

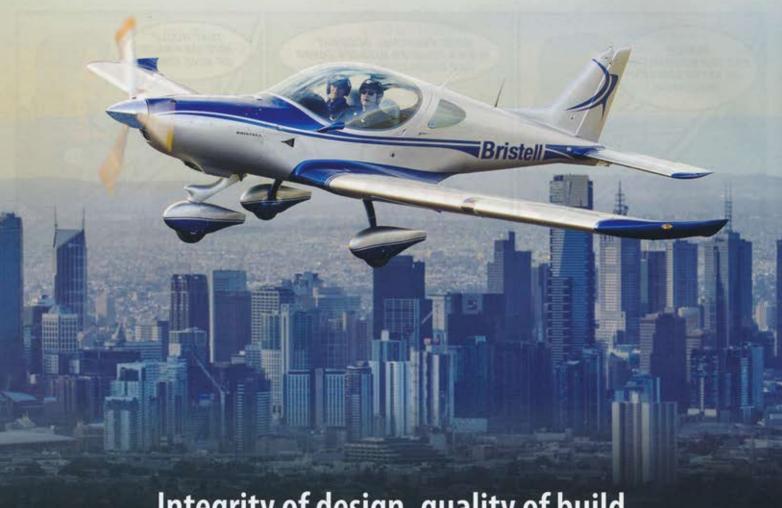
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HE Bendigo Flying Club was founded in 1965 but it can trace its roots back almost to the start of the 1900s.

That's when the founder, Lieutenant W.H. (Harold) Treloar, proposed forming a new club at Myers Flat, eight miles from Bendigo. Bendigo had become very aviation conscious with the appearance of balloons and gliders over the city. Powered flight demonstrations had been given from as early as 1911.

The Myers Flat Aerodrome was opened with much fanfare. Thousands of people paid a shilling to watch a display of aerobatics by two air force officers. The Bendigo Aero Club, as it was then known, was the first club to have its own officially approved aerodrome.

The club conducted flying training in an ex-World War 1 De Havilland DH-6. A flying licence cost approximately £60. In 1929 Bendigo Airways Services was inaugurated to take paying passengers. There was also great excitement when Air Commodore Kingsford Smith visited Myers Flat aerodrome in February 1932.

Despite its early promise the Great Depression took its toll on the club and the Myers Flat aerodrome closed. Instead, the North Bendigo Aerodrome was developed using 'sustenance labour' financed by government support. In 1939 the North Bendigo aerodrome site was taken over by the Department of Defence where it built the Bendigo Ordinance Factory to help in the war effort.

In 1959 a site was cleared at Huntly and pilot training resumed using two Tiger Moths and later a Cessna 172. The ongoing dispute over Bendigo's aerodrome site was resolved when the present site on the edge of the Wellsford Forest in East Bendigo was selected, which meant the Huntly strip was closed.

The present club was reformed in 1965.

A proud history continues





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ANTHONY GOBEL SCHOLARSHIP

HE Bendigo Flying Club has launched a scholarship to make it possible for young aviators to get a start on their careers.

The scholarship honours a former club president, whose life was cut short in 2005.

Anthony Gobel lived in Bendigo and worked in the family run business, Bendigo Aviation Services, as an instructor and charter pilot. Anthony was different from most young commercial pilots. He always placed the interests of his students, passengers and the Bendigo community before his own professional development.

Anthony Gobel was always happy, positive and the sort of person to inspire others to enjoy aviation to its fullest. It's those values the Bendigo Flying Club wants to see continue.

The Anthony Gobel Scholarship was set up in 2013 to assist young, enthusiastic people, with similar values to Anthony's, to make their dreams become reality.

The \$5,000 scholarship is sponsored by the Bendigo Bank.

The first selection process was conduct-

ed by Bendigo Club members, Will Quint, Tim Salkeld and Colin Hokin, with the shortlisted candidates interviewed by Steve Musgrove and Grant Welling.

There were six criteria - a flight test, a written exam, a test of technical knowledge, questions about their ambitions, their presentation and communication skills.

Lincoln Cottingham was the first recipient selected. Lincoln, who moved from Swan Hill to Bendigo, was a member of the Air Force Cadets in Swan Hill. He began with a Trial Introductory Flight and, since receiving the scholarship, has completed the first three hours of solo flying. He flies every Wednesday at the Bendigo Airport, weather permitting.

Lincoln is not sure yet which path he will follow, but he is grateful to the Bendigo Bank and the Bendigo Flying Club for helping him pursue his aviation career.

Any eligible people keen to start a flying career should consider applying for the next round of the Anthony Gobel Scholarship.

For more information, www.bendigoflyingclub.org.



>> Anthony Gobel, and below, Lincoln Cottingham with BFC Flying Instructor Tim Salkeld. Picture: Peter Weaving

