

President's Report

July 2013



Jackson Boswell, Mitchell Paterson and Darcy Carney have been offered flying scholarships this year. For those who don't know, the HDFC awards two or three scholarships to school age applicants each year. The club and the students each contribute \$1,200 towards

aircraft hire. Past experience tells us these young peoples will be flying solo after about 20 hours of inflight instruction.

When you visit the clubhouse you will notice a new addition to our septic system. It's a green catch tank located between the clubhouse and the hangar. This tank takes over from the original absorption trench which had reached the end of its life. The tank will require emptying by JR Richards from time to time. As the airport is not on the sewer, JR Richards visit two or three times a week.

The Eurofox has been off-line undergoing maintenance for the past month or so. At the time the 100 hour scheduled maintenance was due we found a small leak from the starboard wing tank. This necessitated removal of the wing covering so that a patch could be applied to the offending crack. Interestingly, a similar repair was made to the port tank a year or so ago. In addition to the wing repair and scheduled maintenance we have replaced rubber components on the Rotax engine as required after five years of operation. Once the Eurofox is back in the air we will resume advertising it for sale in the RAAus magazine.

The Foxbat has had a busy few months being flown on pilot proficiency days as well as its normal duty as our primary training aircraft. During June we replaced the engine which had reached 1700 hours. The engine replacement went smoothly as we now have four members with RAAus Level 2 maintenance authority. Being able to undertake in-house maintenance saves the club time and money and adds another attraction to members with an interest in aircraft engineering.

Delivery of the Flight Design CTLS is now expected for September. An initial deposit has been paid and a contract signed, so it is full steam ahead. However, it is not that simple - it never is. Our new aircraft is in the Light Sports Aircraft (LSA) category and can only use parts from a specified parts list. This includes the constant speed propeller. At the time of writing there are no constant speed propellers on the LSA parts list. We anticipate this will be rectified by the end of July.

Maintenance has been an expensive process this year, not only in terms of the cost of the maintenance itself but also in terms of having aircraft out of the air while being made serviceable. The addition of Alan Bradtke, Glenn Cleary and myself to the maintenance team will be a great help to George Northey, who has more than enough on his plate with his LAME training and CFI duties.

The airport upgrade is expected to be completed in September this year. Tuffins Lane will be closed off at the end of July and, sometime in the future, traffic lights will be installed on the Hastings River Drive / Boundary Street intersection.

Recently, a panel of Hastings Port Macquarie councillors and managers told a group of airport business owners that an addendum to the Airport Master Plan is being written and is due for completion in a few months. This addendum will deal with the

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Hastings District Flying Club operates at Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday—visitors welcome. Club membership is 75.00 (flying) and \$35 (social). The club owns two aircraft available for hire by flying members— a Foxbat and a Eurofox for \$120 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

reorganisation of airport buildings. The committee thinks it is likely that area GA1, which includes our hangar, will be identified for car parking in the future. Watch this space for a review of the HDFC Strategic Plan.

Advanced Pilot Award is part of the RAAus training program. I have been in discussion with George Northey about adding the Advanced Pilot Training to our training activities. This will provide a new challenge to those RAAus pilots who have some experience under their belts.

At a recent CASA meeting at Port Macquarie an announcement was made that, from early December, RAAus Certificate holders will be able to upgrade to a Recreational Private Pilot's Licence, allowing them to fly any aircraft up to 1,500kgs max take-off weight but limited to carrying one passenger. More details are to come.

In 2006 Lyndal and I worked on a strategic plan for the club. The plan covered the period from 2006 to 2020. In 2006 we surveyed members to identify key issues. The plan was reviewed in 2009 and this review has helped the committee decide on the direction we have taken over the past four or five years. Recent statistics may help members to understand the direction our club is taking:

Fly own aircraft only—GA and RA	28	18%
Lost, retired from flying or away	55	34%
Fly GA only—do not own an aircraft	4	Less than 3%
Current RA students	12	8%
Active RA pilots (incl. also GA)	33	21%
RA instructors	8	5%
Social members	17	11%
Total	157	100%
Total number RAAus pilots	About 67	More than 40%

Hope to see as many as possible at the AGM to be held 21st August. Until then, don't allow your aircraft go where your brain hasn't already been.

Bill Coote

NOTICE OF

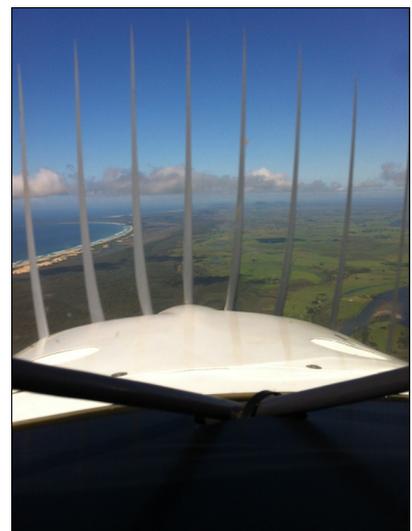
2013 ANNUAL GENERAL MEETING

to be held on

Wednesday 21st August 2013

at 7pm

at the Clubhouse, Port Macquarie Airport



A recent photo I took in the Eurofox coming back from SWR, PMQ in the distance.
Ed Godschalk

Pilot Proficiency Results

GA Pilots

June—4 pilots

500' Circuit with Spot Landing

1st Bruce Dunlop 80, 2nd Vaughn Durkin 70,
3rd Jack Terp 45

River Bash

1st Jack Terp 56, 2nd Lyndal Coote 49,
3rd Bruce Dunlop & Vaughn Durkin 48

Forecd Landing from 2000'

1st Jack Terp 61

Overall

1st Jack Terp 162, 2nd Vaughn Durkin 127,
3rd Bruce Dunlop 88

May—8 pilots

For 19th May Proficiency Day we had eight pilots fly in the GA section. In keeping with the true sense of a proficiency day, we also introduced **10 BONUS** points for each perfect landing regardless of whether the pilot landed in a scoring boxes or not. To gain the bonus points for landing, the aircraft had to be straddling the centre line with the column held hard back. These points were rather elusive today as the gusty cross-winds earlier in the morning made the landings quite challenging. Nevertheless, this is always excellent practice for each pilot.

Blind Circuit/Spot Landing (Simulated Instrument Failure)

1st Vaughn Durkin 122, 2nd Bruce Dunlop 104,
3rd Ray Lind 98

River Bash (Coordinated Flying)

1st Ray Lind 59, 2nd Lyndal Coote 56,
3rd Rod Davison 54

Forced Landing (from 2500')

1st Jack Terp 97, 2nd Bill Coote 73,
3rd Mark Whatson 71

Overall - with Bonus Points and Handicaps

1st Mark Whatson 216, 2nd Bill Coote 212,
3rd Ray Lind 194

RAAus Pilots

June—5 pilots

500' Circuit with Spot Landing

1st Steven Smith 70, 2nd Glenn Cleary 45, 3rd Bruce Dunlop 35

River Bash

1st JGlenn Cleary 62, 2nd Steve Smith 59,
3rd Bruce Dunlop 51

Forced Landing from 2000'

Bill Coote 96, 2nd Bruce Dunlop 76,
3rd Glenn Cleary 49

Overall

1st Glenn Cleary 156, 2nd Bill Coote 155,
3rd Bruce Dunlop 152

May—7 pilots

Once again we used the 10 BONUS points for each landing as we will now for each proficiency day. We had seven pilots participate in the proficiency day in an attempt to keep themselves safe and current.

Blind Circuit/Spot Landing (Simulated Instrument Failure)

1st Jack Terp 110, 2nd Rod Davison 97,
3rd Glenn Cleary 91

River Bash (Coordinated Flying)

1st Jack Terp, 56, 2nd Glenn Cleary 56,
3rd Bruce Dunlop 53

Forced Landing (from 2000')

1st Rod Davison 94, 2nd Bruce Dunlop 76,
3rd Jon Maguire 59

Overall - with Bonus Points and Handicaps

1st Rod Davison 232, 2nd Jack Terp 206,
3rd Bruce Dunlop 185



Quadriplegic's Epic Flight

David Jacka is attempting to become the first person with quadriplegia to fly solo around Australia.

Members of the Hastings District Flying Club were on hand to welcome David when he made a refuelling stop at Port Macquarie last Sunday, and to encourage him in his plan to raise awareness of the extraordinary achievements that people with disabilities can accomplish.

As a 19 year old, David became a quadriplegic following a motorbike accident but has achieved more successes than most people would in a lifetime.

David has designed modifications to his Jabiru J230 aircraft and is supported by a team of pilots, friends and family as he completes the 4 ½ weeks trip. In doing so he will orbit the north, south, east and western points of our country.

His full story is available on his website www.onawingandachair.org.au



David Jacka in front of his Jabiru J230 aircraft.



David, his support team and HDFC members.



David and members of his support team.



Foxbat has a New Engine—Clock Starts Anew

Over two days in June, George Northey assisted by Bill Coote, removed the out-of-hour Rotax engine from the Foxbat and replaced it with a new Rotax engine.

On behalf of all you Foxbat flyers, a big thank you to Bill and George, who were willing to withstand the cold of the winter solstice to get you all into the air again as quickly as possible.

TCB... Takin Care of Business by John Hayler

When NASA cancelled the last remaining Apollo moon missions, Neil Armstrong commented that they "were too innocent to know any better" when it came to realising the enormity of the task in getting a man on the moon.

With hindsight, this was the situation in which Christian Corse and I found ourselves when we flew N158TT, a Beechcraft 58P Baron, from Greensborough North Carolina, to Port Macquarie in May this year.

The flight had a successful outcome due mainly to the fact that it was a very sound two-crew operation conducted as professionally and thoroughly as it is on the flight deck of the Cathay Airbus which I normally fly. A couple of times, we had to rely quite heavily on each other, when crossing the Pacific, to ensure our safety.

After a three day pre-purchase inspection in Greensborough, my wife Anne, Christian and I took off for Merced airport on the American west coast, some 2000 nm away. All the flight planning was done on an I-Pad 3, using a program very similar to Oz Runways. My grateful thanks go to Peter Ford who gave me quite a few hours tuition in order to get up to speed with this program.

We flew VFR across the States with a request being made for "flight following". All the ATC hassles were thus eliminated with the controllers now being responsible for frequency changes, clearances into controlled airspace, and keeping us clear of restricted/prohibited areas. What a pleasure it was dealing with the very friendly and helpful American controllers, they really make flying very easy, as it should be!!



John Hayler and Christian Corse with '58TT'



View from the left seat



Crossing the equator

The first leg took us through North Carolina and Tennessee to West Memphis Municipal Airport. CTAF procedures apply at this airfield, and are identical to Australia. We spent an amazing afternoon going around Gracelands, Elvis Presley's home, and also went on board his privately-owned Convair 880 airliner, the 'Lisa Marie', which Elvis used regularly when on tour. The aircraft was complete with a bedroom, business centre and gold plated seat belts! The fin of the Convair was painted with Elvis's trademark lightning bolt, and the initials TCB, Takin Care of Business. Also on display was the famous pink Cadillac Elvis bought for his Mum. Sadly, we needed to push on, and flew across Arkansas to Fort Smith for the first night stop.

Day two was flight planned through Oklahoma and Texas to Amarillo, where we landed for fuel and food. Anne was unanimously voted as 'Trolley Dolly of the year' when she served inflight meals to her favourite Captain, and Christian, her 'only son'. Mid afternoon saw us landing at the Grand Canyon airport, and it was a truly breathtaking sight from the air in '58TT'. It's quite a ditch they have there!!

The following day we flew non-stop to Merced in the San Francisco area, our routing taking us via Santa Fe, then just south of Las Vegas, and over Edwards Air Force Base in Nevada. The pressurisation system in '58TT' was

TCB... Takin Care of Business (cont)



25c beer at Merced

tested as we climbed to 16,500 feet to cross the Sierra Nevada mountain range, and on into Merced airport California. Sadly, Anne had to leave us here, and boarded a commercial flight back to Oz, as we needed the space in the cabin to install the extra fuel tanks required for the Pacific crossing.

Christian closely organised the removal of the middle and rear row seats, and the installation of two large welded aluminum tanks in the cabin, each tank having a capacity of 420 litres/110 US gals. In addition, a 115 litre/30 US gal tank was placed in the nose locker to further extend the range and alleviate an excessively aft center of gravity. Standard wing tanks of 760 litres/200 US gals, brought the total fuel on board up to 1750 litres, which gave us an endurance of 16 hours. Christian then installed the HF radio and its associated 30 foot antenna.

Each of these three tanks could be individually selected, and ran through a common manifold to two electrical fuel transfer pumps. These pumps then fed the fuel into the right hand wing tanks. We therefore had to operate the left engine on the fuel cross-feed system, as there was no way of getting fuel into the left tanks once airborne.

We had to establish the correct fuel transfer sequence, and to this end, the fuel gauges were very carefully calibrated during our initial flight across the States. This sequence and timing was *absolutely critical* to ensure that we never overfilled the right wing tanks during fuel transfer, thus ending up in a situation whereby this fuel was vented overboard into the Pacific Ocean. Fairly recently, a Cessna 310 with the identical set-up to ours, did exactly that, and had to ditch well short of Hawaii on the way to Australia when it ran out of fuel. Oil consumption was also closely monitored to ensure there was always enough in the engines to safely cross the ocean.



Just in case

'58TT' has a max certified takeoff weight of 6200 lbs, and gassed up ready to go, we weighed in at 8400 lbs. A one-off FAA ferry permit allowed the aircraft to be operated at these weights with a restriction imposed on the Vne, Vno and "G" limits. The takeoff run was approximately 1700m to achieve a safe

rotation and single engine climb speed (blue line) so the runway at Port would have been too short for us to use!!! Initial rate of climb was about 200 Ft/min.

The transpacific route we selected has been used for many years by the majority of ferry flights bound for Australia, the tracking taking us from the west coast of America to Hawaii, then south west via Samoa /Fiji/Noumea to the Australian mainland. The most critical of these legs is over to Hawaii, a distance of 2,200 nm, as there is no land between these two points.



Long range fuel tank installed



Ferry fuel control panel

TCB... Taking Care of Business (cont)

We hauled '58TT' off the ground at Merced at 0830 local time, and set course for Hilo airport in Hawaii. Due to the very heavy weight of the aircraft, we had to use a high power setting in order to maintain our cruising altitude of 10,000 feet, the level where the most favourable winds were. We calculated that we needed a target fuel burn of 26 gal/hr in order to make Hawaii, and at this power setting, we were burning nearly 34 gal/hr. During the first four hours of the flight, it was patently clear that we were going to have to turn back at some point.

Approaching the critical turn-back point, we had just completed transferring all the fuel from the cabin rear tank, and '58TT' was now some 800 lbs lighter with a more forward C of G. This was just enough to get her over the 'back end of the drag curve', and she found her legs at last. We could now bring the fuel flows back to our target of 26 gal/hr and the flight was 'back on', with an estimated 40 gals fuel reserve remaining in Hawaii.



View across the Pacific

Some six hours short of Hawaii, we ran into another fairly serious problem when the fuel in the nose locker failed to transfer. Although we had sufficient fuel on board, this fuel was unusable as long as it was trapped in the nose. It now looked like we were only barely going to make Hawaii.



Volcano, Hawaii

This prompted a vigorous discussion on the possible causes and solutions to the problem. Christian hit on the idea of physically trying to suck the fuel through the feed line. Using his handy Leatherman, he disconnected the fuel line, and because I suddenly made myself 'senior captain', he had to do the sucking! A minute later, with a mouth full of Avgas, the fuel line was reconnected to the pumps and the fuel transfer successfully completed.

We finally landed two hours after sunset, shooting an ILS approach onto runway 26 at Hilo. '58TT' had now been airborne for 14hrs 20mins and arrived with 46 gals of fuel remaining. Our average TAS was 147 kts, and speed over the water was 160 kts.

The next day we hired a Cessna 172, and did an amazing flight over the Mauna Lao volcanic lava flows on the southwestern side of the island. At one point this lava flows into the ocean, and is quite a sight from the air.



Wee Wee, barmaid in Kiribati, with Christian

The next leg was initially planned non-stop to Pago Pago Western Samoa, a distance of 2,300 nm. Due to poor weather conditions at both Hilo and Pago, we delayed for a further day and flew instead to Christmas Island, which is in the republic of Kiribati. Airborne time on this leg was just over 7 hours. We had a totally hilarious night stop at the Captain Cook hotel, but that's a story of its own. I will tell you though, that the barmaid's name was Wee Wee!!! Two drums of Avgas had to be uplifted here, at a price of US\$1,000 per drum, cash.

The next morning we took off for Pago with heavy rain showers affecting the area. The radar onboard '58TT' proved very useful in avoiding the worst of the weather. Airborne time on this leg was 8 hrs 15 mins and we landed late afternoon on the unbelievably beautiful island of Pago Pago.

TCB... Takin Care of Business (cont)

The flight plan then called for a non-stop flight to the Gold Coast, a further 2,200nm away. Due to forecast adverse head winds, this was not possible, so we stopped off in Nandi Fiji for fuel. Some ten minutes into the flight towards Nandi, we discovered that there was a serious fuel leak in the forward cabin tank. A crack had developed in one of the welds, and quite a bit of fuel was pooling on the cabin floor around the electric fuel pumps and the HF radio. We expeditiously had to transfer fuel from this tank until it dropped below the level of the crack, thus stopping the leak.

There was much discussion in Nandi as to what our options were with this damaged fuel tank. This proved quite a challenge, and we ran many scenarios through the I-Pad 3, finally deciding to attempt a non-stop flight to the Gold Coast. That evening, I helped Christian 'bog' up the crack with two-part epoxy glue, and he reinforced the tank with packing tape in order to prevent a rupture in the event the weld totally failed. We needed 240 litres of fuel in this tank to give us an adequate fuel reserve. Luckily the 'repair' held, and ten hours of flying saw us turning finals at Coolangatta airport. We were then promptly torn to shreds by a very officious and over-zealous quarantine officer who met us on the ramp as we shut down the engines.

On the human side of the flight, we were usually kept quite busy maintaining the nav log, making position reports and 'ops normal' calls, as well as scrupulously recording the fuel transfer sequences. Quieter moments were passed by playing 'I spy', usually going along the lines of "I spy with my little eye something beginning with W!!!"



I spy with my little eye—
something beginning with 'W'



Mrs Charlie



'58TT' and crew back home
in Port Macquarie

We had bought a bunch of little \$5 dollar koala bears at Sydney airport to give away on our travels. One remained, and he was named Charlie. This was a very clever little bear who helped program the GPS, and knew how to use the auto pilot and radios!! On getting airborne from Kiribati, we discovered that we had a stowaway on board in the form of another of these little Koalas. She was named Mrs Charlie, and had a gammy eye! These two had us in fits of laughter for many hours as they fought over Twisties, lollies, did bungee jumps on rubber bands, and generally misbehaved. No, you don't have to be mad to cross the Pacific in a light aircraft, but it sure helps.

This was the adventure of a lifetime for all three of us. The camaraderie was incredible, and we enjoyed every single minute of the 64 flying hours spent getting '58TT' safely home to Shane Moore, her proud new owner in Port.

Would I do it again? Maybe, given the right circumstances, but I'll get back to you on that one.

John Hayler

Congratulations

CONGRATULATIONS

Ben Hansen
Cross Country Endorsement

Dylan Williams
Passenger Endorsement

Phillip Oliver
First Solo

Ed Godschalk
PPL Theory Exam
GFPT Flying Test

Navigation Trial Results
1st Rod Davison 310
2nd Ed Godschalk 295
3rd Vaughan Dhurkin 228

2013 Scholarship Recipients
Jackson Boswell
Mitchell Paterson
Darcy Carney

HDFC OPEN DAY

Planning has commenced for the 2013 HDFC Open Day. It will be held on Sunday 27th October along similar lines to previous events. All HDFC owner pilots are encouraged to display their aircraft. Club members who would like to promote their aviation-related business are most welcome. TIFs will be available throughout the day. Food and drink will also be on offer.

Any ideas, suggestions, advice, donations, offers of help will be gratefully accepted. Contact Rod Davison on 0419632477 or email roddi194@yahoo.com.au.

HDFC Owner Pilots

I am compiling an update of our photo library of HDFC pilots and their aircraft. If you own an aircraft of any variety and possibly stage of construction I need your help.

Could all aircraft owners email a photograph of their aircraft to roddi194@yahoo.com.au. Hard copy is also acceptable. It is preferable if the aircraft owner/owners are also in the photo.

The photos will form part of our Open Day static display on Sunday 27th October. They will also be used as a "Member Aircraft" section of the HDFC website.

Thanks for your co-operation. Any questions contact Rod Davison on 0419632477.



Year 12 Engineering Class Excursion

Fortunately for me, Aeronautical Engineering is one of the modules studied in HSC Engineering, which I am currently undertaking. As I was a HDFC scholarship recipient in 2011, I have firsthand knowledge of many of the key aspects we study in aeronautical engineering. On 19th June, my teacher, fellow engineering classmates and I took a field trip to the airport, observed the many aircraft in the HDFC hangar and had an in-depth investigation of the Foxbat. The engine, flight controls and instruments were all scrutinised as well as the necessary pre-flight checks. This practical experience was beneficial as it gave a better understanding of how an aircraft works as opposed to just reading it from a textbook.

Adam Hancey

Bird Strike!

Holy cow!! What a lucky duck! (Not such a good day for the goose though!) -- I did see the towel on the pilot's seat to preserve the seat. I'm sure a new pair of shorts was in order!

I am sure everyone who pilots an airplane has had a few close calls, even a few hits, and looked at many that others have had; I've seen very few that caused that magnitude of damage by just one bird.

ASSUME NO ONE WAS IN THE PASSENGER SEAT. Meeting a goose at 11,000ft doing 185 knots can ruin your whole day (to say nothing about your aircraft). The pilot was injured but was able to land the aircraft (Beech Baron) safely.



Not sure who or where this was, but the article was submitted by Alex Purhouse.

A Pilot Father's Love....

Love

Most people today think it improper to discipline children, so I have tried other methods to control kids when they have had one of 'those moments.'

Since I'm a pilot, one method that I have found very effective is for me to just take the child for a short flight during which I say nothing and give the child the opportunity to reflect on his or her behaviour.

I don't know whether it's the steady vibration from the engines, or just the time away from any distractions such as TV, video games, computer, iPod, etc.

Either way, the kid usually calms down and stops misbehaving after our flight together. I believe that eye to eye contact during these sessions is an important element in achieving the desired results.

I've included a photo over the page of one of my sessions with a child, in case you would like to use the technique.

A Pilot Father's Love (cont)



Should work with grandkids also!

NEW HIRE RATES

Hire rates for the HDFC aircraft will be increased on 1st July 2013 as follows:

Eurofox	\$120/hour
Foxbat	\$120/hour
CTLS	\$130/hour (when it arrives)

Hangar space rent will also rise on 1st July 2013:

Hangar space \$170/month

Lyndal Coote - Treasurer

CESSNA HIRE

The Cessna 172 VH-FPT is now available for hire through Extreme Velocity. Bookings for FPT can still be made through the HDFC booking calendar.

Hourly hire rates \$200 incl GST.

CALENDAR

21st July
Pilot Proficiency Day & Lunch

10th August
Tri-Club Competition
Manning River Aero Club
Taree

18th August
Pilot Proficiency Day & Lunch

21st August
Annual General Meeting
7pm at Clubhouse

31st August
Dinner
Venue TBA

12th-15th September
[AusFly](#)
Australia's private & sport aviators
together under the one sky
Narromine

15th September
Pilot Proficiency Day & Lunch

9th November
[Catalina Festival](#)
Rathmines

ARTICLES FOR PROPWASH

If you have any articles, photos, information, trivia, or anything you think may be of interest to other members, just send it along in an email and I'll add it to the next edition.

Chantelle Hancey
E: chantelle@essentiaediting.com.au
P: 0438 204 417

BAR ROSTER

July

19th Bill & Lyndal Coote
26th July Glenn & Marite

August

2nd Peter Ford
9th Richard O'Neill
16th Rod Farley
23rd Bruce Dunlop
30th Rod Davison

September

6th Barry Williams
13th George Northey
20th Ray Lind
27th Jack Terp

October

4th Eddie Godschalk
11th Bill & Lyndal Coote
18th Glenn & Marite
25th Peter Ford

PRICES (incl GST)

FPT hire	\$180.00/hr
Foxbat/Eurofox hire	\$120.00/hr
TIF	\$80.00
Flying membership	\$75.00
Social membership	\$35.00
Junior membership	\$11.00
Hangar rental	\$150 or \$100
Shirt	\$35.00
Broad brim hat	\$20.00
Cap	\$16.50
Cloth badge	\$4.00
Anniversary key ring	\$4.00
Come Fly With Me (from club)	\$10.00

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.

Lyndal Coote, Treasurer

NEW MEMBERS APR—JUN

Darcy Carney
Rick Hopkins
Craig Whiting
Steve Woodham
Lachlan Gordon

HDFC COMMITTEE 2012 - 2013

Bill Coote - President/GA Operations

Ph: (h/w) 6559 9953 (m) 0428 599 953
E:bill@becominghealthy.com.au

George Northey - Vice President/Ultralight Operations/CFI Recreational Operations

Ph: (h) 6582 7997 (m) 0414 956 665
E:gn@hdfc.com.au

Rod Davison - Vice President/Activities Coordinator/PR

Ph:(h) 6585 3835 E:roddi194@yahoo.com.au

Lyndal Coote - Treasurer/Public Officer/Website

Ph: (h) 6559 9953 (m) 0427 116 372
E:lyndal@scootermarketing.com.au

Ray Lind - Club Captain/Senior Flying Instructor

Ph: (h) 6582 0830 (m) 0428 820 698
E:lindflight@hotmail.com

Bruce Dunlop - Secretary

Ph: (w) 6559 5444 (m) 0414 594 223
E: bruce@brucedunlopcomputers.com.au

Marite Jansons - Clubhouse Manager

Ph: 6585 1555 E: maritej@bigpond.com

Glenn Cleary - Hangar Manager

Ph: 0409 485 668 E: glennpc@bigpond.com

Peter Ford

Ph: 6582 0846 E: pford@mac.com