

JULY 2016

HASTINGS DISTRICT FLYING CLUB

PROP WASH



WINTER FLIGHT BOOK

Chris Higgins-I am very grateful
Flying Scholarships
Fly Boy-Late Wave Off, Near Tragedy
Patrick Purcell-still dreaming
New changes to flying exams



Alex McGee
Youngest to go first solo

P30 Alex McGee made history



Veronica Lind

**EDITOR, MARKETING
& COMMUNICATIONS**

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NOTES FROM THE EDITOR

Lots of serious business has been happening this quarter as we prepare for our Annual General Meeting, rolling out our 5-year strategic plans and promoting flying scholarships.

It's always gratifying to receive compliments from older members, so thank you very much to Ron Walesby and Patrick Purcell! We always love feedback, compliments and suggestions, so keep them coming!

Alex McGee made history for the Hastings District Flying Club on 18th May 2016 when he flew First Solo on his 15th birthday. That made Alex the youngest member to fly First Solo in HDFC's 59 years history! Read his story and listen to the radio podcast. Congratulations Alex!

We had a few special visitors. On 26th May we had the RV6, RV7 and RV8 flying in company from the northern most tip of New Zealand. There were some delays at Norfolk Island due to poor weather. George Northey also visited the club in June and inspected our planes :-). We were all so pleased to see George.

This July, some members have gone to Oshkosh to celebrate the world's best aviation show. They will be posting photos on Facebook, so follow their thrilling adventures.

We had two Facebook Jamming Sessions in July. Members wanted to know how they can secure their personal Facebook page and how they can promote their business leveraging Facebook.

Chris Higgins will be visiting from 25th to 30th August and will be donating much appreciated funds for our Flying Scholarships. So come on down to meet Chris on Friday 26th August, 4pm at the clubhouse.

Propwash is read not only by our members but aviation enthusiasts around the world. How exciting that they're interested in our little flying club in Port Macquarie :-)

Again this is only possible when we have interesting articles and photos from our HDFC members. So thank you all for making Propwash the best flying club newsletter anywhere!

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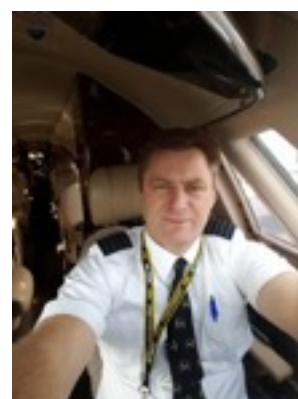
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HASTINGS DISTRICT FLYING CLUB

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Jointly sponsored by CHRIS HIGGINS and HDFC



30 EVENTS



**Meet Chris Higgins to discuss
what it takes to embark on an
aviation career**

**26th August 2016, 5pm at the
club house**

- 32 ROSTERS**
Aircraft washing, bar and PPD lunch
rosters

[Publisher of Propwash: VermilionMarketingAU.COM](http://VermilionMarketingAU.COM)

A NEW MEMBERSHIP YEAR



PRESIDENTS REPORT JULY 2016

BY ROD DAVISON

A scratched windscreen and scraped wingtips. These are two examples of the damage being caused due to mishandling of hangared aircraft. Please take your time and extreme care in aircraft movement. Ideally, it is a three person job with one on each wingtip and one moving. Particular care should be taken with wingtips near propellers and windscreens.

The CTLS has been unserviceable for the past six weeks with a small crack in the winglet. Not known for certain but with evidence suggesting ground mishandling this highlights the ease with which damage can occur. This has not only been inconvenient for pilots but quite costly for the club. Again, I plea with everyone moving aircraft to exercise extreme care.

The AGM will be conducted on Wednesday 17th August. As well as the usual reports outlining the status of the club a new committee will be elected. Any member is entitled to nominate for a position so if interested please do not hesitate in completing a nomination form. Attendance in previous years has been disappointing so this year I dare you to come along. It is quite interesting and can even be entertaining.

The AGM also signals the start of a new membership year. All members will receive an invoice indicating the amount due. Prompt payment is appreciated. Non-payment indicates you no longer wish to be a member. Flying membership remains at \$80, Social membership \$35 and Junior membership \$11.

The 1st July not only heralded a new financial year but also an increase in many of our prices.

Following careful analysis of club income and expenditure it became evident responsible financial management necessitated these price increases.

Aircraft hire rates have been increased by \$5 per hour bringing the Foxbats to \$130 and the CTLS to \$140. All bar items have increased by 50 cents while aircraft hangarage increased \$10 per month. I am sure all club members will appreciate the rationale behind these increases and realise our prices are still highly competitive.

HDFC provided significant input into the successful vote pertaining to the future direction and structure of RAAus. Our club forwarded 23 proxies supporting the six resolutions presented at the May 14th Special General Meeting. I believe RAAus can only grow stronger and be viewed as a more professional and respected organisation as a result.

Applications are now being called for the HDFC Flying Scholarships. This year we welcome a \$2000 sponsorship from Chris Higgins. Chris as a teenager learnt to fly with Bob Needham and now works as a Netjets captain flying corporate jets in the USA. He is keen to encourage the younger generation into aviation and will visit our club in late August.

Interior painting commenced last month with Mary, Steve, John and myself painting the bar,

PRESIDENTS REPORT JULY 2016**BY ROD DAVISON**

kitchen and toilets. Members can now assess the painted panel board and decide if the remainder should also be painted. Those not wanting further painting should make their feelings known otherwise it will occur in September. Installation of carpet will occur shortly thereafter.

Instead of a HDFC Open Day this year our club will exhibit at the 'Wings over Macleay' airshow during the October long weekend. Organisers are happy for us to display our aircraft and promote the club. More details of this event will be distributed as the time draws nearer.

Clyde and Sue Stubbs did a terrific job hosting the recent Fly & Spy. Much work goes into its preparation so it was disappointing only 8 teams participated in this fun event in ideal flying conditions. Also a special thanks to our ladies headed by Di and Anne for a wonderful Presentation Dinner.

The recent Palmers Island Fly In was highly enjoyable thanks to organisers John and Anne Hayler ably assisted by Alex and Stephanie Pursehouse. Six aircraft made the trip while several members drove making for a good attendance. Bob and Annette McIntyre again proved most welcoming hosts at their beautifully maintained airstrip.

International relations were improved when the Australian International Aviation College (AIAC) visited our May sausage sizzle. The students and staff were most appreciative of the invitation and thoroughly enjoyed the evening. Thanks to our members who made them feel so welcome.

Oshkosh here we come. Twelve of our members and friends will be meeting at the EAA Airventure 2016 in Oshkosh during the last week of July. Boasted as the World's Greatest Aviation Celebration we are all looking forward to experiencing what this event has to offer. Watch for some reports on Facebook if I work out how. See you when we return.

Safe flying

ROD



Join the Club!

Club membership is \$80.00 (flying); \$35 (social) and \$11 (junior).

You can download our membership kit here >> <http://goo.gl/jlK4C7>

chris. higgins

EXCLUSIVE INTERVIEW
LESSONS LEARNT



propwash

July 2016

I am very
grateful

I am very Grateful...



CHRIS HIGGINS

“ For me, flying started as both a financial struggle and one that came about through poor study habits and course selection in school. Many people on Port Macquarie Airport were very generous with their personal time in bridging the gap of my academics and providing contacts and employment to earn money while continuing my studies. ”

Hans Westphal, a petrochemical engineer was one of the first to see a serious shortfall in my scholastics. He volunteered an enormous amount of his personal time in trying to teach me the mathematics and physics required to successfully complete the required written exams through Sydney Technical College in 1986. It came to everyone's surprise, except for Hans that I would complete all of the examinations on the first attempt and with some of the passes in the high 90's, it seemed to give Bob Needham and the other instructors that knew me, hope that I would not be stopped from reaching my dream of becoming a pilot.

Brian Peel, who ran Oxley Airlines at the time, gave me employment in his travel agency and allowed me to ride along on empty legs of night freight in Navajos between Sydney and Brisbane.

Peter Koppers was able to find me employment for a summer at a caravan park that he owned with his brother at Bonny Hills and Darren McGilvray ran an engineering firm called Port Aero Servicing, that for a time was a very successful enterprise where I worked as a tradesman's assistant, turning spanners and cleaning up as we worked our way through an array of mechanical challenges that confronted the shop. Darren has since passed away, but a lot of people don't remember that Darren was a man with enormous work ethic when he first arrived on the field and he had very strong mechanical aptitude and instincts. In many ways, I think he was one of the best engineers I ever knew. He was also a friend at that point and sadly he succumbed to alcoholism over time, his personality also changed for the worst that a demon like alcohol could ever cast over its victim.

For me, one of the most treasured memories is that of the support and tutelage I always found with Bob Needham and his family. Bob provided thousands of hours of formal instruction, quiet advice on life and guidance during those early years that would allow me to follow a somewhat unique path as I pursued my career.

secrets to success in aviation

and you're
free to
ignore it



CHRIS HIGGINS

I am very Grateful... continue

The other day I just went through 18,000 hours of total experience. I'm 48 now and it just seems like yesterday that I left Australia, certainly not 26 years ago. It has been an adventure to be sure, that has included flying as an air-ambulance captain during Gulf War I and The Blizzard of 1993, being an airline captain, (albeit of a turbo-prop) at 27 out of JFK International, an airline instructor and company oral examiner on the Boeing 75/767 and a VIP private jet pilot to many of the leaders of industry, media and politics since 2001.

It wasn't always successful or glamorous. I spent a time working in the Outback of Australia at a bush airline called Tillair that closed down abruptly and I flew for Air Whitsunday for eight weeks without a paycheck in 1988. The promise of full back pay dissolved into a heated argument and shortly after I left the chief pilot and two of the line pilots were killed in a training accident in the Dehavilland Beaver I had been flying. It was during those dark moments after arriving back home that the support of the Hastings District Flying Club and a few cold beers at the bar provided the solace and recovery time to continue on.

There is no greater example of support than was provided by our club prior to being asked to go to New Zealand to pick up a Cessna 172 in 1988 and bring it back to Australia. Many of the club members at that time had flown only basic instruments in military aircraft that were used during World War II. There were words of caution, good advice, encouragement and wishes of good luck followed by a successful delivery flight to the new Australian owners in Coolangatta by way of Norfolk Island, Lord Howe Island, and of course Port Macquarie! The joy of that flight was felt by everyone and in many ways, it seemed as though it was a coming of age for me. Only two days later, on Christmas Day, I turned 21.

The British have a saying that if you send a boy to sea, it will make a man of him. The solo flight across the Tasman Sea had placed me among the youngest, if not the youngest to have made that crossing up until that point. Australia has since produced a 19 year old that circumnavigated the entire globe, and we should be proud of him too.

Many of you will ask about the secrets to success in aviation, but sadly, as someone who didn't follow a defined career path, if I were to follow the advice of anyone who had offered it to me, I doubt very much that I would be as happy as I am now, nor have had the adventures. The following are really my own opinions and don't follow tradition, but like all advice it's free and you're also free to ignore it.

CHRIS HIGGINS

Call a spade a spade

Most people in the industry will tell you the importance of not burning a bridge and while I agree with this, you need to call a spade a spade. The world has more than it's share of good people, but conversely I have seen some of the worst as well in aviation. If you live long enough to see it, many of the people that have tried to do you ill in this industry will leave it in a very spectacular fashion. You do not want to be collateral damage.

Don't lie

Don't lie. If you forgot to check the weather for the destination and had to divert and make the boss angry or you are an hour short in your logbook to make application to fly for an airline, don't make up stories. It will bite you and bite you hard. A phone can be dialed in just a few seconds and a career ended in about two minutes.

Work hard and take care of your body

Work hard and take care of your body. Many people are called upon to be promoted based upon the perception of how valuable they are to the operation. Every airline and employer has his "ten percenters". The ten percenters are the ones that create ninety percent of the problems. They fail medicals, they fail check rides, they sleep through the alarm and they are in conflict with other employees. Once they fill the file, you'll be gone. In the aviation world, a bad reputation is almost impossible to shake. I know some people that were forced to leave the industry altogether.

Don't become an alcoholic

Don't become an alcoholic. There it is, I said it. Aviation is stressful, it is hard on relationships and it can be awfully lonely. Don't find solace in the bottom of a bottle. I have a rule of thumb that you should never drink two nights in a row and never drink alone. Don't drink to get drunk. You'll never make it anywhere near retirement if you do.

Give back to the Industry

Give back to the industry. Aviation is expensive, time consuming and scary to anyone that is entering the industry. Take the time to encourage, be patient with questions and be an ambassador for the industry. We have a media that is not always encouraging of a positive image of our profession.

Take time to listen and to respond

Don't forget that the environment of the Hastings District Flying Club boasts an impressive resume of leaders of industry that have your best interest at heart, even when they are sometimes critical. The ability to accept good advice and filter out the inevitable peanut gallery as you progress through your career is a learned skill, but one that is an essential part of the air safety equation. Take the time to listen.. and take even more time to respond. Some of the advice you get will be potentially life saving and other advice will be less than stellar; just enjoy the perspective, smile and continue with the polite social environment that the club provides.

I look forward to seeing you all on 26th August!

Chris

Just heard that Chris Higgins has made his Grade 2 Instructor's Rating and almost completed his IFR studies. Keep up the good work, Chris! (extract from HDFC's newsletter dated 25th July 1990 by Cedric Stephens, Editor)

APPLY NOW FOR A FLYING SCHOLARSHIP JOINTLY SPONSORED BY HDFC & CHRIS HIGGINS



Chris Higgins started learning to fly with Bob Needham in 1984 and is now a Captain with NetJets in America. Chris knows what it takes to have a successful flying career so meet Chris on Friday 26th August at 5pm at HDFC clubhouse and he will address any questions you may have to help you chart your path to becoming a career pilot.

If you have a dream and burning desire to become a successful pilot, HDFC and Chris Higgins are offering two Flying Scholarships of up to \$1,200 each. Don't miss this opportunity.

Applicant Criteria

Applicants must be -

- ▶ Aged between 14 and 20 years
- ▶ Submit their most recent school report (if they are studying)
- ▶ Outline why they would like to learn to fly
- ▶ Take a Trial Introductory Flight to assess aptitude at a cost of \$99

Applications

- ▶ Close on Wednesday, 31st August 2016
- ▶ Must be made online via <https://goo.gl/FzgMUq> or on printed forms obtainable from schools or the flying club. You can also download the form > <http://goo.gl/ue0Kzy>
- ▶ Details on our website - <http://www.hdfc.com.au/#!/flying-scholarships/c18w>

Enquiries

- ▶ Enquiries - president@hdfc.com.au

DETAILS OF THE FLYING SCHOLARSHIP ON THE FOLLOWING PAGE >

DETAILS ABOUT FLYING SCHOLARSHIPS SPONSORED BY HDFC & CHRIS HIGGINS



ABOUT THE SCHOLARSHIP

The scholarship value of \$1200 each represents about 50% of the minimum Air Instruction or aircraft cost as shown in the figure 1. HDFC membership and BAK theory kit will be provided by the club. Instructor and briefing costs are borne by the student and are paid to the instructor as they arise.

Upon accepting the scholarship successful candidates will contribute an equivalent \$1200 which then gives them \$2400 credit toward air instruction costs.

Scholarship training is valid for 12 months.

Figure 1: COST OF TRAINING

Recreational Aviation Pilot Certificate (estimated cost)	
HDFC membership (must have)	\$80/year
RAAus membership (must have)	\$210/year
Basic Aeronautical Knowledge Theory Kit (BAK)	\$90
BAK briefings (must do) 12 topics, about 12-15 hours	\$30/hour
Air instruction (at least 20 hours, usually 20-25 hours) Discount available for 10 hours pre-paid	\$130/hour
Instructor (20-25 hours)	\$50/hour
TOTAL (minimum)	\$4,455

ABOUT THE TRAINING

Flying training will be in the Foxbat aircraft under the tutelage of one of the club's Recreational Aviation Instructors. The training will lead to a Recreational Aviation Australia pilot certificate. Lessons can be arranged 7 days a week.

We are one of the leaders in Recreational Flying Training. Our enthusiastic team of instructors draws on experience from many facets of aviation and will ensure that your flying training is conducted thoroughly, professionally and to the highest standards.

APPLY ONLINE NOW [HTTPS://GOO.GL/FZGMUQ](https://goo.gl/FZGMUQ)

FLASHBACK.

Patrick Purcell STILL DREAMING.

I received a 5-page handwritten letter from Patrick Purcell on May 2016. I can tell from the letter that Pat misses flying a lot. Here's the transcription of his entire letter into this edition of Propwash. It's quite a story and I am sure you will enjoy it very much!

Veronica Lind, Editor, Propwash

Dear Veronica

My name is Pat Purcell and I am writing to thank you for the great Propwash newsletters you send me. They are fantastic. Must have taken you a lot of time and effort putting them altogether.

Sadly my flying days are over due I guess to age and the old eyesight, but I tell you I sure do miss it! I started flying way back in 1953 with the Illawarra Flying School at Bankstown, which in those days was an all over grass aerodrome.

FLASHBACK.



Some of you may remember the runaway Auster on 30th August 1955. See the story unfold on Youtube - <https://youtu.be/0ehAQVhOL3k>

PATRICK PURCELL-STILL DREAMING ... CONTINUE

We learnt to fly Auster aircraft and part of the training we had to do was to learn how to recover from a tail spin, which we did in a tiger moth borrowed from the Royal Aeroclub and which to me was the coldest aircraft I have ever flown.

I obtained my licence in 1956, but after that I was out of the flying scene because I was badly injured in a push bike race. At that time I was a member of the St George racing club where once a month we used to do a bike race from Goulburn to Sydney which in those days we used to do the 120 mile race in 3 hours 50 mins. Anyway on this particular race, part of the riders including me were hit by a car on Razorback Mountain near Camden. I ended up in hospital with broken ribs and a left arm broken in two places along with most of the skin on my arm due to gravel rash. Would not advise gravel rash as it is very very painful. It took me a long time to get back on my feet, but when I did I joined a flying club called Sydney Airways whose CFI was a fellow name Brian Walters who I met when flying with the Illawarra School with Brian. I learnt to fly Cherokees 140 and Piper Arrows.

There are three events where I was flying that I will not forget. First happened on 30th August 1955. I was flying back to Bankstown in an Auster where all of the aircraft in the Bankstown circuit area were subject to a lot fishing red lights from the tower. At that time, everything was controlled by lights. There were no radios in our aircraft.

It turns out that an Auster aircraft without its pilot who had been run over by the aircraft had taken off on its own and was heading towards Sydney and then onto the northerly beaches where it was shot down by two RAN Sea Furys. (See the story unfold on Youtube - <https://youtu.be/0ehAQVhOL3k>)

Second thing that happened was when I was doing touch and goes at Bankstown. 29 left in a Cherokee 140 after about one hour of flying. I was told to do my full stop landing on 29 centre because at that time there were eight aircraft using 29 left for touch and go training. As I touched down the nose wheel blew out and I ended up on the grass between the two runways. I was given a dressing down for a hard landing, until a mechanic found two pop rivets embedded in the tyre. Turns out that an electrician who had been checking the 29 centre runway lights had kind of dropped a box of pop rivets on the runway.

PATRICK PURCELL STILL DREAMING.

FLASHBACK.

“I enjoyed flying with Bob Needham whom I regard as the King of Kings of Flying Instructors.

But he scared the daylights out of me!”

**LETTER WRITTEN BY:
Patrick Purcell**

The other scary thing was when I was doing touch and goes in a Piper Arrow. Again on 29 left. After calling the tower for a full stop landing. I did a pre landing check, after lowering the under carriage. I got two greens and nothing on the nose wheel. I was told to circle the tower to use up fuel which i did for 1/2 hour at 500 feet, then instructed to land, but I was ok until I turned into finals because all I could see at the end of the runway were police cars, ambulances and a fire brigade truck. The landing I made was not too bad until all the air speed was lost, where the nose wheel which was partly down gave way and the aircraft ended up with a bent prop and damage to the air frame.

Over the years, I have had around 700 hours of flying time and I thought I knew a little bit about flying an aircraft. When I was flying at Bankstown, I was lucky in that I had four great flying instructors. Sammy Dodd who sent me first solo in an Auster, then Brian Walters from Sydney Airways who trained me on a Cherokee 140 and Piper Arrows. With Brian there were two other instructors, Keith Hobman who ended up flying with Eagle Airways at Bankstown and Mike Thompson who after becoming a Captain with East West Airlines, went to Germany to fly jets for Lufthansa.

In 1995, my wife and I moved up her to Port Macquarie where we bought a new house in Emerald Drive No. 22. then in 2009, we moved into Dahlsford Grove Life Style Village. Also in 1995, I joined the Hastings District Flying Club where I met the King of Kings as regards to flying instructors go; Bob Needham. I kind of thought that I knew a little bit about flying. Boy was I so wrong! With Bob, I really learnt how to fly an aircraft, which at that time was a little Cessna VH PFI which sadly last time I heard was in the ocean of Port Stephens.

I really enjoyed flying with Bob until one day he scared the daylights out of me. We were doing touch and goes on runway 03. Mid down wind after pre landing checks, Bob closed the throttle and told me to do a forced landing on 03. In all the training I'd received at Bankstown, I was never taught how to do a forced landing on to an active runway!



We always went out to the Bankstown training area near the Warragamba Dam and did a forced landing into a big open paddock, not getting the aircraft below 500ft over the paddock fence. With Bob that day, I ended up missing the runway by 1/2 meter, so you can guess what I had to do after that! Learn how to do forced landings on Port Macquarie runways.

One of the most exciting things that I have had, happened in 1954. Around that time, the Illawarra Flying School had two Mustangs VH-BOY and VH-BOZ and a beautiful Sea Fury VH BOO. The two Mustangs were being used to tow target drones for the army gunners at North Head and the Navy Gunners at HMAS Bresswell near Nowra. One day I went for a flight in VH-BOY down to Nowra with Brian Walters at the controls accompanied by a Navy Greenspan Tracker aircraft on its way home to Nowra.

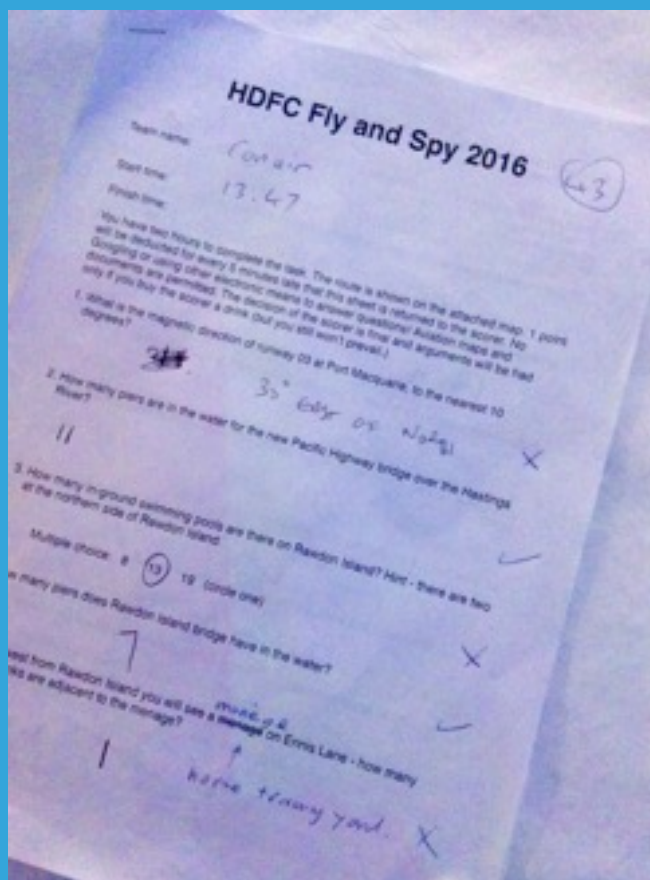
We landed at Nowra, picked up the target drone and flew to the Naval College where the Navy Gunners did some practice shooting at the drone we were towing. We came back to Nowra, dropped the target drone at the aerodrome then flew back to Bankstown.

Sadly the Mustangs and the Sea Fury did not last at Bankstown. they were all sold to some pilots in the USA.

I think that is all I can tell you about right now. Again many thanks for the great work you do with Propwash.

Best wishes to you.

Patrick



Fly + Spy 2016

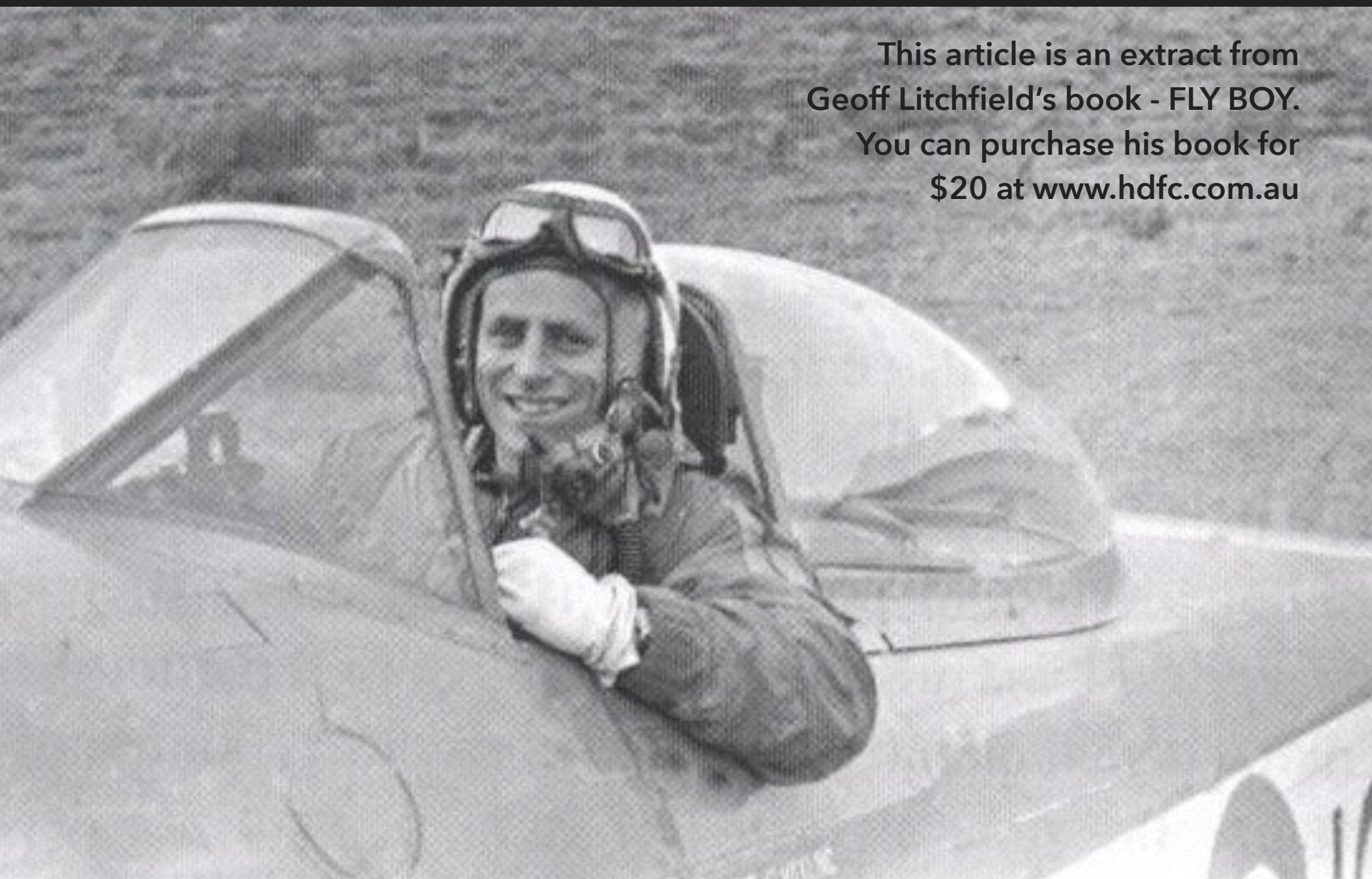
Clyde and Sue Stubbs set a tough mission this year. Rod and Jayne (The flying Davo's) took the \$100 first place, Steve and Fran (Sea Eagles) were second with \$70 and collecting \$30 for third were Bruce and Mark (Conair). The dreaded Cabbage was collected by John and Anne. About 30 people attended a very pleasant Presentation Dinner prepared by our wonderful girls headed by Di and Anne.

[More photos on Facebook >](#)

Geoff Litchfield

FLY BOY

This article is an extract from
Geoff Litchfield's book - FLY BOY.
You can purchase his book for
\$20 at www.hdfc.com.au



LATE WAVE OFF – NEAR TRAGEDY

LATE WAVE OFF – NEAR TRAGEDY ... continue

GEOFF LITCHFIELD | FLY BOY

On the flight deck of 'Sydney' there were, variously spaced, nine steel arrester wires. These were capable of withstanding an impact of 15,500 lbs., at a speed of 60 knots and were held some nine inches above deck level by retractable bows, the wires pulling out on engagement, hydraulically damped, to a variety of distances. Forward of these wires were three retractable safety barriers, capable of withstanding an impact of 14,000 lbs. weight at a speed of 40 knots. These were provided to act as a final retardant to aircraft landing on, on straight-deck carriers, protecting aircraft parked forward of the barriers in 'fly one' in the event an aircraft should fail to engage any of the arrester wires. Two were utilised at any one time, the third held in reserve.



Geoff Litchfield on his illustrious aviation career as Fly Boy

Meantime, passing abeam the island on 'Sydney' downwind, I commenced a 20-degree banked turn to port at 400 feet, selected landing flap, and gradually reduced airspeed to 90 knots, just 10 knots above the Sea Fury's stalling speed. The aim was to maintain a continually banked turn on base leg, to ensure unobstructed visual contact with the batsman to the left of the long and highly elevated nose of the Sea Fury in the landing configuration.

I began to follow the batsman's signals shortly after passing the mid-base position, reacting accordingly. Noting that his bats largely remained in a horizontal position, I was comfortably assured that my efforts were being rewarded by a judged near-perfect approach, much to my professional satisfaction.

Approaching the round down (the aftermost curved section of the flight deck), I suffered that misleading complacency that all was well, and with continued confirmatory signals from the batsman, anticipated the signal too 'cut' (i.e. close the throttle and flare for landing), and was thus prepared. At the very last moment, I could scarcely believe my eyes when I observed a wave-off signal, which required mandatory obedience.

Instantly aware of my proximity to the deck, the imposing and inflexible steel of the island structure to starboard, and the erected barriers directly ahead, I applied maximum throttle, calling on every one of the Bristol Centaurus' 2500 horsepower to save the day. Simultaneously, I applied as much aileron input as I judged acceptable at such low speed, to get out of there.

The ever-present ship's photographer accurately recorded the following events. Application of maximum power at such a low airspeed in an aircraft with so powerful an engine was a sure recipe for disaster. The torque produced could be in excess of the force available from flight control deflection into a relatively slow-moving airstream to balance the resultant tendency for the aircraft to roll.

LATE WAVE OFF – NEAR TRAGEDY ... continue

GEOFF LITCHFIELD | FLY BOY



From a position very close to being over the round-down, at a height adjudged to be ten feet above the deck, my aircraft rolled near-uncontrollably to port, barely passing over the head of the batsman. One flight deck handler (Max Inwood, who I only recently met at a reunion on the Gold Coast), is captured in sprint mode, haring across the flight deck to avoid being a statistic in what appeared to be an imminent prang, with my port wingtip just feet above deck level, approaching his original position in one of the ship's gun sponsons.

At that time, one outstanding thought flashed through my mind -

'This is it!' Aware of my aircraft's precariously unusual attitude, and its proximity to the beckoning surface of the waters of Hervey Bay, apart from bracing every muscle in my body, (especially those controlling orifices), I have little recollection of what, if anything, I did to rectify the situation. After a lung-bursting hesitation, the aircraft finally resumed a more normal attitude, and I survived this one, with tail between my legs, cautiously executing another circuit which, this time, resulted in a successful landing. After being directed forward to 'fly one', parking and shutting down, I sat a while 'gathering my composure' as I reflected on my close shave.

Being a junior officer at the time, I was hardly in a position to dispute the judgement of Commander (Air) Alan Downes RN, who attributed my dilemma to over-enthusiastic 'gung-ho' response to my wave-off. No blame could be attributed to the batsman, who had no option but to wave me off, in view of the fact that a red light was still showing from 'Flyco' - although the deck was clear?

BOOK REVIEW

Geoff's book is a beauty! Chapter 37 - Reflections are amazing and although 17 years my senior, I am sure you will agree it has a familiar theme to many of our conversations on today's world!

The Airline Pilot's dispute also extremely interesting! What about that drunken flea Hawke poking his tongue out at the Pilots at the TAA picket line!

Wish I had been able to carve out a career like Geoff's in aviation but the 182 is nevertheless a great consultation for me and Geoff's life. Makes me realise that nearly everybody suffers from some form of adversity in their respective lives!

It's a double whammy for the likes of us - on flying and life particularly on the paradox of human nature!

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

Thank you so much for introducing me to Geoff!

- David Mitchell (a new fan)



ANNUAL GENERAL MEETING

WED 17TH AUG 2016 7PM | HDFC CLUB HOUSE

AGENDA

1. Apologies
2. Confirmation of Minutes of the 2015 AGM
3. President's Report
4. Financial Report
5. Appointment of Auditor for the financial year ending 30 June 2017
6. Membership fees for 2016-17
7. Election of Office Bearers and Committee for the year 2016-17. Note: All members of the current Committee will retire on August 17th although some may wish to stand again. Nominations correctly completed on the form below must be received by the Secretary, or posted on the club noticeboard, by Wednesday 10th August 2016.
8. Discussion of matters which members may legally present, notice of such matters being provided to the President seven (7) calendar days prior to the meeting.

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

This agenda and an audited copy of the 2015-2016 Annual Accounts will be posted on the Club notice board seven (7) days prior to the meeting.

Bruce Dunlop - Hon Secretary - July 2016

E: bruce@dunlopit.com.au



ANNUAL GENERAL MEETING

WED 17TH AUG 2016 7PM | HDFC CLUB HOUSE

NOMINATION FORM

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

- For the position
- PRESIDENT

VICE PRESIDENT

SECRETARY

TREASURER

COMMITTEE MEMBER (4)

For the financial year 2016-2017

(Signature of proposer) (Signature of nominee signifying acceptance)

PROXY FORM

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

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

Date: _____ 2016

(Signature of member) (Signature of proxy)

LIFE IS FOR *living*

AND WE MUST GIVE IT OUR BEST WHILE WE CAN

CEDRIC STEPHENS

14th December 1991

Photo: Bobcat formation by Mary Pavich



Cedric Stephens is a Life Member of the Hastings District Flying Club. The above quote was taken off a newsletter published on 14th Dec 1991 when he was the editor of our newsletter.

Cedric Stephens - " ... oh yes, I'm legal at last (found Bellbrook on my unrestricted flight test). Many thanks to Bob Needham and Chris Higgins for putting up with me." (extract from HDFC's newsletter dated 25th July 1990)

CFI Report

17TH APRIL 2016 PILOT PROFICIENCY DAY

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club



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.

Our Pilot Proficiency Day (PPD) started at 7.30 am with Craig Whiting flying with Bruce Dunlop. It was a lovely, calm but cloudy day. We had an impressive ten (10) pilots fly to take advantage of our cheap rates of \$100 an hour for these days as well as to retain their currency.

Our goals for PPD stresses Aviation Safety and Airmanship. The April flying events were as follows.

STUCK THROTTLE

In this exercise we simulated a stuck throttle of 3000RPM while flying downwind and landing perfectly in the large, white markers. This is treated like a forced landing exercise.

1st Rod Davison and Caleb Butterfield 40pts

2nd Col Hayler 10pts

RIVER BASH

(Co ordinated Flying Exercise up the Maria River)

1st Craig Whiting 65 pts (perfect score)

2nd Rod Davison / Caleb Butterfield / Col Hayler 59 pts

3rd Jon Maguire 57pts

FORCED LANDING

1st Graham Smith 70pts

2nd Rod Davison 67pts

3rd Craig Whiting / Mark Watson 51 pts

OVERALL

1st Rod Davison 186pts

2nd Caleb Butterfield 182pts

3rd Craig Whiting 136pts



Congratulations to Rod Davison for some outstanding flying for our April Pilot Proficiency Day. Rod gained 186 pts in the 3 exercises of the Stuck Throttle, River Bash and Forced Landing.

CFI

Report

15TH MAY 2016 PILOT PROFICIENCY DAY

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club

Lovely, calm and sunny weather greeted our Proficiency Day for May. We had seven (7) pilots fly to take advantage of our cheap rates of \$100 an hour for these days as well as to retain their currency. Once again a huge thank you to Bruce Dunlop and John Hayler for doing the air judging for our important PPD. Bruce is able to start at 8am each PPD so this gives our pilots a perfect opportunity to fly early and do their flight in the best, possible conditions and to be able to finish by lunchtime.

Our May flying events were as follows.

500' LOW LEVEL CIRCUIT (Spot Landing)

In this exercise we simulate very bad weather with low cloud making visibility very poor. The pilot therefore has to slow the aircraft down, use one stage of flap and stay in close to the runway. This is completed with a Spot Landing where the quality of the landing is judged closely as well as the touchdown point. The judges reported today that most of the pilots landed very well with the nose high in the air(column well back) and right in the middle of the runway.

1st Greg Connors 75pts

2nd Craig Whiting/ Mark Watson, 70pts

3rd Bruce Dunlop 60pts

RIVER BASH

(Co ordinated Flying Exercise up the Maria River)

1st Craig Whiting / Mark Watson/ Bruce Dunlop, 65 pts

2nd Greg Connors 62 pts

FORCED LANDING

1st Bruce Dunlop 50 pts

2nd Mark Watson 46pts

3rd Craig Whiting 45 pts

OVERALL

1st Greg Connors 213pts

2nd Mark Watson 211 pts

3rd Craig Whiting 200pts

Greg was the very proud winner of the PPD for May. He made the valuable comment of what 'great benefit' flying in the PPD has been to his piloting skills in general. He appeals to all pilots to fly on these days to enhance their skills and therefore gain huge confidence and competence overall to be able to handle almost any problem that may arise while flying.

Well done, Greg.



WINNER – GREG CONNORS

Greg Connors on winning the medal made the comment that flying in the PPD each month has improved his flying and overall confidence immensely.

CFI

Report

26TH JUNE 2016 PILOT PROFICIENCY DAY

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club

June's PPD was postponed by a week due to the Fly and Spy event the previous week. After a totally suspect week weather wise, our Sunday PPD turned out to be very calm but cool. We had ten (10) pilots fly to take advantage of our cheap rates of \$100 an hour for these days as well as to retain their currency. This month's lunch was beautifully prepared by Fran and Steve Smith. The hummingbird cake was just yum!

SHORT FIELD TAKE OFF

Today we added a short field take off to the day's flying exercises and for a skill which pilots aren't called upon to use very much in YPMQ, all of the pilots achieved very well scoring 20 points with optimum flap selected and the best angle of climb speed maintained until above 50'.

1000' CIRCUIT (Spot Landing)

In this exercise we judge the pilot on flying a perfect circuit including maintaining the runway centre line on take off to the crosswind turn and exactly 1000' on downwind. This is completed with a Spot Landing where the quality of the landing is judged closely as well as the touchdown point. The judges reported today that most of the pilots landed very well with the nose high in the air (column well back) and right in the middle of the runway.

1st Craig Whiting 138pts

2nd Col Hayler 135pts

3rd Mark Watson 120pts

RIVER BASH

(Coordinated Flying Exercise up the Maria River)

1st Mark Watson 65 pts

2nd Greg Connors, Craig Whiting 62pts

3rd Rod Davison 59pts

FORCED LANDING

1st Col Hayler 83 pts

2nd Craig Whiting 67pts

3rd Rod Davison 65 pts

OVERALL

1st Col Hayler 331pts

2nd Craig Whiting 307pts

3rd Greg Connors 276pts

Well done, Col. Very accurate flying.



WINNER – COL HAYLER

Congratulations to Col Hayler for his very accurate and professional flying in the June Pilot Proficiency Day (PPD)



CFI Report CONGRATULATIONS

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club

FIRST SOLO



Lachlan Davidson - 18th April 2016



Alexander McGee - 18th May 2016



Mary Pavicich - 11th June 2016



Drouin Pike - 15th June 2016

Important CFI Updates



GETTING 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 > Pilots Certificate

MORE: Passenger endorsement > Cross-country endorsement
All details on our website - www.hdfc.com.au

RAY LIND, CHIEF FLYING INSTRUCTOR - As part of our 5-year plan, we have established that 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.

Important CFI Updates

CHANGES IN EXAMS: RA-AUS have now replaced all of the old exams. The main change is that Human Factors have now been incorporated in each exam so it is not necessarily a separate entity. This is the last time that RA-AUS will issue paper exams. In the future, they will all be online. Hopefully not chargeable as CASA does. The other big change is that there is now a Pilot's Conversion Exam to cover the huge number of GA pilots who are now electing to fly RA-AUS.

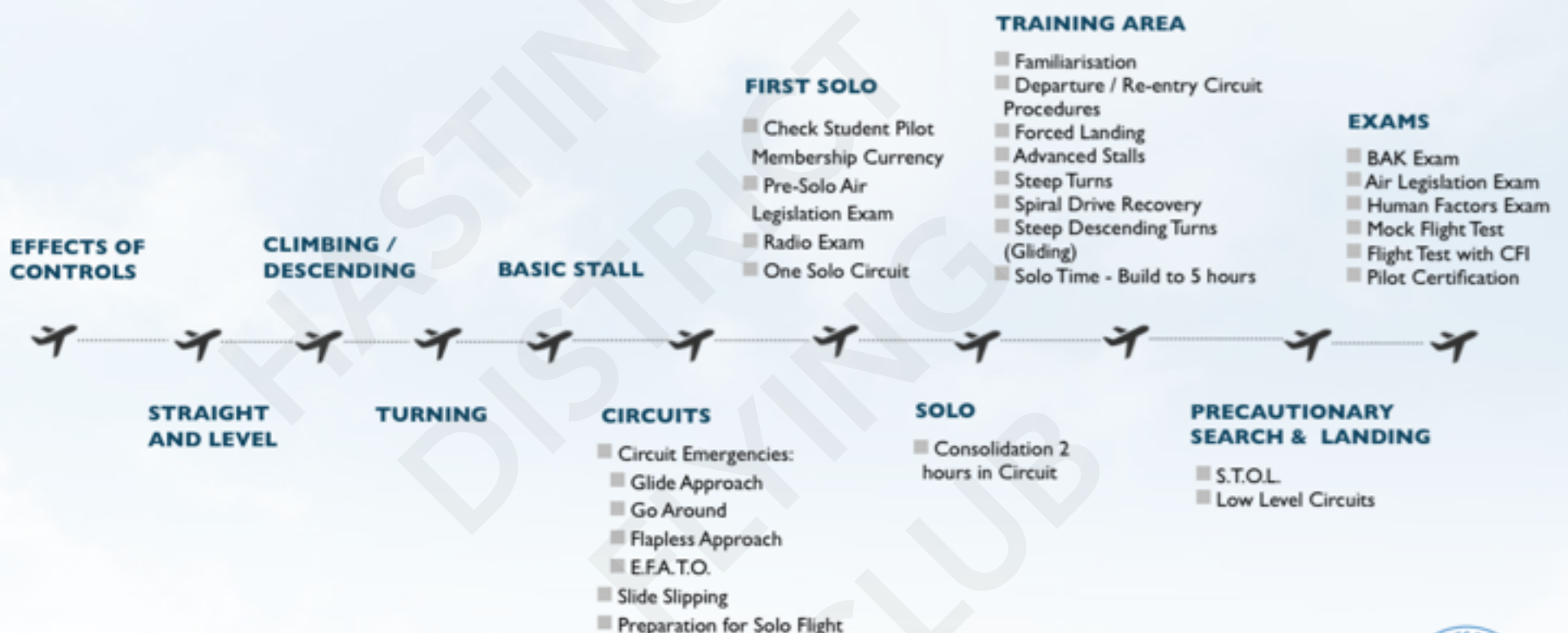
CHANGES IN EXAMS

ENGINE FAILURE

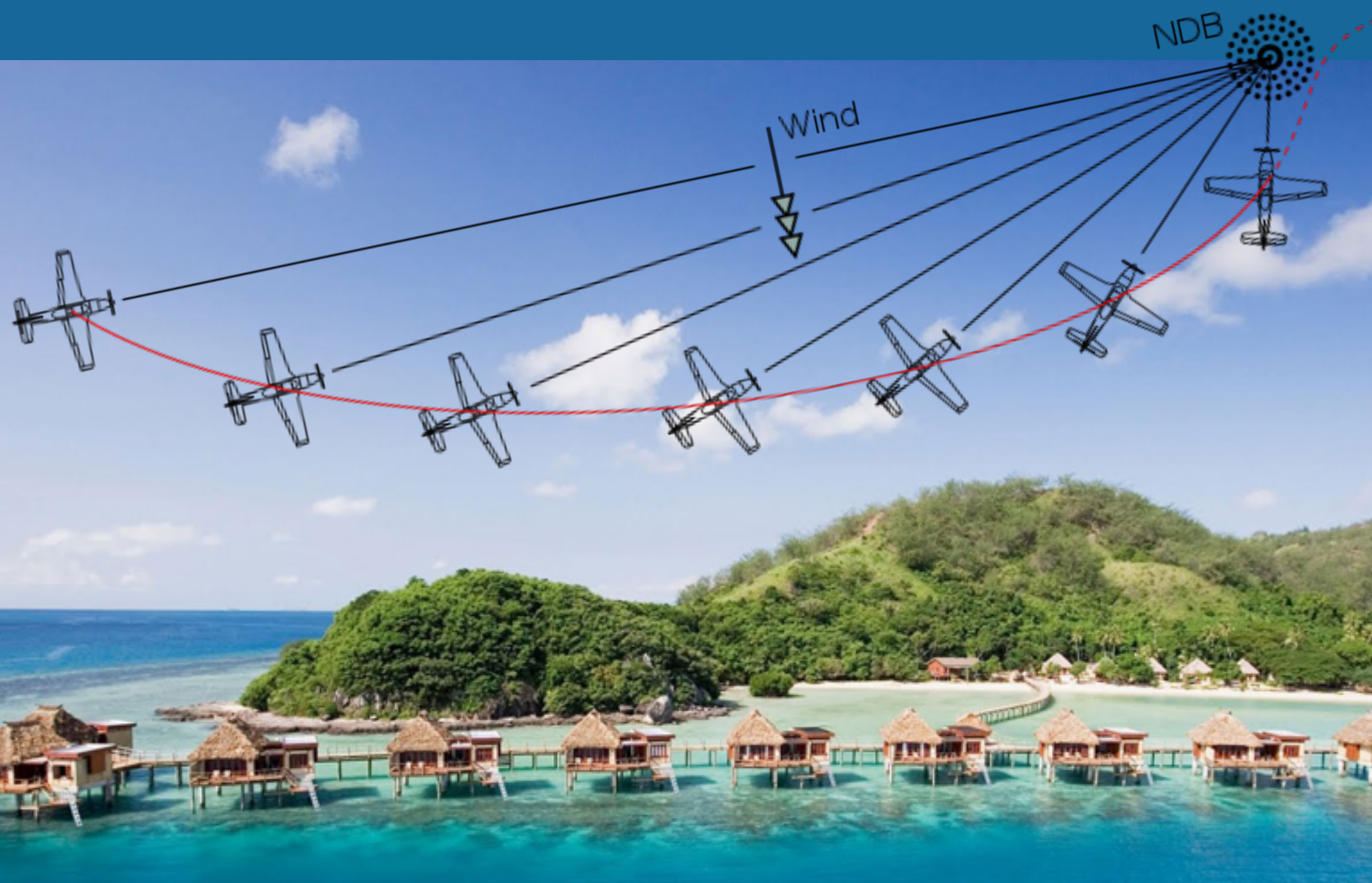
EFATO: Do not practise EFATO on Runway 03. Complaints have been received to Council due to people under the flight path being concerned about noise and the unusual behaviour of aircraft during this exercise.

Flying lesson sequences - abinitio training

18 March 2015



COOK ISLANDS AIR NAVIGATION 1978



Lorraine and I regularly spent
Christmas holidays on Aitutaki, one of
the many islands of the Cook Islands

Bruce Dunlop

Lorraine and I regularly spent Christmas holidays on Aitutaki, one of the many islands of the Cook Islands, with Lorraine's parents. Lorraine's dad, Peter, owned and operated a trading store and also was the handling agent for the local airline. The airline had just started operating regular and charter flights between the outer islands.

The airline's fleet, at the beginning, consisted of a Cessna 337 for inter-island flights, and a Cessna 172 for tourist flights around the main island of Rarotonga. The island also has an international airport, where they were based, as well as another airline which was a subsidiary of Air New Zealand. The airline now consists of Saab 340, Embraer Bandeirante and the original Cessna 172.

Navigation aids consisted of NDBs (non-directional (radio) beacons): one located in Rarotonga and the other in Aitutaki. The other islands they serviced had no electronic aids. Navigation was a problem over vast stretches of the Pacific. Travelling outbound from Rarotonga they relied on the NDBs: a reverse bearing, and a crossing bearing from Aitutaki. Regularly the aircraft were out of range of any of the navigation devices, and the only visual reference, when close enough, was the glow of the islands' lagoons reflected off the clouds in the distance.

Because of my knowledge of electronics I was asked to build the airline two NDBs, both of which were to be powered by 12V car batteries. The NDBs minimum range was to be at least 50 nautical miles. The idea was for the pilot to radio the airline's agent at the island of destination when 50 miles out so that the agent would switch on the NDB.

Rising to the challenge, I scoured magazines and journals for ideas. (No Google, or Internet back in the day, nor mobile phones with inbuilt GPS.) I came up with a design for a 50W solid state RF amplifier tuned to the upper end of the NDB frequency range. The design included a Morse code identification and tuning coils to match the antennas.

The problem was some of the parts were not available in NZ. So on our first holiday to Australia, to visit friends in Brisbane, I procured the parts at a Dick Smith Store. Our spare bedroom soon became the workshop, where I built and tested the navigation devices.

The NDBs were air freighted to Rarotonga, with instructions for the antenna design: basically, a taut wire strung between two coconut trees.

Did they work? Very successfully.

Initially, as an experiment, when the NDBs were first switched on, the pilots could pick up the signal, even in the hanger, over 150 miles away. The airline covered my costs, and as an added bonus, whenever we holidayed in the Cook Islands I flew their Cessna 172 and even completed my biannual flight test with them.

A while later, I was informed by the airline that they had received a NOTAM from the NZ powers that be, that there were two illegal NDBs operating in the Cook Islands, and they were not to be used for navigation. The notice was ignored, framed, and hung on a hanger wall. Interestingly, the NZ Civil Aviation Authority contacted me, asking me to tender for the supply of 50 NDBs that could operate in remote areas. Huh. Unfortunately, I was not in a position to tender. Another opportunity lost.

The NDBs continued to operate for many years, and have since been replaced by official units. (I wonder who made those?)

Bruce Dunlop of Dunlop IT is indeed a "techie". He is the Secretary of the Hastings District Flying Club and our Technology Guru who ensures the efficiency of our operations. Part of our 5-year plan is to tighten our club's policies, databases and operating procedures and make them available on the cloud.

If you need any "technology" assistance, please do not hesitate to contact Bruce Dunlop through his website - www.dunlopit.com.au



ALEXANDER MCGEE

YOUNGEST MEMBER TO FLY FIRST SOLO

I have gained a lot of confidence to deal with everyday life and I know that this is what I want to do for the rest of my life.

ALEXANDER MCGEE'S FIRST SOLO



I couldn't go solo until my 15th birthday, on the 18th of May 2016 which seemed to be the longest few months of my life.

During the last Christmas holidays I began flying lessons with Ray Lind. After approximately 11 hours of flight time Ray advised me I was ready to go solo. How excited I was at the thought of flying solo. Being 14 at the time I couldn't go solo until my 15th birthday, on the 18th of May 2016 which seemed to be the longest few months of my life. When it finally got to my 15th birthday I woke up early to check the weather and the sky was blue and there wasn't a cloud in the sky.

I was going flying before school, hopefully to go solo. As my parents were driving me out to the airport, I checked the Port Macquarie AWIS to see if the winds would be in my favour. As the phone finished dialling the first thing I heard was "Winds, Calm" and the feeling I got was just indescribable, just hearing those two simple words just made my day so great knowing that if my skills were up to solo standard and today I would hopefully be going solo on my birthday. I went through my preflight checks as usual and started to pull the plane out of the hanger and felt the cool morning sea breeze. After we finished doing our runups and Pre Takeoff checks we did our F.I.S.T. checks and we were ready to roll.

As we started doing a few circuits, we both noticed the weather was perfect; winds were low and clouds were high. I couldn't have been happier with the conditions and very low traffic around. As we were doing another one of our circuits and just after touching down, Ray said "That will do Alex, just taxi back to the holding point and you can go and do one by yourself". From that moment it was really happening, I was really going up there, one thousand feet, by myself. At the time there were a fair few emotions running through me, mostly excitement and a slight bit of nervousness. As Ray finished packing his headset and straightening the belts, he got out, waved and walked off, very casually I must add.

All my training with Ray has really brought me up to this moment as I knew if in the rare situation that something went wrong that Ray had prepared me for any situation that could have arisen (lucky none did). As I finished my run up checks I started taxiing for holding point Alpha and had a look out for any other aircraft on finals for either runway. It was then I realised that I most likely had the whole strip to myself. As I started rolling, I felt the plane kick up off the ground after only a few seconds of rolling. It's remarkable how fast the Foxbat gets off the ground with only one less person in it and it was then that I felt like I was really doing it. I was flying solo. When I looked over at the empty seat, I could see right down to the ground on the other side. It's just a remarkable feeling that you get when you have worked up to something and you finally achieve it.

ALEXANDER MCGEE'S FIRST SOLO

As I continued with my flight and turned downwind I did hear a Q-Link plane come over the radio that they were inbound 10 miles south, so they were out of the way. As I kept going and started to turn base that was when the 'fun' started to happen. The slight coastal breeze started to roll in and I could just feel the breeze starting to move the Foxbat just the tiniest bit and when I turned and started to line up for the runway the wind just completely died off for the approach. As I lined up for the runway centre line, "Outside, Outside, Inside" and kept going like that for the next few hundred metres until I got above the the "Piano keys" and cut the power right back down to idle and started to hold off till the aircraft stalled right above the runway.

The landing was a little harder than what I was used to but the nose was quite high and overall, it was probably my favourite landing, to know that I had completed my first solo on my 15th Birthday. I started to back track and got back to the fuel bowser where Ray was there waiting with a smile on his face ready to greet and congratulate me on my First Solo.

This day is one that I will never forget and I must say it has been the best day of my life to date. I achieved my dream birthday first solo thanks to Ray Lind, CFI, HDFC. I find Ray a terrific flying instructor. His professional way of teaching and his patience when you are learning something new is just great, he explains everything so well that I got it after no time. Since I have begun learning to fly and completed my first solo flight I feel I have gained a lot of confidence to deal with everyday life and I know that flying is what I want to do for the rest of my life.



ALEXANDER MCGEE ...

after he completed his first solo on his 15th birthday, making him the youngest to fly first solo in HDFC's 59 years history



Watch Alex McGee fly his first solo

ABC RADIO INTERVIEW WITH PETER

2nd July 2016

**RAY LIND &
ALEX MCGEE**



LISTEN TO US ON



<https://goo.gl/CJ1bAO>

EVENTS

HASTINGS DISTRICT FLYING CLUB



ANNUAL GENERAL MEETING

WED 17TH AUG 2016 7PM | HDFC CLUB HOUSE

ANNUAL GENERAL MEETING

Wed, 17th August 2016, 7pm at the clubhouse. Please attend.

[DETAILS HERE >](#)



CHAT WITH CHRIS HIGGINS ON BECOMING AN AIRLINE PILOT

Friday 26th August 2016 from 5pm at the clubhouse.

Meanwhile checkout the flying scholarships.

[FLYING SCHOLARSHIPS >](#)



PILOT PROFICIENCY DAYS + BBQ LUNCH

24th Jul, 21st Aug, 16th Oct, 20th Nov

Note - 16th Oct PPD will be held at Camden Haven Airfield

Starts at 8 am. Lunch at 12 noon



ANNUAL TRI-CLUB COMPETITION

Sat 17th Sep 2016. This year's Annual Tri Club Competition is hosted by Manning River Aero Club at Taree. This Flying Competition is between Hastings District Flying Club - HDFC, Manning River Aero Club and Royal Newcastle Aero Club.

[REGISTER HERE](#)



WINGS OVER MACLEAY

1st - 2nd October 2016. Tickets available at their website.

Volunteers wanted as HDFC will be having a booth featuring our club services, flying activities and learn to fly program.

[WINGS OVER MACLEAY](#)

EVENTS

HASTINGS DISTRICT FLYING CLUB



SOCIAL NIGHTS

Every Friday evening from 5 pm. Target practice, scrabble, bar opens. Sausage sizzle every first Friday of the month.
Starts at 5 pm



RESTAURANT NIGHT

Happening very soon at a restaurant near you. Look out for our email communication, website or Facebook posts.



CIRRUS AUSTRALIA TOUR

The Cirrus arrived on 19th July 2016. Some of us, including Vince Williams and our neighbours from the Australian International Aviation College had some real Cirrus Moments. John Hayler hosted our guests Rebecca Penny and Pilot Andy Hartel from Cirrus during their sales visit.



AIRCRAFT WASHING Roster.

18/7/16 to 1/8/16	Steve Smith	0405775192
	Jordan Maxwell	
	Jarrold Cloughessy	0403200548
1/8/16 to 15/8/16	Dave Toulson	0418668355
	Rod Davison	0419632477
	Alex McGee	
15/8/16 to 29/8/16	Bruce Dunlop	65595444
	Jack Kalchbauer	65838332
	Damien Bennie	0427821581
29/8/16 to 12/9/16	Mary Pavicich	0419693617
	Tim Amor	0418296380
	Jon Maguire	0427194108
12/9/16 to 26/9/16	Mike Bullock	0412237787
	Col Hayler	0437478549
	Drouin Pike	0447128388

Why a 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.

BAR Roster.

22 July 2016
Ed Godschalk
29 July 2016
Glenn Cleary
5 August 2016
Barry Williams
12 August 2016
Steve Smith
19 August 2016
Bruce Dunlop
26 August 2016
Matt Connors
2 September 2016
Richard O'Neil
9 September 2016
Rod Farley
16 September 2016
John Hayler
30 September 2016
Alex Pursehouse

Please ring Craig Whiting T: 0406 025 416 if you would like to change your roster.

LUNCH Roster.

21 Aug 2016
Marite
18 Sep 2016
Veronica Lind
16 Oct 2016
Fran Smith
20 Nov 2016
Di Davidson

Please ring Veronica Lind T: 0407 779 828 if you would like to change your roster.

For more information about the roster, please go to our website > <http://www.hdfc.com.au/#!/roster/cwvj>

New 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

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

ELLIS DING (flying)

ERIC SAAKS (flying)

DEREK JENSEN (flying)

JORDAN MAXWELL (flying)

KEN BAILEY (flying)

ALEX HOWARD (flying)



Management Committee & Flying Instructors

President	Rod Davison T: 6583.3835 E: president@hdfc.com.au
Vice President/Club Captain/Chief Flying Instructor	Ray Lind T: 0428.820.698 E: cfi@hdfc.com.au
Vice President/Facilities Manager	Glenn Cleary T: 0409 485 668 E: glennnpc@bigpond.com
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RAAus & GA Flying Instructor	John Hayler T: 0414.580.246 E: charliervictor44@hotmail.com

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



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

HDFC encourages air-mindedness and interest in aviation in the youth of the Hastings district. It operates a flying club and recreational aviation flying school with a hangar and club house at Port Macquarie Airport on the NSW Mid North Coast.

Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday– visitors welcome.

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

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

HASTINGS DISTRICT FLYING CLUB

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

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

www.hdfc.com.au