

President's Report

January 2012



EXPERIMENTAL

During November/December 2011 I took the opportunity to fly with Bill Lane. With the COOT A Amphibian starting to look like an aircraft in my shed I decided it was time to start with water flying.

The Cessna 182 on floats is not exactly a COOT but it is fun to fly, especially with an experienced pilot like Bill Lane in the right hand seat. This experience has made me even more aware of the importance of flying with others from time to time.

As I write this report five of our club members are off on a three day jaunt together - Rod Davison, Ray Lind and David Mitchell in our Cessna and Peter Ford and Ian Goldie in the Eurofox. It's not just about the camaraderie but, when these five arrive home on Monday, they will have been working together to improve their skills and will have become much more confident and safer flyers. We should all take the opportunity to fly with another person from time to time and, need I say, the monthly competition is an ideal way to do this cost effectively.

FPT has recently been through its annual inspection. It flew just 100 hours in 2011. I was the last to fly the Cessna before its inspection was due and was so impressed with how well it flew that I told Christian Corse and Rick at Extreme Aircraft Maintenance (not the real name) that there were no problems with the aircraft. Rick replied "Oh yes, another aircraft owner".

Well the only problems were fixed with a new cylinder and ignition wiring. After Bill Lane's Cessna 182 I have to admit I did think it was a bit down on power, but, then again, I've been spoilt by the power of a Subaru.

The committee has planned a busy calendar of events

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for 2012, starting with the Navigation Trial conducted by Club Captain Ray Lind. So far the weather has intervened each time I have booked but we will keep the event open until a good number of pilots have flown. Remember the nav trial is open to both GA and RA. Book on the web and let Ray know.

Coming up on January 28th is a restaurant dinner organized by Gavin Roberts. This is great opportunity to get to know fellow club members away from the smell of avgas.

On the 12th February we have scheduled an open day. The club house will be filled with pictures and memorabilia it is a day to invite friends and family to see what we get up to. Take a few people for a flight over the Hastings and Camden Haven valleys.

On the 31st March we will have Fly 'n' Spy Observation Trial followed by a presentation dinner in the club house. This is an aerial treasure hunt with questions to answer as you fly a predetermined route. It normally takes about 1 hour to complete the course and a further hour is allowed to review answers to tricky questions.

Our aim this year is to keep all aircraft in the air so do your bit get out there and go flying with another pilot, your spouse/partner or one of our eleven instructors.

Bill Coote



Hastings District Flying Club operates at Port Macquarie on the NSW Mid North Coast, with a hangar & club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday - visitors welcome. Club membership is \$72.60 (flying) and \$35 (social). The club owns 3 aircraft available for hire by flying members - a Cessna 172 for \$180 incl GST per VDO hour, a Foxbat and a Eurofox for \$110 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

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

Pilot Proficiency Results

November 2011 (10 GA pilots)

Forced Landing from 2000'
1st Rod Davison 90, 2nd Bruce Dunlop 85,
3rd Rod Farley 73

River Bash
1st Jack Terp 59, 2nd Rod Farley 54,
3rd Bruce Dunlop 53

Blind Circuit with Spot Landing
1st Jack Terp 98, 2nd Bruce Dunlop 92,
3rd Rod Farley 88

Overall
1st Rod Farley 215, 2nd Bruce Dunlop 210,
3rd Rod Davison 204

November 2011 (9 RAAus pilots)

Forced Landing from 2000'
1st Rod Farley 87, 2nd Rod Davison 80,
3rd Adam Hancey 60

River Bash
1st Rod Davison 54,
2nd Peter Ford, Adam Hancey 51, 3rd Rod Farley 50

Blind Circuit with Spot Landing
1st Rod Davison 80, 2nd Barry Williams 73,
3rd Adam Hancey 65

Overall
1st Rod Davison 194, 2nd Rod Farley 187,
3rd Adam Hancey 176

Captain's Report

2011 for HDFC rounded off with our Presentation Night where our successful pilots from competition days (pilot proficiency checks), as well as our flying students, received their accolades. During our very successful night of great food and wonderful banter, the following pilots were officially recognised for their achievements.

Navigation Trial 2010/11

Bruce Dunlop was the winner of the 2011 Navigation Trial, a perpetual trophy in memory of Steve O'Connor.

Forced Landing Trophy 2011

1st Rod Davison with an exceptional 14 pts, 2nd Lyndal Coote 7 pts and Bruce Dunlop 3rd on 6 pts.

RA Competition

Thanks to Bruce Dunlop for assisting with his skill in the air judging with the Cessna for 2011 we were able to run a consistent RA competition in parallel with the GA competition. The winners for 2011 in RA were:

1st Rod Davison on 16 pts, 2nd Rod Farley 9pts and 3rd place Jon Maguire 8pts.

Vern Polley Memorial Trophy

This trophy represents the winner of the GA comp. The winners of this award were:

1st Bruce Dunlop 11pts, 2nd Rod Davison 10pts and 3rd Ray Lind 7pts.

Pilot of the Year

This year we could not split two of our exceptional pilots for this award. By coincidence one was from RA and one was from GA.

Our pilot from RA was one of our young recipients of a student scholarship earlier in the year. His dedication and enthusiasm showed through immediately with a meteoric dash through his RA certificate as well as his cross country endorsement. He has also been doing several flights in the Cessna with his sights firmly set on his PPL in the near future and no doubt a CPL later on. Our RAAus pilot of the year for 2011 - **Adam Hancey**

Our GA pilot of the year has received lots of recognition for his exceptional flying and shows his dedication in his calm and methodical approach. He has also been giving his Sundays once a month on our comp days to sit in the aircraft all day and judge the pilots flying our Cessna. This is no mean feat requiring lots of concentration, dedication as well as patience. Our GA Pilot of the Year - **Bruce Dunlop**.

Other important awards went to David Mitchell and Marite Jansens for **Club Person** of the year. David for his dedication and perseverance in getting our Cessna up to standard inside with new leather upholstery, new panel and internal painting. Marite received her award because of her incredible efforts to feed the hungry hoards on

comp days. Our lunches have become very popular with members who are welcome to turn up on the day whether they are competing or not.

The other well deserved award went to Tania McKenzie for her very covert efforts behind the scenes to earn the Stirrer of the Year for 2011.

Our monthly competitions, now referred to as Pilot Proficiency Checks, have been exceptionally popular with our pilots from RA and GA. Everyone now realises the huge benefit of flying in these events to maintain currency but also to learn new skills and find out exactly what our light aircraft are capable of doing. This, of course, is done under a check pilot and the aim is to inspire confidence and proficiency in all of our pilots. Our comps are flown on the 3rd Sunday of each month and they have to be the best value for flying that pilots can ever do.

Our Navigation Trial is also still running this year and, with the unusual weather we've been having resulting in cancellations, we'll go into Feb and maybe March before we conclude. This short, local navigation exercise is also of great value in keeping all of our cross country flying skills finely tuned.

So here's to another safe and full flying year to come now for 2012.

Safe Flying, *Ray Lind*

First Solo

So I turned up for a supposed routine lesson of practising my landings with the aim of doing a solo flight down the track and away we went. My instructor, Ray, seemed quite confident that the weather was going to allow us to have a good session of touch and go (landings and take offs) procedures and he was right as we buzzed around with a little bit of buffeting here and there, but all in all, the landings came together well.

Eventually Ray said, "let's pull up on the next landing" and I remember thinking, what a shame as I was enjoying myself and wasn't ready to stop, but the next words soon had the blood draining from my face – "just pull up and let me out and do 1 circuit on your own, then meet me back at the hangar!" He said it so matter of fact that I almost didn't believe my ears.

Ray is a retired school teacher and his skills in instruction have been first class, so I was confident that if he believed I was ready then I could do it, but the little voices in my head were saying "What, are you crazy? Surely you can't be serious!" But he was and I could just about feel my heart in my mouth.

As he waved me off and I stared back through the window like a pensive kid letting go of his mother's apron strings on the first day of school, I thought, well this is it. I'd been telling myself I could do it alone, but now it was time to test that theory.

As I started my take off roll felt nervous, but strangely enough as soon as my wheels were off the ground I got this sudden rush of adrenaline and the overwhelming feeling of being in control of the aeroplane and constantly hearing my instructor's words guiding me through the procedure that involves a successful flight. Every movement, I heard Ray saying "tidy the aeroplane up" and it's amazing how this worked to keep me on track (or at least, in the air).

As I approached the aerodrome to commence my first ever solo landing, I heard the call from a QANTASLINK plane that had taxied its way out to the holding area waiting for my arrival so they could use the same runway for takeoff. I couldn't stuff it up now, not with the big boys watching! Once again, it would have been interesting to check the heart rate monitor as I bounced and swayed in for the landing, but all went well and I had just completed one of the most sensational experiences in my life.

As I rolled off the runway quickly as not to hold up the QANTAS flight, I thanked them for their patience as it was my first solo flight and their replies of congratulations just added to the whole experience. As I pulled up at the hangar and shut down the engine I just couldn't stop laughing to myself. What an experience! Ray shook my hand and wished me a Merry Christmas – what a gift!

Eddie Godschalk

It's a Disease



May 1915—Frank McNamara, Dickie Williams, Lawrence Wackett, Lionel Cooke and friends

There is a painting in the Point Cook Flying Museum. It features a handful of assorted flying officers in 1915 leaning against an old car – Richard Williams, later to become the father of the RAAF, Frank McNamara, soon to win the first Australian flying Victoria Cross, Laurence Wackett who achieved fame as the designer of several aeroplanes, and my grandfather, Lionel Cooke, not famous but who nevertheless gained the eleventh flying licence in Australia and number 1422 in the world.

He went on to instruct in the Bristol Boxkite, a collection of wires and sticks, innovative in its day, as they had the latest system of control called the aileron. This aircraft was equipped with a rotary engine and charged through the air at forty knots until one earthed the magneto, stopping the thrust for long enough to land. On one occasion this earthing

button failed on my grandfather and with no way of slowing enough to land his machine, Lionel had to circle Point Cook until his fuel ran out.

On another occasion he beat up one of the Melbourne Racecourses during a race. He was grounded for a while for this misdemeanor, probably more because of the embarrassment to the Army that the horses were travelling faster than the Boxkite, than for low flying! Sepia photographs of the time show him in front of the forerunner of the Concorde wearing an enormous padded helmet, an early example of the noise-cancelling headset bespeaking the potential trauma of primitive flight. I see him perched on the front of the wing, his nose freezing in the cold air, the vibrating craft just above stall speed, the castor oil smell and the thrill of gazing at Port Phillip Bay from a dizzy one thousand feet.

How new all this was to the world and the war and how doubtful that it would be of any lasting use.



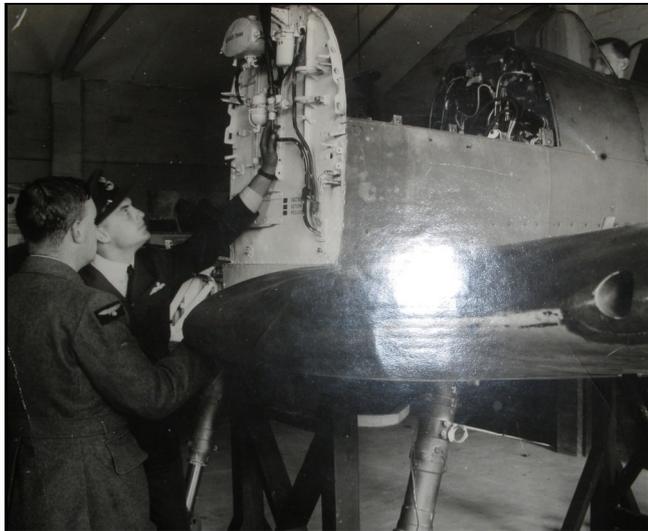
Lionel Cooke

Twenty-six years later an RAAF logbook declares that my father Rolla, having come to England, was converting to Spitfires. There are a couple of black and white photographs of him at Catterick in Yorkshire, sitting in front of a 145 Squadron Spitfire Mark II. The logbook stops with the entry *4 Nov 41 Spitfire SO-M killed on this flight.*

He had graduated a Pilot Officer at Amberley on the Tiger Moths and Wirraway. In his beloved Spitfire he had operated over the North Sea and the continent for a few months until he died. His total hours were just two hundred and twenty-eight.

(Continued next page)

It's a Disease



Rolla Cooke

The RAF report states that whilst testing a faulty undercarriage he attempted a low level roll and the aircraft crashed.

"A good pilot who tends to be reckless at times," was the official finding. Douglas Bader had commanded 145 Squadron RAF before he was brought down and I don't think sedateness was a required quality of his pilots! The fading letters from England to my mother tell of his love of the Spitfire and the photographed smile on his face in front of his mount reinforces that sentiment.

I see him roaring over the coast, climbing hard, the rain sweeping back in rivulets on the perspex canopy. Wings rocking, head twisting left and right, breathing hard with anxiety, squinting into the gloomy sky hanging over the white caps. The logbook entry 2 Nov 41 *Spitfire SO-M 50 mins. Attacks.*

What this conjures up to me, the angular Messerschmitts with black crosses flashing in front of him, the turning, the

roaring engine, the inside of the windscreen partially fogging up, the vibration of the guns, the itching of the oxygen mask and then it is over. Still alive. Dive for the coast, stop shaking.

Another seventeen years and it is my turn. From the age of five I had told anyone who would listen that I wished to be a flying doctor and now in my first year of medicine the RAAF Reserve is teaching me to fly the Tiger Moth. Then came the years in the outback conning my RFDS pilots to let me do some of the flying, owning an antique aeroplane which kept me poor, writing flying articles and trying to teach others what I had learned

One doctor covering an area in Queensland the size of Texas, setting fractures without x-rays and operating by hurricane lamps. No GPS in those days, we made mud maps of the country to navigate by as the WAC charts had so little detail. The excitement of a night call, using helicopters in the floods and bogging on soft strips in the wet and parachuting in to patients when no other way was possible. And they even paid me to do it!

Having flown now for fifty-three years the disease persists.

Back in civilisation I still use my aeroplane to service a satellite practice

Fifteen years ago my sons, Anthony and Michael, started to fly. There were years when I had things to teach them until the positions reversed. For a few years we had a family aviation company before both of the boys became involved in ferrying aircraft all around the world. I was able to share this life at times but very much as the co-pilot. The weather, the breakdowns, the difficult countries, the overloaded take-offs and the improvising on remote Pacific Islands - what excitement! Now they fly for large corporations in sophisticated prop jet aircraft and yet they love every minute.

Both boys, the fourth generation of our family to fly have baby daughters. I have to admit that these two girls have fluffy aeroplane toys and mobiles above their cots. What chance have they got to avoid this terrible disease? Last week these little girls started their aviation careers with a flight in the arms of their fathers

I suppose it is possible to be treated for this illness, but then again, do we want to?

David Cooke



David Cooke

Presentation Night



Club Champions Rod Davison (RAAus) & Bruce Dunlop (GA)

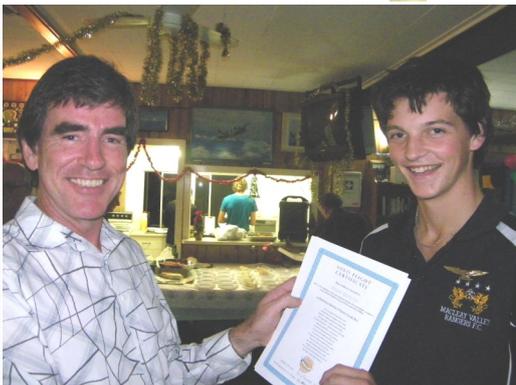


Pilots of the Year
Bruce Dunlop (GA)
& Adam Hancey
(RAAus)

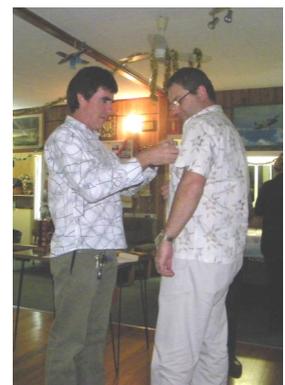
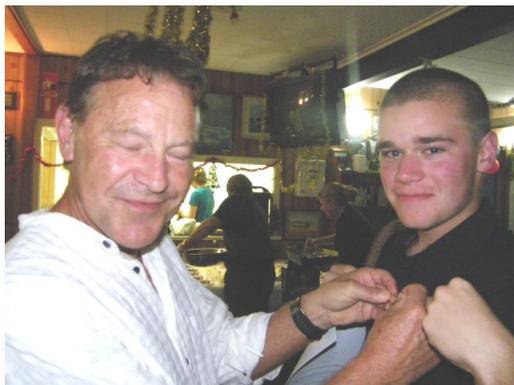
Jimi
Ludriks



Club Persons of the Year
Marite Jansons & David Mitchell



Wings awarded to Adam Hancey, Chayanne Harihi, Gavin Roberts, Col Hayler, Jordan Seward & Don Haldane



Jimi Ludriks

My aviation career started really when I started flying with the Hastings District Flying Club in 2006. At this point I was 14 years old, soon to be 15, and in year 10 at school. I would fly on the weekend, after school and of course during the holidays to gain my Recreational Pilot Certificate at age 15. Through to the end of year 12 I continued flying recreationally whilst completing my studies. I also flew regularly in the Hastings District Flying Club flying proficiency days once a month.

Once I'd completed year 12 I packed my bags and moved out of home and down to Sydney to complete a Diploma of Aviation and gain my Commercial Pilots License and Multi-Engine Command Instrument Rating. I was 17, and it was quite tough to be away from home for the first time in this sort of environment. These were both completed with 7 months by December 2009 which allowed me to fly for hire or reward in multi-engine aircraft in conditions which required sole reference to the aircraft flight instruments, for example flight in cloud.

In January 2010 I packed my bags once again and moved to Kununurra WA on a recommendation from a friend who was working up there at the time. Kununurra is home to about 7,000 people and is a mostly agricultural and mining town, however, come the dry season it becomes a tourist hub. After biding my time in Kununurra working at Coles and studying Air Transport Pilot License exams, in April 2010 I was offered a full time job at Slingair Heliwork WA, on my 19th birthday. Slingair is a relatively large company belonging to Ironman Grant Kenny, operating a fleet of about 25 aircraft and a similar number of pilots. It was a great company to get a first job with. I was, at the time, the youngest pilot they'd ever hired and am still, after 2 years, the youngest on staff. Initially a ground position, within 2 months I was in the air and flying around the spectacular Kimberley region of WA.

Without doubt one of the greatest experiences of my life was working and living in far north WA. The town is great and full of excellent people and the scenery is unbelievable. It goes without saying that everyone should visit the Kimberley, Broome and Kununurra at some point in their life. Most of the work up there was flying tourists around to sites such as the Bungle Bungles at Purnululu National Park, the Mitchell Plateau, and stations such as El Questro and Home Valley. I had a few incidents up there that were a real challenge but these were overcome with experience and training. That's just a part of the job.

In September 2011 a opportunity arose to spend a couple of months flying over Lake Eyre in South Australia while it still had plenty of water in it. I felt this would be a great way to see some more of Australia so I took the chance, with another pilot from Slingair who also jumped on the opportunity, of flying an eight seat aircraft direct from Kununurra, WA to Marree, SA via Lajamanu, NT and Alice Springs, NT, a total of 10 hours flying time.



Marree could not be more different to the Kimberley. The town is based around the old Ghan railway line which went through the town from 1884 till 1980. Population 70, the majority of the town is at the Marree Hotel and Marree Roadhouse to service the intersection between the Oodnadatta and Birdsville Tracks. Nearly all my flights were over Lake Eyre North and Coopers Creek with the occasional flight to Alice Springs for maintenance. I left Marree in November 2011 a little bit more worldly and very appreciative of having been able to see another spectacular part of Australia.

So here I am, 5 years since I started flying, back in Port Macquarie wondering what exciting part of Australia I'll get to see in the coming years. Airlines do beckon, and I'll eventually join one, but for the moment, I'm having way too much fun.

Jimi Ludriks

Fly-Out to Dexfield Park Wauchope



BAR ROSTER

January 2012
27th Bill & Lyndal Coote

February 2012
3rd Glenn & Marite
10th Richard Bentley
17th Jack Terp
24th Richard O'Neill

March 2012
2nd Rod Farley
9th Bruce Dunlop
16th Rod Davison
23 Barry Williams
30th Gavin Roberts

April 2012
13th Jon Maguire
20th George Northey
27th Ray Lind

May 2012
4th Peter Ford
11th Bill & Lyndal Coote
18th Glenn & Marite
25th Richard Bentley

CALENDAR

| | |
|-----------------------|---|
| Saturday 28th January | Restaurant Night Blue Poles |
| Friday 3rd February | Sausage Sizzle from 5pm |
| Sunday 12th February | Open Day at HDFC Clubhouse |
| Sunday 19th February | Pilot Proficiency Day & lunch |
| Friday 2nd March | Sausage Sizzle from 5pm |
| Sunday 18th March | Pilot Proficiency Day & lunch |
| Saturday 31st March | Fly 'n' Spy Competition & Dinner (TBA) |
| Sunday 15th April | Pilot Proficiency Day & lunch |
| Friday 4th May | Sausage Sizzle from 5pm |
| Saturday 19th May | Tri-Club Competition at Royal Newcastle (Provisional date to be confirmed) |

NEW MEMBERS NOV-JAN

Daniel Clements
Leigh Cummins
Nicolette Fleissgarten
William Mrowka
Adrian Norman
Phillip Oliver

HDFC COMMITTEE 2011 - 2012

Bill Coote- President/ GA Operations
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Richard Bentley - Treasurer/ Public Officer
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Bruce Dunlop - Secretary
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Glenn Cleary - Hangar Manager
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Gavin Roberts
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PRICES (incl GST)

| | |
|------------------------------|----------------|
| FPT Hire | \$180.00/hr |
| Foxbat/Eurofox Hire | 110.00/hr |
| TIF | \$80.00 |
| Flying membership | \$76.00 |
| 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) | \$25.00 |

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 Ph: 6559 8138 Fax: 6559 8905
 E: mark.whatson@raywhite.com



WIGGLY TAIL
PORK SHOP & BUTCHERY

PORT MACQUARIE
 Gordon Street
 LAURIETON
 Bold Street
 NORTH HAVEN



**BROAD BRIM HAT
 WITH CLUB LOGO**

\$20

57cm, 59cm, 61cm



\$ 25

HDFC HISTORY

*DON'T MISS
 THIS GREAT READ!*

COMING UP

Saturday 28th January

Dinner

**Blue Poles Café & Gallery
 Byabarra**

\$40 per person, fully licensed

Bus \$10 per person

Contact: Gavin Roberts 0459 029 500

Sunday 12th February

HDFC Open Day

Saturday 31st March

**Fly 'n' Spy Observation Trial
 &
 Dinner in Clubhouse**

CONGRATULATIONS

Bill Coote

Constant Speed, Low Level and Float Plane
 Endorsements

Ed Godschalk

First Solo

Mathew Baker

HSC ATAR score of 96.8, Third in State in Software Design & Development
 Mathew plans to study for a Degree in Aviation at the University of NSW

Leeton Mason

RAAus Pilot Certificate
 Cross Country Endorsement