work, then the family came for the holidays, then Ray needed tender, loving care because he was grounded. It wasn't easy for Ray to give up flying for a while and as an aviator's wife, I had to keep things grounded :-). Read my story, Life on the Ground on [page 12](#). So please pardon me that this issue's Propwash arrived late! If you feel things are a little out of whack lately, please be patient!

We sold all 35 limited edition 2017 calendars. We have been really busy with events like CASA Safety Seminar, Race Night, Christmas gathering, NYE party, Australia Day and PPDs.

Ray and I visited Harry Bellot, a veteran and life member of HDFC. Harry had just turned 92 at that time and was celebrating his 70th wedding anniversary with his wife, Hilda! Both Harry and Hilda are very well informed with all of the happenings at the club and Propwash.

For new members, I say a BIG Welcome. Please follow us on [Facebook](#) and join our members only [Facebook Group](#).

By the way, don't forget to sign up for our [Junk Cruise](#) on 1st April. There are only 31 spots available. Please register early as we do not want to disappoint anyone. Here's the registration link - <http://www.hdfc.com.au/junk-cruise>

Fly safe and enjoy the cooler weather in Autumn!

Veronica



**Ray Lind with Harry Bellott
on 13th December 2016**

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HASTINGS DISTRICT FLYING CLUB

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Don't miss the Junk Cruise on 1st April
2017. [Register now >](#)

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THANK YOU:

Chayanne Harihi for getting the story from
Gary Spicer

Mary Pavicich for her cover photo

**PRESIDENTS REPORT MARCH 2017****BY ROD DAVISON**

WELCOME TO 2017!

Welcome to 2017. I trust everyone had a joyful and relaxing festive season. Both flying and social activities continued uninterrupted during this holiday period. Thanks to those offering their services allowing this to happen.

Following a very successful 2016 the start of this year has been difficult. Limited aircraft and instructor availability has resulted in the club struggling to meet demand.

The CASA has revoked the Class 2 Medical Certificate of our CFI, Ray Lind, effectively grounding him. This is devastating news for Ray and our club. Ray has since undergone medical treatment which will hopefully facilitate his return to the skies. In the meantime Steve Smith will be the Acting CFI for the next 3 months. His duties will include Flight Tests and Flight Reviews. John Hayler recently qualified as a Senior Instructor and this will help relieve some of the pressure on Steve. Obviously, Ray's absence is causing much disruption which the other Instructors are working hard to minimise. Please be mindful of their extra workload and be supportive of the excellent job they perform.

Foxbat 7395 has been grounded for over a month due to the discovery of tiny cracks in two doubler plates. Repairs have been delayed due to the factory sending incorrect plates. Glenn is all set to proceed with repairs as soon as the correct parts arrive. During this downtime both the

Transponder and Radio have been sent to the Avionics Shop for repair.

Foxbat 8685 continues to offer sterling service with over 700 hours logged in its first year. However, surface corrosion is appearing. A strip and repaint is required which will be performed by Macleay Aircraft Maintenance around April. Aeroprakt will fund the work. This will cause further disruption to our flying activities and further highlights the need for two ab initio training aircraft.

As can be seen by these events it is quite a juggling act to meet demand. Please be patient and realise the club is working hard to minimise any inconvenience. Please book your flights well in advance to avoid disappointment.

The HDFC aircraft fleet is under constant review. At its January meeting the committee decided to replace the CTLS with an aircraft more suitable for ab initio training as well as cross country capable. Options are being explored but any purchase is dependent on the [CTLS sale](#). The CTLS is a very capable, top of the line LSA which has served our club well. It has logged close to 600 hours in its 2 years with the club. It is an excellent touring aircraft with its variable pitch propeller but unsuitable for ab initio training. As our training activities increase it is timely to explore other possibilities. Advertised at \$137,000 I am sure we could negotiate a special deal for any interested club members.

PRESIDENTS REPORT MARCH 2017**BY ROD DAVISON**

Clubhouse renovations continue with interior painting completed late last year and floorcoverings planned this month. The new colour scheme has drawn an overwhelmingly positive response thanks to the efforts of the fabulous fifteen consisting of Col Hayler, Bob Small, Anson Needham, Graham Lingard, Matt Connors, Greg Connors, John Hayler, Anne Hayler, Ivan Daniel, Steve Woodham, Paul Barnett, Mary Pavicich, Steve Smith, Doug Ross and myself. Mary has added her artistic flair in the bar area while Ivan has replaced light/power switches as well as installing new HDMI cables allowing connection of the TV to computer and DVD player. Mark Crawford and Steve Smith have also been busy with a new briefing room cupboard.

In contrast support for the recent clean-up working bee was disappointing. Only six people from a membership of around 160 turned up to keep our club presentable. They were Ivan Daniel, Mark Crawford, Jan Burgess, John Hayler, Dianne Davison and myself. Apologies were received from Col Hayler and Glenn Cleary. Those present worked hard to clean gutters, walls and windows but the lack of people power meant the hangar and yard missed out.

Security of club facilities is also every member's responsibility. Clubhouse and hangar keys are widely distributed to enable easy access. Lately, doors or windows have been left open and air conditioners left on. If you are the last to leave please ensure the facilities are secure.

Whilst on club member responsibility I would like to remind the membership of our roster system which is designed to spread the load. At present we depend upon a small core group who ensure the club functions for all. We need to expand this core. Of particular note is the aircraft washing roster where club pilots are allocated to a washing team. Sadly, many club pilots are failing in their obligation to maintain our aircraft in a neat and tidy condition. Please support your club by offering assistance wherever possible.

The Rotax maintenance course was very successful thanks to the organisation of Greg Connors. Alex Pursehouse also needs to be recognised for allowing use of his trike for mechanical practice. A photo of the class appeared in the January edition of Sport Pilot.

In December I was invited to a meeting with the Federal Transport Minister, Darren Chester. Being the only aviation representative from Port Macquarie provided the ideal opportunity to not only discuss aviation at PMQ but to also highlight the growth of recreational aviation. Of course the need for a parallel taxiway was also brought to the table.

Although it was back in early December I would like to acknowledge the HDFC Annual Presentation Dinner award recipients. A very large number of flying achievements were recognised. Congratulations to all those receiving awards. You can be justifiably proud of your achievements. Special congratulations to our Pilot of the Year, John Hayler and joint Club Person of the Year recipients, Alan Bradtke and Glenn Cleary. A well deserved Student Pilot of the Year was Julian Booth while Craig Whiting through a consistent effort all year was announced the PPD overall winner.

PRESIDENTS REPORT MARCH 2017

BY ROD DAVISON

Since the last Propwash our club has been extremely busy with both flying and social activities. The list includes the Dexfield Park Pizza Fly-In, CASA Avsafety seminar, Race Night, Annual Presentation Dinner, Christmas Party, New Year's Eve Party, Australia Day BBQ, Great Eastern Fly-In and Hunter Valley Airshow. Add to this the regular Pilot Proficiency Days with BBQ lunch, Friday evening socialising and Sunday pool and one can see there is always something happening at the HDFC. We would love more members to become involved with what this club has to offer. Let's expand the core.

See you at the club.

ROD

AIRCRAFT WASHING ROSTER

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

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

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

How does it work? With 3 aircraft, we need three people scheduled on a fortnightly basis. Washing can occur at any time during this period. The first person (underlined) should contact their partner to arrange a suitable time. Book the aircraft on the calendar.

If you cannot perform your duty in the allocated time period you may arrange a swap with another team. Any changes should be clearly shown on the noticeboard roster.

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

When finished please date and sign the duty roster also found in the box of cleaning materials.

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

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

Thank you for your assistance in sharing the load.

AIRCRAFT WASHING ROSTER

Fortnight Beginning	Team	Phone
13/2/17 to 27/2/17	Chayanne Harihi	0405565381
	Mary Pavicich	0419693617
	Caleb Butterfield	0473070177
27/2/17 to 13/3/17	Ed Godschalk	65844339
	Nathan Green	0419907729
	Mark Crawford	0265827082
13/3/17 to 27/3/17	Craig Whiting	0406025416
	Mike Wilkinson	0487958110
	John Cleland	0419912720
27/3/17 to 10/4/17	Russ Delforce	0414710440
	Jan Burgess	0450223446
	Ross Allen	0404207199
10/4/17 to 24/4/17	Steve Smith	0405775192
	Jordan Maxwell	0412555639
	Patrick Bartrop	0497073743
24/4/17 to 8/5/17	Dave Toulson	0418668355
	Rod Davison	0419632477
	Alex McGee	0468891912
8/5/17 to 22/5/17	Bruce Dunlop	65595444
	Gayle Kee	0428569660
	Trevor Kee	0488569660
22/5/17 to 5/6/17	Mary Pavicich	0419693617
	Tim Amor	0418296380
	Jon Maguire	0427194108
5/6/17 to 19/6/17	Mike Bullock	0412237787
	Col Hayler	0437478549
	Graham Smith	0408409966

A Short History in Time by Gary Spicer

In September I attended a dinner at Gloucester airport NSW and the following day a BBQ lunch at Camden Haven and was asked if I would write an article for the newsletter about my flying experiences.

At about the age of 7, I jumped off the roof of the garden shed and hit the ground.

WHAT - I concluded that I obviously needed flying lessons.

At 13 years of age, I joined No 4 Air Training Squadron in Papakura and later that year in

1959 I went for my first flight from Mangere (now Auckland International airport) the old home of the Auckland Aero Club in a DH 82.

I remained a member of ATC and was commissioned as an officer in 1965 and resigned after 10 years due to being away too much with my flying career.

I became a member of the Auckland Aero Club in 1963 and started my flight training to be a pilot - SPL no. 5492, going solo on the 29th February 1964.

I joined TEAL (Tasman Empire Airways Limited) on 14th Feb 1964 (staff number 586) as an apprentice electrical engineer and on 12th January 1969 became a licensed aeronautical electronics engineer. TEAL changed its name on 1st April 1965 to Air New Zealand.

During this time I obtained my private pilots licence then commercial pilots licence and instructors rating and also the subjects to hold a flight engineers licence.

At about the age of 7, I jumped off the roof of the garden shed and hit the ground.

WHAT - I concluded that I obviously needed flying lessons.

At this time there were no pilots being employed in the industry so I accepted a position as a trainee flight engineer officer on the 23rd of May 1970 and became a FEO (Flight Engineer Officer) on the Lockheed L118C and then the DC-8.

In July 1973, I resigned from Air New Zealand to become a First

Officer on the F27 with NZNAC (New Zealand National Airways Corporation) and then on the B737 as a first officer.

In 1978 the two airlines merged and I was back in Air New Zealand. I was a FO on B737 at the time of the merger and then became a FO on the DC8 and then DC10.

When the DC10s were sold I should have been retrained back onto the DC8 but due to an agreement between the company and the union I was placed back to FO B737 unfortunately with a loss of salary.

I then did my command training to become an F27 Captain and after 18 months the industrial court ruled that those involved should have been given the DC8 positions.

So I returned back to a FO position on the DC8 and then became a FO B747-200 and then assumed a command position on the B737.

From there onto the B767, B747-200 as a Captain. In 1999 the B747-200s were sold to Virgin Airlines, so I went into the office as a management pilot doing an upgrade of the training systems utilising computers and emails. This system is still in current use now using iPads.

I joined the Airport certification group in 1978 and in 1984 became the Flight Superintendent Manager until I retired in 2003. This group did all the training with briefing covering all the technical knowledge and operational training with information on the airport and procedures to be followed when crew operated in a new airport.

In this role I went to all the airports and alternate airports that we operated around the world.

The first meeting was with Operations, Engineering and Management staff. Procedures and contracts were arranged to serve our aircraft when they arrived.

The group developed the current Route Guide which covered Air NZ procedures for operation to these airports. The company policy was presented and written. In 1999, it was changed to a computer based training, which could be accessed around the world.

In 2000, I became a Captain on the B747-400 and retired at the end of 2003 with 40 years service.

This concluded my employment with an aviation carrier, but I believe what is important is what you give back to aviation.

That's in my next story

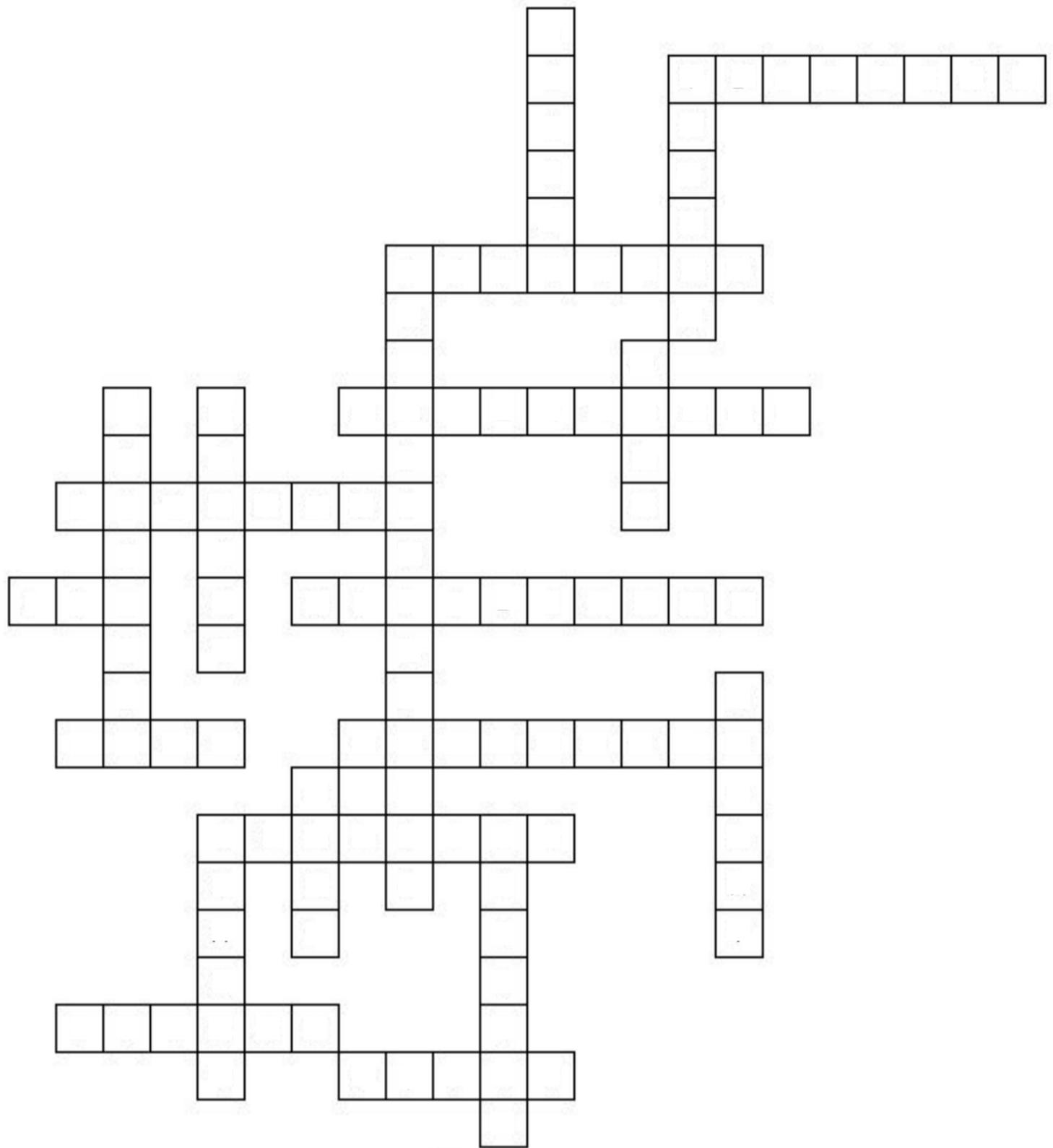
Gary Spicer

A Short History in Time by Gary Spicer



SOLVE: CROSSWORD PUZZLE

David Toulson



Across

- 2 airline passengers wait here
- 3 British fighter
- 7 Day at Camden Haven
- 8 Month of Hastings Airport opening
- 9 'What is that?'
- 10 Famous Airship
- 12 Photo
- 13 NY Regional Airport
- 15 Control surface
- 17 4 digit number
- 18 sudden loss of air speed

Down

- 1 Flying formation or Nth American animal
- 2 Australian location of aviation museum
- 3 has 3 stripes (one narrow, two wide)
- 4 Weight measurement and phonetic alphabet letter
- 5 break in journey
- 6 well know aircraft manufacturer
- 11 request for help
- 14 a lift or a 'way'
- 15 two animals that fly together
- 16 Wilbur's brother

Answers on Page 30

Life on the ground



by VERONICA LIND

12th January 2017 Ray and his students were scheduled to fly but it was just too windy. Unknowingly life changed that day for Ray. A letter arrived from CASA and later a phone call to Dr Sharma at CASA. Ray was grounded. He cannot instruct and he cannot fly anymore! News struck like bricks falling from the sky crashing onto the ground. They shattered him completely. Ray was grounded because his pilot's medical showed new heart blockages. It has been 3-1/2 years since his bypass. Everything seemed fine. Ray walks Rex, our German Shepherd up to 18 km daily, eats well and does chores just like anyone else. He has always been active and fit. The entire week was phone calls to and fro. Dr David Cooke was fighting tooth and nail to regain Ray's pilots licence. It's the same conclusion as CASA won't budge on their decision because they follow their guidelines to the letter.

Why me? Life seems so unfair when this happens. There are many others who don't seem so mobile but are still flying. Well, that's not how CASA looks at giving someone a Pilots licence. Anyway, we thought it was important to get Ray fixed, whatever it was. Ray volunteered himself for an angiogram and had 3 stents put into his right coronary artery. He can now reapply for his medical after the mandatory 6 months waiting time declared by CASA following the stent procedure. Ray is looking forward to resuming his flying and instructing soon! Meanwhile, **Life Goes On** Ray continues his intense daily exercise regime.

**You are the Pilot of
your own Life.
How does your Flight
Plan look like?**

Maybe it's the Ground Plan we have to look at Ray had been flying and dedicated almost half his life to HDFC, so it is very difficult to just let go. There are so many things on hand to deal with for a start. Steve was appointed Temporary CFI and students were handed off to Steve and John so the HDFC Flying School operations could continue smoothly. There were suggestions that Ray could do Ground Briefing and golfing and gardening. Well maybe, though they won't be his favourite past time. His heart still belongs to the skies, and I know soon he will be flying again. **He'll be Back!**

Come fly with us! Ray had invitations from David Cooke, Rod Hall and David Mitchell to go flying with them. Those were the highlights of his life since being grounded. So thank you Gentlemen for getting him pumped!

My love, if only I had Wings, I'll fly you to the moon and back!



**I'll be
Back!**

For more information on Grounding due to medical conditions, please refer to CASA website - <http://services.casa.gov.au/avmed/guidelines/grounding.asp>

HDFC.COM.AU



EST. 1958

AWARDS PRESENTATION NIGHT & ANNUAL DINNER *2016*



2016 HDFC Presentation Night

On 3rd December 2016, about 60 of us witnessed the recognition of the achievements of our student pilots as well as our seasoned pilots for outstanding flying.

CFI Report

PRESENTATION & AWARDS 2016

By RAY LIND, Chief Flying Instructor/Club Captain
Hastings District Flying Club

TRI CLUB COMPETITION

2016 Tri Club Competition between RNAC, MRAC and HDFC was held at Taree this year. HDFC won overall. Total 26 pilots flew

HDFC 910. (7)

RNAC 784. (8)

KFC 742. (6)

MRAC 681. (5)

A very high standard of flying was displayed by all of the HDFC pilots. It shows that our training and consistent PPDs along with our extreme persistence in using the correct landing technique has paid off in all elements of our flying. Next year HDFC will host the Tri Club Competition and we'll be including the bonus points system for landings as we do for our PPDs. This may stimulate other clubs to improve their landing techniques as we witnessed some very ordinary landings from many other pilots on the weekend.

HDFC Winners:

Overall: Bruce Dunlop 211

Forced Landing: John Hayler 87

River Bash: Bruce, Ray 30

Steep Turns: Craig 100

STUDENT AWARDS

FIRST SOLO

This is an exciting, challenging and memorable time for all pilots. The one we never forget. This year we had twelve (12) pilots do their First Solo.

Julian Booth 8.1.16, Mike Wilkinson 1.3.16, Lachlan Davidson 18.4.16, Alex McGee 18.5.16, Mary Pavicich 11.6.16, Drouin Pike 15.6.16, Jarrod Cloughessy 31.7.16, Jordan Maxwell 28.8.16, Trevor Kee 30.8.16, Gavin Law 1.9.16, Patrick Bartrop 7.9.16, Mark Crawford 3.11.16.

CFI Report

PRESENTATION & AWARDS 2016

By RAY LIND, Chief Flying Instructor/Club Captain
Hastings District Flying Club

STUDENT AWARDS

PILOT CERTIFICATE

Caleb Butterfield 30.12.14, Joanna Oreb 16.1.16, Mitchell Paterson 25.2.16, Julian Booth 11.3.16, Tim Amor 10.4.16, Jack Kalchbauer 31.7.16, Alex McGee 19.11.16.

PASSENGER ENDORSEMENT

Tim Amor 29.5.16, Julian Booth 7.8.16

CROSS COUNTRY CERTIFICATE

Julian Booth 22.7.16

VARIABLE PITCH ENDORSEMENT (Constant Speed)

Col Hayler 16.4.16

PILOT CONVERSION

Steve Woodham 30.5.16, Geoff Litchfield 6.9.16

SCHOLARSHIP WINNERS

We have four (4) this year, and this of course can lead into a flying career.

1. Alex McGee 2. Jordan Maxwell, 3. Jake Stukky, 4. Connor McKelvie

SCHOLARSHIP WINNERS

All of our students have worked very hard to gain their qualifications. It doesn't just happen. It can only be achieved by hard work and dedication. Many problems are encountered along the way in gaining your pilot's certificate and this often takes a great deal of perseverance by the student to overcome individual difficulties.

Our student pilot for 2016 is **Julian Booth** who has developed into a very competent and professional pilot. He has also been extremely busy this year squeezing in his First Solo in January, right through to his Cross Country Certificate in July. He is now proceeding to gain his CPL and hopefully work in the industry as a professional pilot.



Watch the winners on Facebook - <https://www.facebook.com/HDFCPMQ/videos/1385745541459573/>

CFI Report

PRESENTATION & AWARDS 2016

PILOT PROFICIENCY WINNERS

We have continued to use a 20 point bonus score for each landing regardless of whether it is in a scoring box or not to improve the quality of our landings overall. To gain the 20 points the aircraft must be exactly in the RWY centre, the column hard back with the nose high in the air. This is working well for our pilots.

A big thank you goes to Bruce Dunlop and John Hayler for their enthusiasm, dedication and assistance in running the PPDs. They spend hours doing the air judging and also mentoring the less experienced pilots when they require it. Many thanks.

SPOT LANDING PROFICIENCY (For judgement in quality landings as well as gaining scoring boxes)

We had some very close points with our top 3 pilots.

1. Greg Connors (10 pts) 2. Mark Watson (9 pts) 3. Craig Whiting (7 pts)

FORCED LANDING PROFICIENCY (Judging for accurate flying while doing all of the required checks to cover a simulated total engine failure and to complete the exercise with a perfect landing in the scoring boxes)

1. Caleb Butterfield (6 pts) 2. Craig Whiting (8 pts) 3. Mark Watson (11 pts)

PILOT PROFICIENCY OF THE YEAR (Vern Polley Memorial Trophy)

The overall winner of our PPDs has proven competence in all sequences. Once again scores were very close but consistency and accuracy definitely paid off for our winner in all areas.

Gaining the third highest score on 7 pts was: Caleb Butterfield . Second highest score was Mark Watson on 9 pts. However, our worthy winner of the 2016 Vern Polley Proficiency Trophy and Overall winner with a very impressive 15 pts is **Craig Whiting**

PILOT OF THE YEAR

Our pilot of the year, **John Hayler** has been extremely busy with his flying as well as involving himself deeply in club activities. Our successful candidate was able to complete the required number of Foxbat hours to enable him to do an Instructor Check and then gain his Instructor Rating with a Pilot Examiner. Since then he has been doing an immense amount of instructing with us and now has the required hours to do his Senior Instructor check. He has also been busy with his Bobcat Formation commitments each week as well as doing GA instructing as well.

NOTE FROM JOHN HAYLER TO YOUNG STUDENT PILOTS:

If you want to reach the Stars, we will give you a hand up there!

CFI Report

PRESENTATION & AWARDS 2016

CLUB PERSONS OF THE YEAR

Alan Bradtke and Glenn Cleary.

STIRRER OF THE YEAR

David Toulson



PILOT OF THE YEAR -
John Hayler



STUDENT PILOT OF THE YEAR - Julian Booth



STIRRER OF THE YEAR
David Toulson



CLUB PERSONS OF THE YEAR
Alan Bradtke and Glenn Cleary.



PILOT PROFICIENCY OF THE YEAR
Craig Whiting



YOUNG STUDENT PILOTS
Mitchell Paterson, Patrick Bartrop,
Jordan Maxwell and Alexander
McGee

CFI Report

JANUARY 2017 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Chief Flying Instructor/Club Captain
Hastings District Flying Club

Our Pilot Proficiency Day flying continues to cost each pilot only \$100 an hour so with each exercise lasting about .5 of an hour, it makes it a very inexpensive way of keeping yourself totally current. Also now remember our absolute emphasis is on perfect landings now rather than focusing on box scores.

Our first PPD for 2017 attracted seven (7) HDFC pilots to take advantage of this wonderful opportunity to improve their flying skills at such a generous cost for our members. With a slight cross wind and some turbulence, each pilot had a good opportunity to fly with some challenge while at the same time being mentored on dealing with the situation if required.

BLIND 1000' CIRCUIT / SPOT LANDING

In this event the instrument panel is covered to simulate a total instrument failure. This event shows the pilot that he/she can quite happily fly a circuit using outside references only and bring the aircraft safely back for a landing.

1st Craig Whiting 82pts, 2nd Greg Connors 72 pts, 3rd Mark Watson / Chyanne Harihi 68 pts.

FORCED LANDING (A015)

This event was commenced at a slightly lower height today giving each pilot less time to do their checks and make the important decisions in getting the aircraft safely back to the landing area.

1st Craig Whiting 80 pts, 2nd Greg Connors 74 pts, 3rd Mark Watson 41 pts.

SPOT LANDING (500')

1st Craig Whiting / Greg Connors 80pts, 2nd Jon Maguire/ Chyanne Harihi 55 points



Craig Whiting
January 2017 PPD Winner

BONUS LANDING POINTS (RWY Middle 10 Pts, Column Hard Back 10 Pts)

Craig Whiting 60 points, Greg Connors 50 pts, Ivan Daniel 40pts, Jon Maguire/ Chyanne Harihi 20pts, Graham Smith / Mark Watson 10pts.

OVERALL HIGHEST SCORES

1st Craig Whiting 302 pts,
2nd Greg Connors 276 pts,
3rd Jon Maguire 177pts

Congratulations to all of those pilots who participated and did so well in retaining their piloting skills in these exercises. See you next month.

CFI Report

By RAY LIND, Chief Flying Instructor/Club Captain
Hastings District Flying Club

Valentine's PPD

FEBRUARY 2017 PILOT PROFICIENCY DAY

What hot, scorching weather Camden Haven turned on for our Valentines Pilot Proficiency Day for February 2017! However, despite the extreme heat it was indeed a superb flying day without any of the tricky winds or turbulence to contend with. Once again with wonderful food and company, it couldn't help being one of those perfect weekends. The fitting finale to a wonderful Valentines Day featured Alex Pursehouse in his trike along with Ivan Daniel on board carrying a collection of red roses, hearts, chocolates and candles. They flew low over the spectators on two separate 'bomb runs' while at the opportune moment released firstly the 'hearts' for the men to collect for their ladies and then the roses, chocolates and candles for the excited women. A very special moment so thanks guys for this wonderful gesture.

Our huge thanks also goes to John Hayler and the other proud owners of this incredible airfield for allowing us to fly so freely in and out of this beautiful place. Many of our pilots and families camped over for the Saturday night and shared in the bonus of watching yet another classic aviation movie in the rustic atmosphere of the hangar. A truly memorable experience. We were also entertained by an exciting aerobic display by Anson Needham and John Hayler in the streamlined RV 8. Also on Sunday morning we had the pleasure of watching Rod Hall's Yak aircraft in action.

CFI Report

FEBRUARY 2017 PILOT PROFICIENCY DAY

By RAY LIND, Chief Flying Instructor/
Club Captain
Hastings District Flying Club

See more photos on Facebook by joining <https://www.facebook.com/groups/HDFCgroup/>



February Birthday Celebrations

From left: Doug Ross, Bob Needham, Ray Lind, Lyndal Coote, Marite

You're hot Pres!?

Hot Pres!

Rod Davison cooling off with Anson Needham



CFI Report

FEBRUARY 2017 PILOT PROFICIENCY DAY

By RAY LIND, Chief Flying Instructor/
Club Captain
Hastings District Flying Club

For our Valentines PPD we had six(6) pilots participate as well as other pilots who visited but didn't compete. Our numbers were down this year because several pilots had concerns about the extreme heat.

Flour Bomb Event

Our first activity to promote accurate flying was the Flour Bomb event. Each pilot had to overfly the target area at 200' and decide when to release the 'bomb'. Our most accurate bombers on the day were:

1st Rod Davison 39pts, 2nd Ivan Daniel 16pts,
3rd Craig Whiting 11pts for his unusual 'hung'
bomb release.

Steep Turns

Our second event involved Steep Turns where the pilot has to complete one steep turn to the left and one complete turn to the right. He is judged on balance, bank angle consistency and maintaining altitude. Our results were all quite good with a maximum possible score of 60pts. Our winning three pilots all managed to score 50pts.

1st Jon Maguire, Mark Watson, Rod Davison
50pts

Spot Landing

To gain their points for this event, the pilot had to land with the nose wheel well above the ground with the column hard back as well as land within the target area in the middle of the runway.

1st Rod Davidson 30pts, 2nd Mark Watson 20
pts

Spot Landing Bonus Points

(Column hard back, runway centreline)

These pilots gained the maximum points for perfect Landings:

Jon Maguire, Ivan Daniel, Craig Whiting and Bill
Coote 20 pts.

Overall Winners

**1st Rod Davison 129pts, 2nd Ivan Daniel
81pts, 3rd Mark Watson 80pts.**

Well done to all of our participating pilots. All of our spectators were able to see some very skilful flying from close up while sitting in the relative shade of the beautiful Camden Haven Airfield.



**Bill Coote all ready for PPD with John Hayler
judging**



CFI Report CONGRATULATIONS

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club

FIRST SOLO



Congratulations to Mark Crawford for achieving his First Solo on 3rd November 2016. Mark showed incredible determination and perseverance in achieving this wonderful feat. He can feel justifiably proud of himself for reaching this milestone in his flying training. - Ray Lind, Chief Flying Instructor



Angelo Gannon put in a lot of hard work during his training and was pretty quick to tackle any new challenges I gave him. Today's flying was spot-on with a lovely landing executed in a steadily increasing westerly wind. A model student!! - John Hayler, Senior Flying Instructor



Chris Hollis went Solo this morning on 23 December 2016 after negotiating four check circuits. What a Christmas present for him! Chris completed his First Solo circuit with an absolutely perfect landing while holding the column hard back and keeping the nose wheel well off the runway until the speed had completely dissipated. CONGRATULATIONS to CHRIS HOLLIS. - Ray Lind, Chief Flying Instructor



CFI Report CONGRATULATIONS

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club



Congratulations to Alexander McGee who gained his Pilot Certificate on 19th November 2016 and Passenger Endorsement on 22nd December 2016. Alex flies in a very professional manner and he intends doing flying as his future career.

Alex has already had some landmark achievements with his flying training as he was HDFC's first student to fly his First Solo flight on his fifteenth birthday. Great work Alex.

Congratulations also to Bruce Doughton who had his Pilot Conversion on 3rd November 2016



Join the world to celebrate Women of Aviation Week and use #WOAW17 with your social media posts

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, CHIEF FLYING INSTRUCTOR - 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.

Flashback:



FRIDAY, DECEMBER 29, 1989

Classifieds 83 2255

50c

Registered by Australia Post, Publication No. NAC 1017

1989 - Twin engine aircraft crashes into YPMQ airport carpark

Witnessed by Ray Lind

FOUR WALKED AWAY FROM PLANE CRASH

A pilot and three passengers walked away unharmed from a plane crash at Port Macquarie airport on Wednesday morning — an incident which had the potential to cost many lives and virtually obliterate airport facilities.

Sean Lonergan was attempting to land the twin-engine plane on the east-west grass strip when one engine failed.

The plane finished in a wreck barely metres from the fence of the airport's fuel depot containing 70,000 litres of avgas.

Witnesses told the News they were in no doubt that much of the airport's facilities would have been destroyed.

The plane had cartwheeled in the air and bell-landed on the airport carparking area — barely minutes after the area had been occupied by many cars and dozens of people.

Mr Lonergan and his passengers scurried from the wreck to the amazement of spectators.

Accompanying Mr Lonergan on the flight were his wife Robyn of Penrith, and Stephen and Roslyn King from Orchard Hills.

The plane had been chartered from Bankstown and was on a flight from Sydney to Lord Howe Island.

The Port Macquarie stop was scheduled to visit friends.

The plane was circling

By **BARRY JENNINGS**

about 300 metres above ground when one engine failed.

The shaken pilot told the News he agreed with spectators' comments that he and his passengers were lucky to escape uninjured.

"They are the luckiest people alive today," eye

witness Ron Hewson told the News as firemen sprayed foam on the wreck.

Three ambulances, two fire brigade units, the State Emergency Service unit and Port Macquarie police attended the accident scene.

The twin Piper Seneca's right engine was torn from

its mounting and dumped in the carpark after the plane's wing had damaged another light aircraft between the grassed strip and the carpark.

Witnesses told the News the plane coming in on one engine had been picked up by the brisk southerly wind, inverted and blown north toward the line of

parked light planes and the carpark.

The plane was almost 'up and down' when the right wing struck the front of a parked aircraft and the Seneca cartwheeled into the fence and carpark area skidding on its belly toward the fuel depot.

Airport officials said the

western carpark area had been filled with cars and people only a few minutes before the accident.

Detective Senior Constable Tony McWhirter of Port Macquarie said yesterday Department of Civil Aviation investigators had been called in to investigate the plane's malfunction.

More photos page 2



Port Macquarie firemen spray foam over the wreck of the twin-engined plane at the western end of the airport's public carpark on Wednesday morning.

Flashback:

1989 - Twin engine aircraft crashes into YPMQ airport carpark

A "miracle" no one killed or injured



The right engine lying in the carpark after the plane crashed on Wednesday morning. Photos by News cameraman David Clark.

It was "absolutely miraculous" that Wednesday's plane crash at Port Macquarie did not kill the occupants or spectators.

This is the view of pilot, Ray Lind who was taxiing his Jodel aircraft beside the grass strip when Mr Lonergan's Piper Seneca missed him by 20 metres.

"He could have sliced us in half", Mr Lind told the News yesterday.

Mr Lind said his first instinct was that Mr Lonergan was doing a low-level pass. He then realised the plane was banking and was going to crash.

Recounting his experience yesterday Mr Lind said he had taken Mrs Chasling from Nambucca Heads on a joy flight and was about to take ten-year-old Stephen Chasling on his flight when the drama unfolded.

Mr Lind said he was moving west beside the grass strip when the Seneca "came in front of us and missed us by only about 20 metres". He estimates the incident from the time he first saw the stricken plane until the pilot and passengers escaped had taken only a few seconds.

Mr Lind said the Seneca banked in front of him, hit the parked plane, crash into the fence and belly landed in the carpark and skidded to a halt just short of the fuel storage tanks.

"All the time I expected it would explode. It was absolute miraculous that it did not catch fire."

Mr Lind shares the view of other spectators who witnessed the crash that the pilot and passengers were lucky to escape without injuries.

EVENTS



RACE NIGHT - 12th November 2016 - Stakes were high that night when everyone was dressed for race and pockets lined with Dollars.

[PHOTOS >](#)



CHRISTMAS CAROLS

The men sang very well and with gusto! Check them out on Facebook.

[Join HDFC Facebook Group >](#)



CASA AV SAFETY SEMINAR - 24th November 2016

Great turnout when members get updated with new regulations and learn to be a safer pilot.



NYE 2016 - Up Up and Away!

[PHOTOS >](#)



CLYDE STUBBS FIRING UP PIZZA AT DEXFIELD PARK - 27th November 2016

[WATCH THE VIDEO >](#)



AUSTRALIA DAY at The Dunlops

Members Only Facebook - <https://www.facebook.com/groups/HDFCgroup/>



EVENTS

HASTINGS DISTRICT FLYING CLUB

JUNK CRUISE, SAT 1ST APRIL, 6PM



THE WAY TO CRUISE

SPOTS ARE LIMITED

BOOK NOW

REGISTER NOW > <http://www.hdfc.com.au/junk-cruise>

Only 31 spots available and seats are selling FAST!

\$30 per person with meals on board.

1st April from 6 to 8pm. Boarding at 5.45pm.

Meal options: Fried or Grilled Fish with Chips or Salad; Fried Chicken Strips with Chips or Salad; Vegetarian Spring Rolls with Salad

Drinks: BYO beer/wine.

Tea, coffee, milk, sugar, water and biscuits are complimentary.

To secure your place, please register, choose your meals and pay.

Hastings District Flying Club

Holiday Coast Credit Union

BSB: 802 214 Acct No: 35022

Please add this description: JunkSURNAME e.g. JunkLIND

CLUB RENO VATIONS



COLOURS THAT DRIVE SOME MAD!

It was a difficult decision, but we think the TEAL wall turned out very well!

Time for a Change!



WATCH THIS VIDEO: HOW MEN CHOOSE THE CLUB'S CARPET OVER BEER!

<https://www.facebook.com/HDFCPMQ/videos/1385745541459573/>

[VIDEO >](#)



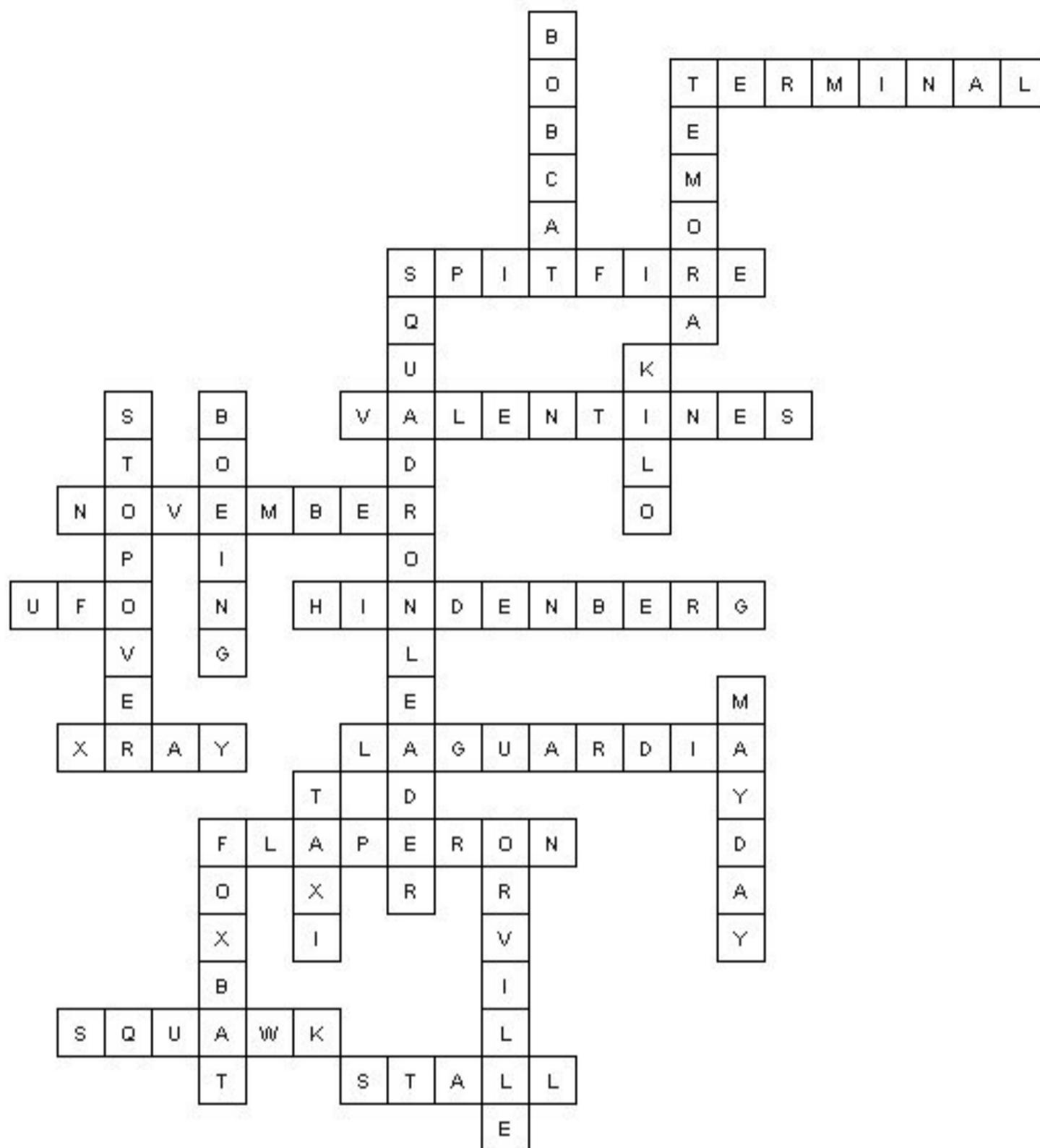
Mary adding her finishing touches with her photos and paintings.

FUNNY NOTE:

MEN discovered COLOURS and invented PAINT.

WOMEN discovered paint and invented makeup.

MEN don't know what MAUVE is so TEAL is BLUE or is it GREEN?



Across

- 2 airline passengers wait here
- 3 British fighter
- 7 Day at Camden Haven
- 8 Month of Hastings Airport opening
- 9 'What is that?'
- 10 Famous Airship
- 12 Photo
- 13 NY Regional Airport
- 15 Control surface
- 17 4 digit number
- 18 sudden loss of air speed

Down

- 1 Flying formation or Nth American animal
- 2 Australian location of aviation museum
- 3 has 3 stripes (one narrow, two wide)
- 4 Weight measurement and phonetic alphabet letter
- 5 break in journey
- 6 well know aircraft manufacturer
- 11 request for help
- 14 a lift or a 'way'
- 15 two animals that fly together
- 16 Wilbur's brother

Roster.

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

HOSPITALITY

March

10th Ed Godschalk

17th Craig Whiting

24th Ray Lind

31st John Hayler

PPD LUNCH

March - Frances Smith

April - Veronica Lind

May - Lorraine Dunlop

June - Di Davison

July - Marite

For Sale.



FLIGHT DESIGN CTLS ON SALE

Elegant, sleek Flight Design CTLS Light Sport aircraft is on sale now at \$137,000. Check our website for details - <http://www.hdfc.com.au/ctls-for-sale>



Triumphant Finish for the Avalon Air Show

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 - \$16.50
- ▶ 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 Ray Lind 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/>

Ian Shoemith
Frank Kolver
Mark Putland
Paul Seward
Glen Marshall
Indie Benson
Paul Lundie-Jenkins
Ian Wright



Management Committee & Flying Instructors

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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



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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