

President's Report

October 2010



A very warm welcome to Bill Lane, our newest club member. Many of us will know Bill as the guy, with more than 35,000 hours as a pilot, who is Chief Pilot at Australia by Seaplane. Bill's flying training business has taken up residence in our club house and he will be using the HDFC as the base for his AOC. A number of our members who have been putting off their BFR/AFR have now renewed under Bill's guidance.

A second new member this month is Colin Hayler who, though a GA pilot with much experience, is keen to fly the RAAus aircraft. There are lots of benefits to being a member of the HDFC with discounted flying training and aircraft hire high on the list.

All three aircraft are currently flying although the weather is continuing to make it difficult. We also have a full complement of aircraft in the hangar with David Massey's RV6 being added in September without too much difficulty. HDFC offers low cost hangar space to members - you will notice my Jodel down in the back corner, waiting to be dug out every now and again. Glenn Cleary has taken on the job of hangar manager and he is getting on with the task of sorting out paperwork and the allocation of keys. The hangar will require some maintenance work over the coming months, in particular the roller doors.

The club's Eurofox has been listed for sale and already we have had some interest. At a price of \$79,000 this low time RAAus aircraft may well be of interest to one of our members. Although most of our newer students have chosen to fly the new Foxbat Rod Davison assures us that the Eurofox is a great aircraft.

We have a challenge on our hands as to just what we do with FPT as it moves towards requiring an engine change. Generally about 14 club pilots fly FPT each month for about 10-15 hours for the club competition, local and away flights, general pilot reviews and bien-

nial flight reviews which are required every two years for licence renewal.

The annual fly-in to Gloucester is set down for the 30th-31st October. This is a really enjoyable activity but please note that all motels are booked out so it's a choice between camping and going down and back in one day.

Rod Davison has planned some interesting social events and Lyndal will highlight these in this Newsletter. Saturday 23rd October is Race Night at the club. This event hasn't been held for years but I am assured it is a lot of fun - hobby horse racing, champagne, prawns, chicken, and our very own "Fashions in the Fields". Sunday 14th November we have planned a family picnic at Cowarra Dam - BYO picnic or BBQ.

I am looking for a club member who would like to act as a media liaison for the club. This person will require no previous public relations experience. With help from the committee, they will develop stories to interest local journalists, and attempt to get something into the papers at least once a month and on radio and/or TV occasionally. The aim of this exercise is to raise the club's profile in the community as an active sporting club in the Hastings. Interested? Call me on 0428 59 9953 or email billcoote@tsn.cc.

Christmas is fast approaching and the club's annual Presentation Night. This is our chance to recognise the achievements of our members, and, believe me, there are plenty. Put the date, Saturday December 4th in your diary, and please come.

In the meantime, keep up the flying.

Bill Coote



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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 \$65 (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 \$105 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

GA Competition Results



September 2010

9 pilots

Forced Landing from 1500'

1st Ray Lind (90), 2nd Mark Watson (71), 3rd Bruce Dunlop (58)

Blind Circuit with Spot Landing

1st Dave Mitchell (144), 2nd Bruce Dunlop (1440), 3rd Rod Davison (110)

Instrument Climb to 1500'

1st Lyndal Coote (81), 2nd Rod Davison & Mark Watson (78), 3rd Bruce Dunlop (74)

Overall

1st Bruce Dunlop (262), 2nd Mark Watson (239), 3rd Ray Lind (233)

August 2010

8 pilots

River Bash

Bruce Dunlop (85), Bill Coote (75), Rod Davison (70)

Forced Landing from 2,000 with no Altimeter

Rod Davison & Dave Mitchell (87), Bruce Dunlop (63), Bill Coote (42)

500' Circuit with Spot Landing

Rod Davison (90), Bruce Dunlop (85), Ray Lind & Bill Coote (75)

Overall

Rod Davison & Dave Mitchell (227), Bruce Dunlop (223)



ANNUAL NAV TRIAL

Starts Sunday 19th December
and continues during January

Book your aircraft on the club
calendar and line up your time
with Ray Lind 0428 820 698



Moult Taylor's Flying Car (1946) can be seen in the Smithsonian Museum

HDFC Race Night



Model Horse racing comes to the HDFC

Saturday 23rd October 6pm

See and bet on HDFC identities jockey their horses at the throw of a dice on the newly renovated Royal HDFC track

Dress in your best rags as prizes will be awarded for best presented male and female as well as a female hat parade

Entry fee of \$15 includes chicken, prawns and champagne

This is **the** prestigious event of the HDFC calendar where all socialites gather

Bring your sense of fun and plenty of gambling money

RSVP On club noticeboard or
email Rod Davison roddi194@yahoo.com.au

“Scramble”

A SCRAMBLE needs explaining.

The whole idea was to get aircraft in the air as fast as possible, this sounds easy but it's not. Anything over 90 seconds is frowned on! The phone in the office rings, the clerk sticks his bald pate out the window, presses the buzzer, yells "SCRAMBLE!"

A burst of frantic activity! Slops and I head for the door, run to the kites, where erk No. 1 has the trolley pack already plodded in, erk No.2 up on the wing to help with the straps. Helmet, goggles and oxy mask hanging on the stick, chute and dinghy in the seat. I jump up on the wing, dive into the cockpit, plug in radio and oxy tube, the erk is doing up straps and harness, a quick cockpit check, throttle set, open 1 inch to give approximately 800-1000 revs, mixture, full rich, pitch, full fine, switches off.

"All clear" yells erk No.1, I repeat, the motor has been kept warm, glance across the instruments, undercart down and locked, flaps up, brakes on. Erk No.2 presses switch on trolley, yells "Contact", I repeat, and lift the two red covers and press switches (often, rudely referred to as tits).

Motor bursts into life, check instruments for temperatures and pressures, oil, fuel, oxy, air and cylinder head, waves the chocks away, erk No. waves the all clear, brakes off and taxi out after Slops, down to the end of the runway, turn into wind to left and slightly behind, open throttle and head down runway. Speed builds up 30-40, stick forward to get the tail up into flying position, 60-70, light on the wheels now; tippy-towing we called it, ease back on the stick 80-85, and she's airborne. Wheels up, two greens they're locked, close the hood, climb away! No.1 contacts control – "FRUITPEEL, Sunshine Blue Section airborne, over". "Blue section this is FRUITPEEL, vector 172, bogey 30 miles, angels 22. BUSTER". Now this meant you were to climb flat out; full climbing revs and boost; 2800 revs + 8lbs. Boost. We didn't like this much, used too much fuel; at these settings. A Spit 5b could use ALL the fuel by a little over 30,000 ft. Angels was code for altitude .22 to 30 didn't leave much, if things got serious.

Just an aside; the use of the words "*over and out*" has become common, but little understood. They were code words, with very different meanings. A message from control or someone else could be information or a command. If information, you ended your reply with "*roger, over*"; this translated as, message received and understood. If an order, you ended your reply with "*wilco-out*"; this translated as message received and understood, WILL COMPLY. If you did not understand, you replied "*say again*".

Fuel was referred to as GRAVY. Height was ANGELS. VECTOR was a course to steer. BOGIES were unidentified aircraft. BANDITS were enemy bombers. RATS were fighters. CANARY was identification friend or foe, an electronic device carried by all allied aircraft which identified us on allied radar.

An excerpt from *Tom's Tale*, written by T E Cleary, Glen Cleary's father, who was a pilot during the Second World War



Tom flew a Spitfire, but not particularly this one which is just for illustrative purposes

Social Events

GLOUCESTER FLY-IN 2010

October 30th/31st



*You shouldn't miss this enjoyable week-end
Fly or drive - Sleep under the stars*

Lunch on Saturday, dinner on Saturday night with a large bonfire, brekkie Sunday morning

Camping facilities available (shower, toilets, kitchen) plenty of soft grass or hangar floor

Gloucester Motels all booked out

Free shuttle to and from town

Nominal charge for landing, camping and meals as well as a chance to contribute to the local Westpac Rescue Helicopter.



COWARRA DAM FAMILY PICNIC

Sunday 14th November

From 11 am

PRESENTATION DINNER



\$30 per head for 2 course meal

6pm for 7.30 dinner

RSVP by Friday 26th November - name on the list in the club-house or contact Rod Davison roddi194@yahoo.com.au



EUROFOX FOR SALE

24-5054 Excellent condition, 1140hrs TT, Rotax 912ULS 100hp. Folding wings, Dynon D100 EFIS, AvMap EKP-IV moving map GPS, X-Com radio, transponder, strobes, heater. Cruise 100kt. Nil accidents, always hangared, maintained by LAME & L2. Superb performer. \$79,000 ono, no GST. Call George 0414 956665, email cfi@hdfc.com.au.

BAR ROSTER

October

1st Rod Davison
8th Bob Small
15th Barry Williams
22nd Jon Maguire
29th George Northey

November

5th Bill & Lyndal Coote
12th Damian Buchtmann
19th Ray Lind
26th Richard Bentley

December

3rd Peter Ford
10th Jack Terp
17th Richard O'Neill

January

7th Rod Farley
14th Bruce Dunlop
21st Doug Jones
28th Rod Davison

CALENDAR

October

Sunday 17th Monthly flying comp & lunch
Saturday 23rd HDFC Race Night
Sat-Sun 30th-31st Fly-in to Gloucester; Fly-in to South Grafton

November

Friday 5th New member sausage sizzle
Sunday 14th Picnic/BBQ at Cowarra Dam
Sunday 21st Monthly flying comp & lunch

December

Friday 3rd New member sausage sizzle
Saturday 4th Presentation Dinner
Sunday 19th Navigation Trial

January

Sunday 9th, 16th, 23rd Navigation Trial

NEW MEMBERS AUG-OCT

John Channon (flying)
Andrew Eames (flying)
Colin Hayler (flying)
Bill Lane (flying)

CONGRATULATIONS

Matthew Baker

RAAus Pilot Certificate

Barry Williams

RAAus Pilot Certificate

Rod Davison

Life Membership of the HDFC

Peter Ford

First Solo

HDFC COMMITTEE 2009 - 2010

Bill Coote- President/ GA Operations

Ph: (h/w) 6559 9953 E:billcoote@tsn.cc

George Northey - Vice President/ Ultralight Operations/ RAAus CFI

Ph: (m) 0414 956 665 E:george at northeys.com

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Richard Bentley - Treasurer/ Public Officer

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Ray Lind - Club Captain/ Flying Instructor

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Bruce Dunlop - Secretary

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Ted Whitfield - Clubhouse Manager

Ph: 0413 184 798 E: tedwhitfield@bigpond.com

Glen Cleary - Hangar Manager

Ph: 0438 836 400 E: glennhpi@bigpond.com

Lyndal Coote, Propwash & Website Editor

Ph: 6559 9953 E: lcoote@tsn.cc

PRICES (incl GST)

FPT Hire	\$180.00/hr
Foxbat/Eurofox Hire	105/hr
Flying Membership	\$55.00
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)	\$25.00

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6559 9953

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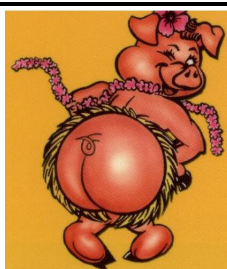
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"I saw a Kangaroo the other day for the first time since I had arrived in WA... momentarily..."