

# PROPwash

Hastings District Flying Club NEWSLETTER

## President's Report

October 2008



A well attended AGM saw little change in the club's management committee. No election was necessary; Bruce Dunlop replaced Rod Farley, Bill Coote became secretary unopposed. Treasurer, Richard Bentley, reported on the club's sound financial position - a \$40,000 profit and bank balance in excess of \$100,000. Membership hovers around the 200 mark, however memberships will cease at the end of this month if renewal fees are not paid. Please consider the great value received for a nominal amount and pay your dues today. We value the support.

Two motions were overwhelmingly passed at the AGM. Congratulations to Bob Needham who joins our six other life members in recognition of his services to the club over a long period of time. The second motion empowered the committee to purchase another RAAus aircraft. However, in the current economic climate any additional aircraft purchase will be delayed.

People travelled from far and wide to enjoy the 50th anniversary celebratory dinner. Captivated by the words of Jim Munday the large crowd was spurred on to reminisce long and hard. It was fantastic to observe the enthusiasm and interest of everyone, with our club being the common link. Taking pride of place was the new congratulatory 50 years in aviation sign. Created and donated by Bernie Haggarty the sign now stands proudly outside the clubhouse. Congratulations to all involved in the organization of a night that will be long remembered for all the right reasons.

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Author, Elaine van Kempen, has written a superb and professional history of the HDFC - the 128 page book 'Come Fly With Me'. Professionally produced, this book is a must for all associated with the HDFC. Launched at the 50th anniversary dinner, copies are now available at the clubhouse or through Lyndal Coote. Support your club by buying a copy now.

Airport stakeholders, including our club, recently approached Council to discuss the purchase of sites currently leased to tenants. Council will consider the request in their draft Airport Master Plan due out early

next year. My impression was Council wants to maintain total control of all airport facilities and will deny the request. Time will tell.

Our club is talking with Council about the new pay parking system. Our car park is not included and we are concerned about availability of spaces. The system is flawed and we continue to lobby on your behalf.

Port Unicom is now in operation. The familiar voice of Gregg Faulkner will be one of those greeting you on the airwaves. Procedures remain the same so just go flying as usual. Unicom provides an extra safety net and will only intervene if a conflict is identified.

Old Bar Festival was busy for instructor George with TIF customers lined up to fly the Foxbat. The airstrip is ideal for RAAus operations. Tony Ryan and his helpers must be commended on their long and hard fight to keep this Heritage listed airfield open. They maintain the strip in top condition and encourage its use.

The week before Old Bar, 4 aircraft and several cars visited the Coffs Airshow. Again, the folks at Coffs Aero Club must be congratulated on a top effort. The RAAF Roulettes with their new routine stole the show.

In a different league, I, along with David Cook and the Cootes, had the pleasure of visiting Oshkosh this year. People, planes, innovation, history and more - this event has it all. I was very impressed, agreeing it is the world's greatest aviation celebration. If you've not been you must go and if you have been you must go again.

Damien, our Facilities Manager, has installed a new access door to the hangar. Inside you may find our heavily used aircraft need a clean. Please indicate to George your availability for a cleaning roster. It's club policy that those who fly the aircraft should clean them. Please help keep our greatest assets in top condition.

In closing a reminder to check the website for upcoming events. There is much happening and we want you to be involved. The Gloucester weekend will be tops, so indicate your intentions now. If unsure ask, everyone is encouraged and welcome to join in all events. The Annual Presentation Dinner is scheduled for Saturday 29th November See you soon.

**Rod Davison**

**Hastings District Flying Club operates out of 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 of the month - visitors are welcome. The club owns 3 aircraft that are available for hire by flying members - a Cessna 172 for \$154 incl GST per VDO hour, a Foxbat and a Eurofox for \$104.50 incl GST. Monthly club competitions are held at Port Macquarie Airport on the 3rd Sunday of the month.**

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

## Club Captain



Ray was away at the time of putting this issue of Propwash to bed. Here are the Flying Competition results for the last three months

### July

The July comp had 9 pilots on a very gusty cold wintry day with a runway change mid-way.

#### Instrument Climb

1st Bruce Dunlop (96) 2nd Mike Coulter (92), 3rd Ray Lind (91)

#### Steep Turns

1st Mike Coulter, Bruce Dunlop & Ray Lind (75), 2nd Rod Farley, Jack Terp & Vaughan Durkin (70), 3rd Mark Watson, Ian Goldie (65)

#### Forced Landing from 2500'

1st Ray Lind (82), 2nd Vaughan Durkin (68)

#### Overall

1st Ray Lind (228) 2nd Vaughan Durkin (205), 3rd Mike Coulter (167)

### August

7 pilots braved cold gusty turbulent conditions for the August comp.

#### Blind Circuit

1st Mark Watson (74) 2nd Bruce Dunlop (70) 3rd Ray Lind (66)

#### Spot Landing

1st Richard Bentley, Rod Davison & Mike Coulter (30) 2nd Bruce Dunlop & Ray Lind (20)

#### River Bash at 600'

1st Rod Davison (80) 2nd Bruce Dunlop (70) 3rd Mike Coulter & Ray Lind (60)

#### Forced Landing from 2000'

1st Mike Coulter (87) 2nd Rod Davison (49)

#### Overall

1st Mike Coulter (235), 2nd Rod Davison (191) 3rd Bruce Dunlop (140)

### September

The September comp was a glorious sunny day enjoyed by 11 pilots - runway change mid-way.

#### 1400 revs stuck throttle

1st Ray Lind (50), 2nd Bruce Dunlop, Rod Davison, Dave Mitchell, Barry Williams (40), 3rd Mike Coulter (30)

#### Instrument Climb to 3000' with no DI

1st Bruce Dunlop (93), 2nd Dave Mitchell (90), 3rd Barry Williams (88)

#### Forced Landing from 2500'

1st Rod Davison (90), 2nd Ray Lind (89), 3rd Jack Terp (72)

#### Overall

1st Ray Lind (206), 2nd Rod Davison (193), 3rd Barry Williams (190)



## Gloucester Fly-In

**October 25th-26th**

BBQ & Bonfire on  
Saturday evening

**Camp at the airfield or  
book a motel room**

**Landing fee \$10**

**Camping \$15**

**Breakfast \$5**

**Lunch Saturday \$5 12 noon**

**BBQ dinner Saturday \$10**

840m grass strip at 420' elev

Runway Direction: 17/35  
with 1° down 35

GA circuits to west  
Ultralight circuits to east

Brisbane Centre 120.55  
Circuit 126.7

## CFI's Corner



In Adam's absence, Bill Coote has prepared this note from information sent by RAAus CEO Lee Ungermann early this month.

"As you may already know, CASA has released for comment a Discussion Paper on the increase in Maximum Take Off Weight (MTOW) for RA-Aus aircraft to 760kg. This is our long-awaited opportunity to tell CASA that we want to increase our MTOW to allow us to carry more fuel, safety equipment, and in some cases a passenger in our aircraft.

Recreational Aviation Australia Inc. has pursued this weight increase for over a decade to enable our members to carry greater safety equipment. It will also help improve aircraft safety and capability during cross country flights by being able to carry more fuel, water and emergency rations."

Please take the time to read the Discussion Paper at [www.raa.asn.au/notices.html](http://www.raa.asn.au/notices.html) or alternatively on the CASA website at: [www.casa.gov.au/newrules/ops/dp0802os.htm](http://www.casa.gov.au/newrules/ops/dp0802os.htm)

Responses close on the 11<sup>th</sup> of November 2008.

There are various ways to vote: you can do it online at the CASA website at: <http://www.casa.gov.au/newrules/ors/submit.asp?nprm=DP%200802OS> or in written form by downloading the form from the CASA website."

I have had an opportunity to discuss this subject with John Gardon and feel it is a topic well worth bringing to the notice of RAAus members

### Bill Coote

One day the pilot of a Cherokee 180 was told to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around and taxied back past the Cherokee. A quick-witted comedian in the DC-8 crew got on the radio and said "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with "I made it out of DC-3 parts. Another landing like yours and I'll have enough parts for another one."



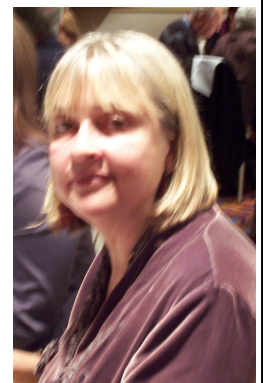
## ANNUAL PRESENTATION NIGHT CHRISTMAS DINNER

Saturday 29th November  
at the Clubhouse

\$30 per person



## 50th Anniversary Dinner



## Born to Fly (an excerpt from Jim Munday's address to the 50th anniversary dinner)



### Learning to Fly

This is when I arrive at the club to fulfill a life time ambition to learn to fly. I meet Barrie, he is not much older than I am, and whilst he is not ex-RAAF he is a product of the system. At that time the Dept. of Civil Aviation was itself, in essence a product of the RAAF, particularly in the field operations where all facets of licensing, including PPL testing, were conducted by examiners of airmen - in the NSW region the men responsible were Russ Evans, Tom Curlewis and Bob Jarvis, all ex RAAF. The training was disciplined and the benchmark was quality not numbers.

Needless to say I am hooked, and after four hours training I find am downwind for 20 with Barrie, when, unbeknownst to me, I am about to be exposed to the oxymoron, **"disciplined exuberance"** The DC3 is just starting up at the terminal, Barrie mumbles, *'Taking over mate we need to lose a bit of time.'* Next thing we are head-

ing for the deck, then we are pulling up to the left. I think I am upside down as we roll to the right and before I know it we are straight and level again. *'What was that?'* *"Barrel roll mate but don't you try it. The 150 isn't endorsed for aerobatics and neither are you!"* That's the exuberance.

30 second later there is a tap on the altimeter. I am at 1,100' and I should be at a 1,000'. That's the discipline.

A further 4 hours and I am off on my first solo. I manage to get around the circuit, Barrie gives me a pat on the back. For the total expenditure of £32, \$64 in today's money, I can now fly on my own, under very strict supervision of course. Sounds cheap, however, to put it in perspective, a tradesman's wage was about £20, that's \$40 a week. The club, by the way, got a Commonwealth subsidy of ten shillings an hour for training - after all there could be another war!

The club, at this stage, has two satellite operations, Thursday morning training in Coffs Harbour, and, from memory, Sunday afternoon in Kempsey. Before the decade was out both these club would rightly become autonomous. I get the opportunity to go on the ferry flights to Coffs and Kempsey.

It was during my first dual cross country to Tamworth that I was exposed to the phenomena that instructors can see with their eyes shut. We had been flying for about 40 minutes at 6,000'. I looked down - the terrain is featureless - the Simpson desert looks like Pitt street compared to this. There is absolutely nothing that relates to the WAC chart in my hand. I turn it over, maybe there is a clue on the other side? No luck! Time's up; we are supposed to report at Macdonald River. There isn't a creek in sight, let alone a river. I look over at Barrie - He is asleep! Panic sets in. Then I hear *"I thought the heading was supposed to be 269."* I look at the DG, my heading 260°, an instant of relief, at least he is awake! I look over, he's still asleep. Then there is a slight flutter of the eyelids, could it be REM? *"Looks like the Macdonald River down there, you had better give a position report."* I look at the map and try and relate it to the terrain. All that I can see is a dry gully. Has global warming arrived early? Is it true what they say about instructors? Is it an illusion? Or can they really see with their eyes wide shut?

Of course this could have been helpful for night flying as we used flares to light the runway of a night for training, and, would you believe, we would cease night flying at 9.30 most nights, because of complaints from residence about the noise!

After the obligatory 40 hours I pass the written test, face up to Tom Curlewis for a flight check in the local training area and I get a PPL. This entitles me to carry non-paying passengers anywhere in Australia and I mean anywhere, Mascot included. Want to go to a military base? No problem, just ring up the duty officer, get approval, and off you go.

This all sounds rather cavalier doesn't it? However, you have to appreciate that the RAAF doctrine still applied and the instructor accepted the unfettered responsibility for flying operations - you still had to get approval for each and every flight!

[Want more? The whole address can be download from the HDFC website - Editor]



## Where's Bob?

You may have noticed it's been a bit quieter on Friday nights for the last 8 or so months, so for those who are interested (Hi Mum!) I thought I'd give you bit of a run-down on where I went, what I'm doing and in doing so, give you a bit of an insight into how training is organised and run in a large International airline.

As a bit of background and for those who don't know me, I'm Bob Small, an ex-Air Force, ex-Cathay Pacific Flight Engineer. I gained my PPL (I had some gliding experience back in the 70s) with Bob Needham in 1994 and have been a member of the club pretty much continuously since then. I have a RAAus pilot certificate but I don't fly anywhere near as much as I'd like too. I hope to fix that when my long-term aircraft building project (a Zenith Zodiac CH601HDS) is complete

All that said, I was happily retired and getting on with various retirement projects (including the Zodiac) when my daughter Brianna finally decided what she wanted to do after the HSC. We then had to find a University for her and work out how to pay to keep her there. The long and short of it all is that Bri decided on UNSW so we came to Sydney to help her get started at Uni after an old Air Force mate offered me a job at Qantas where he had recently taken a Training Management position.

So here I am, a Ground Operations Instructor on the Airbus A330, hired to teach people about the computers that made my old job redundant!

What the job actually entails is a little more involved: Imagine you have just signed up for flying lessons after an exciting Trial Introductory Flight (TIF.) Among the first things the Instructor will do is get you started on your Basic Aeronautical Knowledge. (BAK) He will talk to you about the aircraft systems, how they work, what they do and where to find them. You will then progress to actual flying training, interspersed with more study and ground subjects and eventually will be checked out and let loose with your brand new wings.

As you can imagine, a modern Jet airliner is somewhat more complicated than our little "bug smashers" so the training is divided into segments with a specialist In-

structor taking on each segment and then passing the student, suitably qualified, on to the next Instructor.

My role as a Ground Operations Instructor is at the beginning of this training path but obviously the students I get have a little more flying under their belts than a TIF! A pilot newly joining Qantas is likely to have several thousand flying hours in his (or her, of course, see later) log book, a multi-engine command Instrument rating, possibly with jet or turbo-prop experience. He or she will have also passed a fairly rigorous interview and testing process before actually joining Qantas. Those of you who know Imogen Needham will know she had not long finished her command training with QantasLink on the -8 when she was accepted as a Second Officer with Qantas (putting her four bars aside for the moment). That will give you an idea of the *minimum* experience level of the people I am instructing.

The training I and my fellow Ground Operations Instructors give lays the groundwork for all the trainee's future training and flying and it is quite intensive.

The process begins with an Introduction and Induction day at the Qantas Group Flight Training (QGFT) building in Sydney, where the trainees are introduced to the training program and the support and administration system behind it. They are issued with all the manuals (on CD and DVD) they will require, as well as the passwords they will need to access the on-line training and testing part of the course through the Qantas Intranet. All the home study for the A330 is Computer Based Training (CBT) and requires Internet access as well.

The students then head home for an eight day self study program. At the completion of this they come into the QGFT building where we put on our CASA hats and administer a Systems exam (pass mark 80%). Then, 3 days are spent in a classroom where Aircraft Performance, Weight and Balance, and Airport and Fuel Policy is taught. This is all "death by PowerPoint" stuff and of course culminates in another CASA exam.

Then we move into the CAE Maintenance / Flight Training Device (M/FTD). (See photograph) This consists of 9 large touch panel screens and an Instructors Operating Station (IOS), arranged so as to be able to display all flight deck panels of the Airbus A330 (and with software changes, the A320 and 340). It can also display, in real time, moving schematic representations of the

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Cathay L1011 Tri-Star



A completed Zenith CH 601 HDS

## Where's Bob? (continued)

operating aircraft systems which can be used for training Ground Engineers, hence the "Maintenance" part of the name. We can also use this function to reinforce a training item with our pilots.

With this device, it is possible to simulate all the phases of the aircraft's operation (including abnormal operations and failures) from pre-flight cockpit preparation and engine start through take off, climb cruise, descent, all types of instrument approach to almost any airport in the world, landing and after landing procedures. Virtually all the switches on the flight deck are emulated with realistic representations of their function and schematics if required. The operating software is the same as is used in CAE's Full Flight Simulators but it actually runs on this device in four high spec. Dell desktop computers through a huge multi-port USB interface. (The local wags have told us that CAE as in "CAE Flight Simulation" actually stands for "Cheap and Economical") However, it is streets ahead of the "cardboard bombers" which have been used in Pilot Ground training "like forever".

Nine 4 hour sessions are conducted in this device, starting with learning to program the Flight Management and Guidance System (FMGS) with flight plans, operating and performance data and then using the system through complete flight profiles to navigate and guide the aircraft. The emphasis in this part of the training is all on using the automatic flight capabilities of the aircraft. The M/FTD flight controls (sidestick and rudder pedals) only appear on the panels when the aircraft is stationary so flight control checks can be carried out, the device can't be manually flown.

You may think I am being a bit cute with all my acronyms but **"children, be warned"**. Airbus have a 250 page book called "Airbus Reference Language" which encodes and decodes all the abbreviations and acronyms used throughout the Airbus Flight Crew Operating Manual (FCOM), Engineering Manuals, Flight Administration Manual (FAM), Flight Crew Training Manual (FCTM) and a myriad other books, references and publications. So if you're planning on coming this way, look out! To be fair, this Reference Language must save an awful lot of paper and ink and, remembering that in many of the partner

countries of Airbus Industrie (and their customers), English is a second language, so there are many opportunities for misunderstandings. This book is supposed to help but, if anyone can tell me when you would use "Federal Supply Code for Manufacturers" (FSCM) or "Large Scale Integrated/Integration/Integrator" (LSI) in every day conversation I would be pleased to hear it. I should also point out that many of these abbreviations and acronyms are different from those that Boeing and other American Aircraft Manufacturers use!

However, back to our training. All of the M/FTD sessions are done as a complete flight, for example, Melbourne to Sydney with a missed approach and a diversion to Canberra and in real time, (with the occasional *Flight Freeze* to point out an annunciation or explain an item.) Standard Operating Procedures are followed throughout, checklists and standard radio communications procedures and phraseology are used and ATC clearances are given and read back.

Three of the 9 sessions involve the Electronic Centralised Aircraft Monitoring System (ECAM) and the procedures involved in dealing with systems malfunctions, electronic and paper checklists and alternate procedures. (This is essentially the system that made Flight Engineers redundant as all the functions of ECAM are those that F/E's once carried out.) Reports on the student's progress are made in the company's computer based Competency Management System after each session. The last three sessions are normal flights with training on the automatic approach systems of the aircraft and are used to assess the students progress in operating the systems and judge if they are of a sufficiently high standard to progress to the next stage of training.



The last session is the fun one. We go into the Full Flight Simulator and demonstrate all the stuff we've not been able to do previously because of the limitations of the M/FTD. We also revise some of the things we have covered before but now can do in a "tactile environment". The students actually get to hand fly the aircraft simulator and get a feel for the machine they'll be living with for another ten four hour  
(continued next page)



## Where's Bob? (continued)

sessions and a multitude of "Cyclic" Refresher and Training sessions thereafter.

For most of our new joiners, this will be their first attempt at flying a 200 tonne plus aircraft and a fly by wire aircraft and the demonstration of its flight envelope protection capabilities are a real eye opener. Imagine being on final at about 300ft in the Foxbat and the Instructor tells you to pull the control stick fully aft, roll hard to the right, retract the flaps and close the throttle! You would think he'd gone mad! But this aircraft, at 200 tonnes, will raise the nose to about 22° above the horizon, roll to 67° to the right, advance the thrust to maximum no matter what you do to the levers and allow the aircraft to be cleaned up, except for the last stage of flaps and slats, without becoming a smoking hole in the ground! Truly amazing! This will be the first and probably the last time they see this demonstration as the rest of their training is much more conservative but it is a great way to show the capabilities of this aircraft. It's also a great confidence booster to see all the automatic features of the aircraft come together in such a dramatic fashion.

After the pilots have finished their initial ground school training, they start training in the Full Flight Simulator (FFS) with a Simulator Instructor. At the conclusion of these sessions, they undergo a check by a Check and Training Pilot in the Simulator

and then start Line Training in the actual aircraft with a Line training Captain. It is entirely possible that, depending on when they can be rostered for an "observation flight", even several sessions into their simulator training a student will not have seen his aircraft "in the flesh!"

We also do conversion training for pilots coming from other fleets within Qantas, and upgrade training for pilots moving from Second to First Officer or First Officer to Captain. Pilots coming from other Airlines who have Airbus Fly by Wire (FBW) experience undergo a Cross-Cockpit Qualification (CCQ) course, which is a concept, evolved by Airbus which takes advantage of the similarities in cockpit controls, layout and architecture between the members of the Airbus FBW family.

It's a very interesting job and I hope to be instructing on

the new A380 soon which will be a great way to round out a long involvement with aeroplanes and aviation before I retire.



A330 Simulator showing Instructors workstation

I hope I haven't bored you too much and have perhaps provided some inspiration to some of our new (and not so new) pilots to get out and have a go at making a career of flying. There is no doubt, it is

lot of hard work but if you talk to any Airline Pilot, you'll find they all think it's worth it. If you have any questions about a career in aviation or with Qantas, get in touch and I'll see if I can help.

See you around the club in the not too distant future when I pick up my retirement where I left off and start getting a bit more flying in!

**Bob Small**



The "Lurching Cave!"

**MEMBERSHIP RENEWALS  
ARE NOW OVERDUE**

**FROM OCTOBER 31ST  
UNPAID RENEWALS WILL BE  
DEEMED RESIGNATIONS.**

**THOSE NAMES WILL BE  
REMOVED FROM THE  
MEMBERSHIP DATABASE.**



## Air Venture Oshkosh 2008



The one notable aspect of Oshkosh that struck Bill and I was that, with tens of thousands of people in attendance, there were minimal restrictions on where you could walk. If you were stupid enough you could have walked on to the active airstrip but nobody was that stupid and no one was treated as being that stupid. A far cry from the patriarchal restrictions we face in Australia. Here are some of the interesting sights.



### Lyndal Coote





## Sure Fire Eggless Chocolate Cake

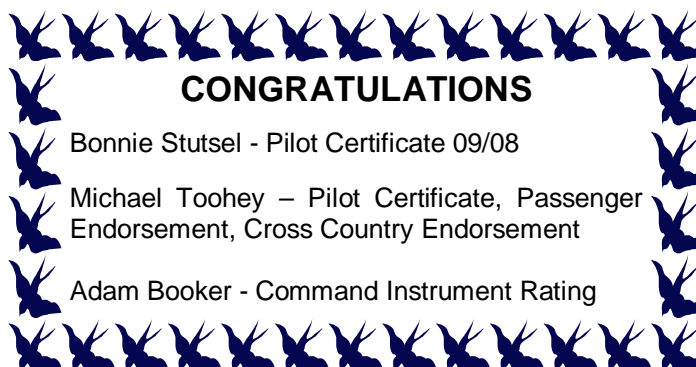
1½ cups plain flour.  
1 tsp baking powder  
1 TBS cocoa  
¾ cup sugar  
1 TBS golden syrup  
100g butter  
1 cup milk

Stir flour, baking powder and coca. Add sugar.  
Add butter melted in ½ cup warm milk and mix.  
Add ½ cup cold milk in which 1 tsp of baking  
soda has been dissolved.

Turn cake mix into a greased and floured 20cm  
tin. Bake at 350°F (180°C) for 30-35 minutes.  
Ice when cold.

**Lorraine Dunlop**

**WE INVITE CLUB MEMBERS TO SUBMIT A  
FAVOURITE RECIPE FOR PUBLICATION IN  
THE NEXT PROPWASH**



## CONGRATULATIONS

Bonnie Stutsel - Pilot Certificate 09/08

Michael Toohey – Pilot Certificate, Passenger  
Endorsement, Cross Country Endorsement

Adam Booker - Command Instrument Rating

## NEW PRICES

incl GST

FPT Hire	\$154.00/hr
Foxbat/Eurofox Hire	\$104.50/hr
Flying Membership	\$49.50
Social Membership	\$33.00
Junior Membership	\$11.00
Hangar Rental	\$150 or \$100
Shirts	\$35.00
Caps	\$16.50
Cloth badges	\$4.00
Anniversary Key Ring	\$4.00
Come Fly With Me (from club)	\$35.00



The Roulettes at the September Coffs Harbour Airshow—photo taken by Jimi Ludriks



## BAR ROSTER

### OCTOBER

24th Ray Lind  
31st Richard Bentley

### NOVEMBER

7th Jack Terp  
14th Rod Farley  
21st George Northey  
28th Adam Booker

### DECEMBER

5th Eric Elsey  
12th Bruce Dunlop  
19th Bill Coote  
26th David Mitchell

### JANUARY

2nd Doug Jones  
9th Rod Davison  
16th Barry Williams  
23rd Jon Maguire  
30th George Northey

### FEBRUARY

6th Tania McKenzien  
13th Bernie Hagarty  
20th Marcus Ludriks  
27th Damian Buchtmann

\* If you can't make it for your roster on the bar, please try to swap with someone else

## CALENDAR

### October

Sat 25th/ Sun 26th Gloucester Fly-Away

### November

Fri 7th New members sausage sizzle 5pm  
Sat 8th NSW Interclub at Wagga Wagga  
Sun 16th Monthly flying competition & BBQ lunch  
Wed 19th Committee meeting  
Sat 22nd Tri-Club Competition at Royal Newcastle  
Sat 29th Annual Presentation Dinner at clubhouse

### December

Fri 5th New members sausage sizzle 5pm  
Sat 6th Lunch with the Tigers - Fly-away to Luskintyre  
Wed 10th Committee meeting  
Sat 20th Navigation Trial and weekends in Jan 09

### January

Fri 2nd New members sausage sizzle 5pm  
Fri 2nd/ Mon 5th Great Eastern Fly-In to Evans Head  
Wed 14th Committee meeting  
Sun 17th Monthly flying competition & BBQ lunch  
Mon 16th Australia Day BBQ at the Cootes in Laurieton

### February

Sun 1st Family picnic & fly-in to Rossglen Airfield  
Sun 15th Monthly flying competition & BBQ lunch

## HDFC COMMITTEE 2008 - 2009

**President/ GA Aircraft Ops/ Promotion & PR:** Rod Davison  
Ph:(h) 6585 3835 E:davo194@yahoo.com.au

**Vice President/ Ultralight Operations:** George Northey  
Ph: (h) 6582 7997 E:george@northeys.com

**Vice President/ Club Captain:** Ray Lind  
Ph:(h) 6586 1841 E:lindflight@ceinternet.com.au

**Secretary:** Bill Coote  
Ph: (h/w) 6559 9953 E:billcoote@tsn.cc

**Treasurer/ Public Officer:** Richard Bentley  
Ph: (h) 6585 1135 E:margaretrichard@optusnet.com.au

**RAAus CFI:** Adam Booker  
Ph: 0438 300 673 E:adam@ozipilotsonline.com.au

**Newsletter & Website:** Lyndal Coote  
Ph: (h/w) 6559 9953 E:lcoote@tsn.cc

**Facilities Manager:** Damian Buchtmann  
Ph: (h) 6581 5558 E:dmb@bigpond.net.au

**General:** Bruce Dunlop  
Ph: (w) 6559 5444 E:bdunlop@tsn.cc

## NEW MEMBERS JULY - SEPT

Ewald Barnard (flying)  
Gary Bates (flying)  
Kerry Buttsworth (flying)  
Garry Chase (flying)  
Peter Disher (flying)  
Kraig Hesse (flying)  
Richard Jagger (flying)  
Ilona Fullerton (social)  
Phillip Perkins (flying)  
Bruce Scott (flying)  
Bill Stevens (flying)  
Chris Taylor (flying)

**Scooter**  
marketing

Lyndal Coote  
6559 9953

Simple effective web sites for small businesses

[www.scootermarketing.com.au](http://www.scootermarketing.com.au)

**B.D.C.**

Bruce Dunlop Computers

Computer Sales,  
Service & Support  
**Bruce Dunlop**  
Ph: 6559 5444

63 Bold St, Laurieton

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**mark watson**  
principal

**Ray White**

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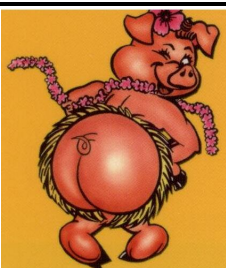
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*Come Fly With Me*

A history of the Hastings District Flying Club  
1958 - 2008



Elaine van Kempen

## Come Fly With Me

A history of the Hastings  
District Flying Club

1958 - 2008

by Elaine van Kempen

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