

President's Report

October 2013



About thirty people attended the August AGM. In his report president Bill analysed the current membership which confirmed the drift from General Aviation to Recreational Aviation. This trend partly influenced the committee decision to sell Cessna FPT and to purchase the Flight Design CTLS. Both the Cessna and the Eurofox have been sold to make way for the new aircraft. Cessna FPT remains online thanks to new owner, Christian Corse.

Delayed several months, delivery of the CTLS is now expected in November. This delay has enabled certification of the constant speed propeller. Hire rate for the CTLS will be \$130 per hour. However, this rate is likely to increase in the future as we factor in an aircraft replacement cost. It is the committee's aim to maintain a young and modern fleet of aircraft.

New to the committee are John Hayler and Ed Godschalk. John replaces Marite Jansons as House Manager while Ed replaces Peter Ford as Newsletter Coordinator and PR. Thank you to Marite and Peter for jobs well done. Bill Coote stepping down from the Presidents position also needs to be recognised for a sterling effort. He will remain on committee as Vice President.

Club Captain and Senior Instructor, Ray Lind, is recuperating well following his heart operation. Ray's grounding has impacted on training and we eagerly await his clearance to fly in December. Meanwhile, our other instructors have stepped up to fill the void. Their commitment to the students as well as the club is highly commendable and I would like to personally thank Steve Smith, David Massey, Bob Needham and George Northey for keeping the Foxbat in the air. Utilisation remains strong at around 50 hours monthly.

Keeping aircraft in the air requires good maintenance. Alan Bradtke has taken an increased responsibility and along with Bill Coote, Glenn Cleary and George Northey

will ensure our aircraft are kept in top condition.

The addendum to the Airport Master Plan is now available for viewing on the council website and submissions are invited. Basically they present two options with Terminal/Carpark expansion either in the current location or to the south midway along the runway. In terms of costing it appears expansion on the current site is favoured and this will impact on our club facilities in the long term. The committee is currently preparing its submission.

Our club will open its doors to the public on Sunday 27th October. The Open Day will provide the opportunity to show off our clubhouse, hangar and aircraft. Club members are encouraged to bring their aircraft along and park in front of the hangar. Rod Hall is making his L39 jet available while David Cooke is providing his Chipmunk. The Hastings Auto Restorers have been invited along with the Hastings Radio Modellers. Trial flights will be available while food and drink will be on sale. Spread the word and come along.

Some club members have been busy touring around Australia in their aircraft; Andrew Miedecke in his Cirrus, Clyde and Sue Stubbs in their Cirrus and David and Jan Massey in their Liberty. David's travelogue appears in this newsletter while Clyde and Sue have posted their adventure on the club website. Alan and Deb Bradtke have also just returned from Cape York in

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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 one aircraft available for hire by flying members—a Foxbat for \$120 incl GST. A monthly pilot proficiency day and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

President's Report (cont)

the RV12 with stories to tell. George Northey and student, Dylan Williams, also had a long day delivering the Eurofox to Mackay. Light aircraft are a great way to see this vast continent.

A well attended CASA seminar recently outlined several of the regulatory changes being introduced in December 2013. Of major interest were changes to the licensing system and in particular the introduction of the Recreational Pilot Licence. All these changes can be viewed on the CASA website.

Congratulations to our team of six pilots who were victorious at the Tri-Club Challenge in Taree. The trophy returned home for another year, further emphasising the club's dominance in these competitions. The monthly pilot proficiency days certainly help in maintaining the currency and skill of our pilots and I cannot over emphasise the value of these days as a means of maintaining currency. Ray Lind and Bruce Dunlop as check pilots along with Lyndal Coote as a ground judge are pivotal in the running of these days.

The social scene remains busy with Glenn and Marite organising two highly enjoyable events. These were the Restaurant Night at the Village Café along with the Quiz and Curry Night. There are more events planned as we head toward the end of the year. Keep an eye on the website to stay informed. Remember, everyone is welcome.

As this is the last newsletter for 2013 I would like to take the opportunity to wish everyone a safe and enjoyable festive season.

Rod Davison



2013-14 Management Committee

Ed Godschalk, Bill Coote, Ray Lind, Rod Davison (President), Glenn Cleary, Lyndal Coote, Bruce Dunlop, John Hayler, George Northey

HDFC Open Day

Sunday 27th October from 9am to 4pm.

The public is invited to inspect our facilities and aircraft. Members are asked to fly their aircraft in and park in front of the hangar.

Rod Hall has made his L39 jet available while David Cooke is providing the Chipmunk.

Hastings Auto Restorers and Hastings Radio Modellers have been invited. TIF's in the Foxbat.

Food and drink available. Spread the word.

CONGRATULATIONS

Bill Coote and Glenn Cleary
Accredited RAAus Level 2
Maintenance Certificate

Bruce Dunlop
RAAus Pilot Certificate

Matthew Connors
First Solo

Pilot Proficiency Results

GA Pilots

September 2013

For our September GA Proficiency event we had five pilots compete. With the heading indicator repaired in the C172 we were also able to attempt the instrument climb event for the first time for many months. Most of us were pretty rusty so it shows clearly that we must keep practising our flying skills or they quickly deteriorate.

Instrument Climb

In this event we climb totally on instruments under the hood up to 3000' following various set headings.
1st Ray Lind 84, 2nd Jack Terp 83, 3rd Rod Davison 76

Forced Landing (From 2500')

Only one pilot managed to get into the scoring boxes today.
1st Jack Terp 69

Spot Landing (500' Bad weather circuit)

1st Bruce Dunlop 85, 2nd Rod Davison 65, 3rd Ray Lind 47

Overall

After handicaps were applied:
1st Jack Terp 177, 2nd Ray Lind 141, 3rd Bruce Dunlop 137

August 2013

For our August GA proficiency event we had the impressive number of 10 pilots. Matthew Baker, who has been training for his commercial licence in Sydney, participated and we also welcomed James and Paul who flew up from Williamtown in their Grumman American to fly in the challenging events. Beautiful clear skies with a slight cross wind greeted us for most of the day. Once again it was only in the afternoon that a slight tailwind developed but didn't cause too much concern for the pilots.

Blind Circuit / Glide

In this event we are simulating a total instrumentation failure where we judge and fly a perfect circuit at 1000' and complete the exercise with a straight in glide approach on finals.

1st Matthew Baker 126, 2nd Bruce Dunlop 124,
3rd Sue Stubbs 122

River Bash (Following the river around the Rawdon Island area)

1st Clyde Stubbs & Bruce Dunlop 59, 2nd Rod Davison 53,
3rd Mark Whatson 50

Spot Landing

1st Bruce Dunlop & Ray Lind 85, 2nd Rod Davison 55,
3rd Clyde Stubbs 45

Overall

After handicaps were applied:
1st Bruce Dunlop 248, 2nd Ray Lind 238,
3rd Sue Stubbs 190

RAAus Pilots

September 2013

For our RA event we had seven pilots fly. Today we incorporated steep turns into the activity.

River Bash (Up the Maria River)

Four pilots all scored equal top scores for the River Bash today which is very unusual in this event.
1st Jack Terp, Ed Godschalk, Bruce Dunlop, Ray Lind 53

Steep Turns

1st Bruce Dunlop 80, 2nd Ray Lind 75, 3rd Ed Godschalk 70

Forced Landing (2000')

Only two pilots managed to get into the scoring boxes; both on exactly the same score
1st Bill Coote, Rod Davison 77

Overall (After handicaps were applied)

1st Rod Davison 172, 2nd Bill Coote 169, 3rd Ray Lind 128

August 2013

As with the GA flights, check pilots are applying the 10point bonus system for all perfect landings regard less of whether the aircraft lands in the scoring boxes or not.

Blind Circuit / Glide

1st Bill Coote 108, 2nd Rod Davison 84,
3rd Glenn Cleary 48

River Bash (Following the Maria River)

1st Rod Davison 56, 2nd Bill Coote 46, 3rd Glenn Cleary 44

Spot Landing

1st Bill Coote 105, 2nd Glenn Cleary 70,
3rd Rod Davison 55

Overall

1st Bill Coote 259, 2nd Rod Davison 175,
3rd Glenn Cleary 142

What do you call a pregnant flight attendant?

Pilot error!

Across the Desert to the Kimberley by David Massey

A few HDFC members have made similar trips this year - Clyde and Sue Stubbs in a SR22T and also Andrew Miedecke with some friends in his SR22T. I guess the difference with our trip was the size of the aircraft. The Liberty XL2 is a two seat side by side trainer with a 125HP engine a TAS of 110kts and limited range. The Liberty is closer to the average club aircraft in performance and range than the turbo Cirrus.

I have to say that Jan and I had a great trip with no major issues and we kept to the timetable originally planned – a journey of just over 10,000 kilometres in 26 fairly leisurely days.

Attached is a map of the journey covering a good part of central and Western Australia, several deserts as well as some very remote areas of the North West.

Highlights of the trip:

- * The desolation of the Lake Eyre Area
- * Flying around Uluru and the Olgas
- * Aboriginal communities rarely visited such as Yuendumu
- * The Bungles
- * Lake Argyle
- * The Kimberley region
- * Kalumburu
- * Kings Cascade
- * Prince Regent Sound
- * Buccaneer & Bonaparte Archipelagos
- * Cygnet Bay – horizontal waterfall
- * Ningaloo Reef
- * Kalbarri
- * Forrest Airport



David and Adam

We hardly saw another aeroplane and generally the people staying at the same places were 4X4 travellers. Many of these had been on the road months to get to the remote areas and had broken something on the car/trailer on the way – they seemed fed up! – answer – go by air.

The one coincidence of the journey was a call on the area frequency going into Uluru – “is that you Dave” – not sure if this is a comment on my RT but it turned out to be Adam Booker, our old CFI now flying a PC12 for the police out of Alice, the next surprise was a couple of days later landing at Yuendumu five minutes after Adam. He goes there often but has never seen another aircraft at the strip.

The main reason to write this article is to encourage others to make these journeys.

What is hard?

- * Getting the time away from home – we were away just under 4 weeks
- * Cost – it is hard to find accommodation under \$200 per night at many places
- * Fuel – plan ahead and check you can get fuel – but expect to pay up to double the normal cost when it is remote – but please do not complain or it may not be there at all next time
- * Packing four weeks of clothes in 10kg

There is nothing particularly difficult about the flying or planning – probably Perth Jandakot was the most complex – but that is familiarity.

Across the Desert to the Kimberley by David Massey (cont)



Jan as passenger had an iPad with OZ Runways on her lap and this considerably increased her enjoyment of the journey – when she took pictures outside she then took another picture of the screen showing where we were on the map – a good investment.

Anyone who would like more information and Jan has hundreds of pictures – please do not hesitate to call.

Next trips – Tasmania in summer and Darwin next winter – or any other ideas that come along (South Africa).

All the best
David



Tri-Club Success

Pilots from the Hastings District Flying Club claimed success in the annual Tri-Club Flying Competition held at Taree recently. Competing against teams from the Royal Newcastle Aero Club and Manning River Aero Club, the Port Macquarie team scored a convincing victory.

In the individual competition, Hastings pilots again dominated with Peter Ford gaining 1st and Bruce Dunlop 3rd place from a field of 18 pilots.

The competition exercise included a river bash on various arms of the Manning River between Taree, Old Bar and Croki as well as a spot landing back at Taree. The river bash requires pilots to follow the centre-line of a meandering river at a precise height of 700 feet keeping all turns coordinated. The spot landing judges touchdown accuracy as well as technique.

The Hastings District Flying Club conducts local monthly Pilot Proficiency Days enabling club pilots to remain current and skilled in various flying manoeuvres. Further information is on the club website www.hdfc.com.au



Bruce Dunlop, Peter Ford, Rod Davison,
Bill Coote, Vaughn Durkin, Lyndal Coote.

Quiz and Curry Night

What is the name of the new club aircraft and what do the letters stand for?

As a question posed during the Quiz and Curry night, only one team managed the correct answer with most despairing with answers such as 'it's not a bloody Hornet'. Do you know the answer? I will shout the first person who can tell me a drink next Friday night. They must not have attended the Quiz night and only approach me when I am behind the bar.

The Quiz was won by 'The Airstrippers' team comprised of Clyde and Sue Stubbs, David and Jan Massey, George Northey and Pete and Pat. Narrowly defeated by one point were the 'Lorikeets' consisting of David and Liz Cooke plus Steve and Fran Smith.

Brainfood was in large supply, catering for all tastes. The large crowd thoroughly enjoyed both the food and quiz. The hugely successful night was due to the excellent organisation of Marite and Glenn. Thanks to both of you for another memorable night at the flying club.

Rod Davison



David and Kevin



Jon, Rita, Cheyanne, Marcus, Ray and Veronica



George, Mark, Bev and Di



Johnston Aviation Gang

Dambuster Day by Roger Sherack

G'day aviators

I'm back from my German Walkabout and I can't really convey the feeling of flying the "Dambuster Run" over the Mohne Dam at 100 feet in a French aircraft flown by a German pilot with two Australians on board - words can't quite describe that feeling.

Crappy day weatherwise for photos but that didn't matter, I just couldn't believe that 70 years ago, a bunch of 18-21 year old lads with a couple of hundred flying hours in their log books flew heavily loaded four-engined bombers at 60 feet AGL over hostile territory at night without radar, GPS or NC headsets.

I am truly indebted to my good friend and fellow aerial photographer, Horst Buhne of Luftbild for taking us on this nostalgic journey, thank you Horst.



OK, it's not a Lanc but who cares?



The Ruhr Valley en-route to the Mohne Dam.



The Mohne Dam

"Gibson arrived over the Möhne reservoir at 00:15 hours. The aircraft assembled in an anti-clockwise holding pattern 10 km south of Völlinghaussen whilst Gibson called AJ-B on the radio. Astell and his crew were already dead, but he did not know this. Gibson took a few moments to assess the target and its defences. It appeared to be as he had been briefed with three light flak batteries on the dam wall and three more in the valley. Gibson confirmed the attack would be carried out as planned by radio. Using the VHF radio Gibson assigned five of the remaining eight Lancasters to the attack. Gibson prepared for his run in, the weapon already having been spun up to speed by his W/Op. He first made a dummy run towards the dam to get the lie of the land. He flew through the flak fire before reporting on the VHF that "he liked the look of it".

The attack run had been planned to allow the aircraft time to organise their direction, height and speed before crossing a spit of land that jutted out into the lake and becoming visible to the opposing flak guns. His Lancaster turned out of the holding pattern and directly towards the dam face over the landmark spit of land that guided the run in. His bomb was dropped at 00.28hrs and was watched by the rear gunner to bounce three times before exploding against the dam face and throwing a vast column of water into the air."

Dambuster Day by Roger Sherack (cont)



Bombs away...



Turning final setting up for the very same run done by a squadron of Lancaster bombers from 617 Sqn exactly 70 years ago in May this year. Operation Chastise was an attack on German dams carried out on 16–17 May 1943 by Royal Air Force No. 617 Squadron, subsequently publicised as the "Dam Busters", using a specially developed "bouncing bomb" invented and developed by Barnes Wallis.



Down to 200 feet holding steady clearing the trees in Hevesee...



What the Lancaster navigator saw but at night...



Bloody good fun....



Reflecting on the dam the next day...

Instructor Profile—Ray Lind

How long have you been flying and what encouraged you to start?

I started flying at Port Macquarie in 1983. Bob Needham was my instructor on the beautiful little C152 VH-PFJ. I loved every moment of my training sessions and couldn't wait until the next lesson. I had always had a fascination with flying which I guess started with the stories my Dad told me about his experiences in the RAAF during WW2. My interests were then carried over to the building and flying of control line model aircraft when I was going to school and then graduating into radio control models once I started in my career of School Teaching. Witnessing several air shows at various venues soon had me hooked on the idea that I just had to learn to fly. A visit to Needham Aviation and an inspiring chat to Bob Needham soon had me obsessed with the need to fly the 'real thing' so 10 hours later I was solo and loving every moment of my 'new career'.



Why did you become an instructor?

I guess it was a combination of the fact that I loved flying and also being a school teacher meant that it was fairly easy to slip into the teaching mode with my flying. I had gained my CPL with the possible idea of finding a full time flying job but with two small children and the usual mortgage etc, minor flying jobs weren't very lucrative in comparison to school teaching so the obvious choice for me was to go into instructing part time and maintain my school teaching role. I gained my Instructor's Rating in 1991 and loved every chance I got to instruct.

What qualities do you believe a student needs to be successful at any level in aviation?

I believe a student must have a genuine passion to really WANT to learn to fly. If you absolutely want to achieve something nothing will stop you. Obviously other coordination skills and a certain level of intelligence is also essential but a love of what you are trying to achieve is the most desirable attribute for a student in my opinion. This passion will then carry over into all further flying the pilot may attempt and take with it that essential element of 'professionalism'.

What's your scariest moment as an instructor?

I don't recollect any great 'scary moment' while I've been instructing. Students are usually very careful with their efforts and try to do exactly as the instructing is suggesting. As an instructor you always have to be VERY vigilant while you are guiding the student especially during the landing phase but most situations can be corrected easily by the instructor...although sometimes some rapid reflexes are required but this is just part of the job.

What is the most interesting or challenging plane you have flown?

Most aeroplanes are an absolute delight to fly which is a credit to their designers and builders. However some aircraft, despite their ingratiating features always carry with them that sphincter tightening reaction during certain phases of flight. I found the homebuilt design the Thorp T-18 to be like that. Obviously in the hands of a skilled and current pilot on that type it would also be a delight but to the uninitiated this particular aircraft certainly got your attention on EVERY landing. Every time you did a 'greaser' landing you felt like giving yourself a medal.

Do you have a most memorable flight you would like to tell us about?

As with all flying, I believe the weather plays the most unpredictable part in every single flight be it a local training

Instructor Profile—Ray Lind (cont)

flight or cross country. Local flights where visibility is reduced in smoke are always a huge problem as well as high wind situations which can sometimes build up suddenly and catch you unawares. Probably the scariest flight I did was many years ago in a Jodel D.11. We were flying from Coolangatta to Port Macquarie coastal which would normally be a delight...especially on a sunny, clear day which we had. Our departure from Coolangatta was flawless and a pleasant flight began towards Ballina. However we hadn't gone far when the odd little bump made us tighten our seatbelts. The little bumps soon turned into large shakes, such that I thought the little Jodel's homebuilt wings might actually part company with us. We then started to look for the least turbulent air at various altitudes and eventually settled on 1500' over the ocean. Going past Ballina the aircraft was hit with an even more severe gust which shot us sideways so we were now facing the west, desperately trying to gain a semblance of control. We were of course caught in the grip of a strong westerly wind over the mountains creating the effect that we thought we were flying through a washing machine. We eventually made it safely home with no damage to the aircraft but the experience was extremely unpleasant and quite unsettling. Beware the westerly winds over the mountains!!



Finally, if money was no object, what would be your dream plane?

With money being no object I think I would love to own a North American P51D Mustang. When we went to Oshkosh and saw these magnificent fighter aircraft in action I was hooked. The sound of that incredible Rolls-Royce Merlin engine and the majestic appearance of this incredible aircraft made it very desirable indeed. I wanted one badly.

Spotted at PMQ on 23 July 2013



Bill Haynes and wife in his 1944 Piper Cub L4J3 grabbing fuel at PMQ on the way to Ballarat from Caboolture. This was a WW2 artillery spotting plane. Now used for tail dragger training.



What is that mountain goat doing way up here in the clouds?
(Gary Larson)

Lost student pilot: "Unknown airport with Cessna 150 circling overhead, identify yourself."

AusFly 2013 by Rod Davison



Oshkosh it was not. However, AusFly 2013 provided the perfect opportunity for over 300 hundred aircraft and their crew to commit aviation. Two aircraft from our club attended, with John Hayler and Glenn Cleary in RV7 OMC while Michael Coulter and Rod Davison crewed C172 FPT.

Flying down on Saturday we missed Bill and Lyndal who drove down on the Friday to attend SAAA and RAAus meetings. A 35 knot headwind allowed plenty of time for sightseeing on the trip over to Narromine but luckily the headwind became a tailwind for the return journey on Sunday. Conditions in Narromine were perfect for the airshow and overnight camping. With the SAAA being the

main organiser, homebuilt aircraft dominated the flightline, highlighting the passion and eye for detail of the owners. Thirteen of the fifteen new aircraft models on display were Light Sport Aircraft. Autogyros were also well represented, showing off their new sexy, sleek lines.

Ryan Campbell, fresh from his around the world record breaking flight, showed the Cirrus and was interviewed by Dick Smith, who arrived in his Citation jet. No problems with headwinds there.

The Narromine Aero Club facilities are top rate and along with the friendly, helpful people made for a most enjoyable weekend. Thanks to John, Glenn and Mike for sharing a memorable fly-away.

Glenn is even happier, being just informed of winning the raffle of two Virgin Australia tickets anywhere on their domestic routes.



Way Out West Where the Rain Don't Fall by Ed Godschalk

Well actually, it rained two weeks before I got to Cowra and when I started my PPL training the fields below were a beautiful display of green, yellow and chocolate brown, like a patchwork quilt. I had set aside eight days of my school holidays to stay in a caravan at Cowra airfield in an attempt to get through to my PPL. It was cold and intense and although I ran out of time to get through the course at least I was able to get my theory test passed and also gained the GFPT – exhausting but worthwhile!

I thought I'd share a couple of images along the way.



My home amongst the hangars,
a not so cosy caravan!



The 351 powered plane tug, my wake-up alarm!

Wing Tips—For Your Information

Many pilots learn the 'how' of flying, but it's equally as important to understand the 'why' of flying. That is, if you don't understand what that instrument/gauge is telling you, why you're checking that rpm drop in the runup for instance, it's awfully hard to troubleshoot or manage your aircraft efficiently. It's every pilot's responsibility to continue learning in the name of safety, as knowledge is power.

Enough preaching! There are many great publications and websites out there to keep you up-to-date no doubt and Wingtips is going to add to this as a segment dedicated to bringing you interesting and useful information in future editions of PROPwash.

If you have an item of interest, please share it with us. Alternatively, if you have a technical question you'd like answered, send us an email and we'll do our best to answer it for you.

Yours in flight
Wing Tips



Port Macquarie Airport—before work began
and then again as it was in August.

PRICES (incl GST)

FPT hire	\$200.00/hr
Foxbat hire	\$120.00/hr
CTLS	\$130.00/hr
TIF	\$80.00
Flying membership	\$75.00
Social membership	\$35.00
Junior membership	\$11.00
Hangar rental	\$170.00
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

Annual Presentation Dinner



HDFC Clubhouse
 Saturday 30 November 2013
 6.30pm
 \$35 per person

Add your names to the list in the clubhouse or email [Rod Davison](mailto:Rod.Davison@hdfc.com.au).



Find us on:
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 Hastings District Flying Club (HDFC)

CALENDAR

Sunday 20th October

Pilot Proficiency Day Kempsey

Breakfast from 8:30am followed by activities that will include flying for the Tom Dick Trophy

Saturday 26th October

Gloucester Fly-In

27th October

HDFC Open Day

9th November

Catalina Festival Rathmines

Sunday 17th November

Pilot Proficiency Day & Lunch

Saturday 30th November

Presentation Dinner

Sunday 15th December

Dexfield Park (Wauchope) Fly-In Bring your pizza topping with you

Friday 20th December

Christmas Party

Sunday 26th January

Australia Day Jazz & Picnic

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

October

18th Glenn & Marite
25th Bill & Lyndal Coote

November

1st Peter Ford
8th Richard O'Neill
15th Rod Farley
22nd Bruce Dunlop
29th John Hayler

December

6th Rod Davison
13th Barry Williams
20th George Northey

January

3rd Ray Lind
10th Jack Terp
17th Ed Godschalk
24th Glenn & Marite
31st Bill & Lyndal Coote

NEW MEMBERS AUG-OCT

Randy Bable
Jackson Boswell
Greg Connors
Matthew Connors
Chris Crockett
Gary Henderson
Geoff Hughes
Mitchell Paterson

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

Pilot Whiteboard Details

All RAAus pilots flying club aircraft must update their details regularly. The information on the whiteboard is vital in determining both licence and flying currency. Pilots can either write up their own information or email it to Club Captain Ray Lind at lindflight@hotmail.com Student pilots should provide their details to the CFI George Northey at George@northeys.com

Details required include:

- Name
- RAAus membership number
- RAAus expiry date
- AFR renewal date and
- Date last flown.

HDFC COMMITTEE 2013 - 2014

Rod Davison - President/Activities Coordinator/PR
Ph:(h) 6585 3835 E:rod1194@yahoo.com.au

Bill Coote - Vice 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

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

Glenn Cleary - Hangar Manager
Ph: 0409 485 668 E: glennpc@bigpond.com

John Hayler - Clubhouse Manager
Ph: 0414 580 246 E: charlievictor44@hotmail.com

Ed Godschalk - Newsletter Coordinator/PR
Ph: (h) 6584 4339 (m) 0400 220 881 E: egchalk@gmail.com