

# PROP WASH



If you aspire to be a Pilot, why not check out the HDFC

## FLYING SCHOLARSHIPS

jointly sponsored by HDFC and CHRIS HIGGINS

pages 28 and 29



- + Check out our Pilot's first solo video on Youtube - <https://youtu.be/QZwgmUujL5w>
- + Landings by Jim Davis from page 8

## EDITOR'S NOTE



*Veronica Lind*

**EDITOR, MARKETING  
& COMMUNICATIONS**

The three HDFC aircraft have been so busy with a total of 270 flying hours in the first quarter of 2016.

Two of the students who had their first flying training with HDFC and now have successful flying careers are home to share their experiences with those who wish to be pilots. I'm talking about Jimi Jay Ludriks who now flies for Cathay Pacific and later in the year, we will be expecting Chris Higgins who flies with NetJets. Look out for Chris Higgin's offer to sponsor two students for a flying scholarship on page 28 and 29.

Mike Wilkinson went solo a few weeks after his wedding. That's double happiness!!

I've received compliments from Life Member, Col Harvey on the good work of Propwash. Col turned 93 in February. Col has agreed to an interview for the next edition of Propwash!

I suggest you read the rest of this newsletter for heaps more interesting stories. Once again, thanks to all contributors for their articles and photos. Please keep them coming and send them to [editor@hdfc.com.au](mailto:editor@hdfc.com.au)

## *Join the Club!*

Club membership is \$80.00 (flying) and \$35 (social).

You can download our membership kit here >> <http://goo.gl/rNDJdf>

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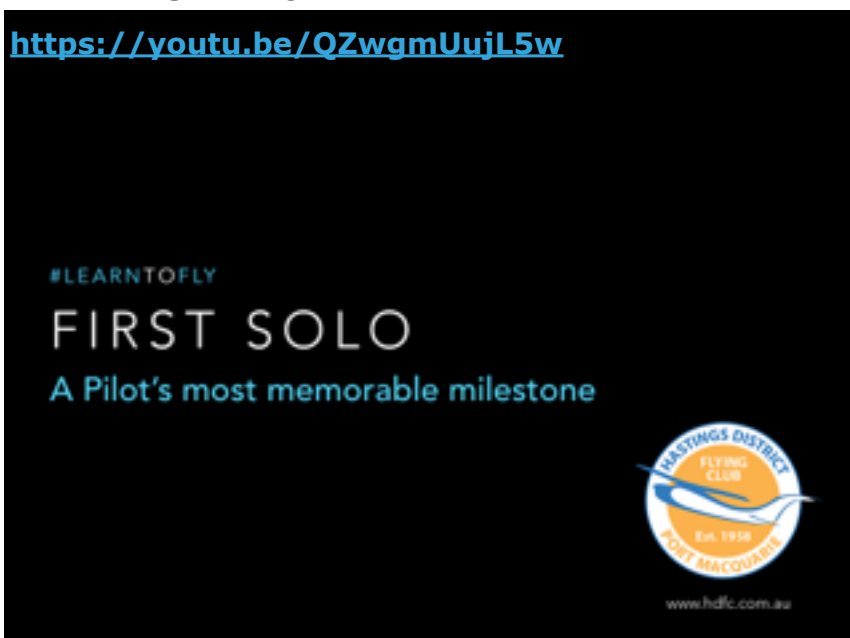


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### PLAY THIS VIDEO

<https://youtu.be/QZwgmUujL5w>



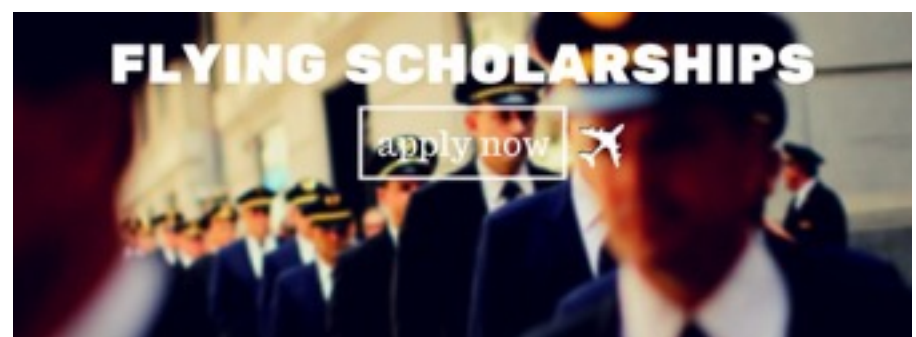
## HASTINGS DISTRICT FLYING CLUB NEWSLETTER

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Jointly sponsored by CHRIS HIGGINS and HDFC

## 35 EVENTS

**Fly/Drive into Palmers Island on 30th April. [Check website for details >](#)**

- 40** ROSTERS  
Aircraft washing, bar and PPD lunch rosters



HASTINGS DISTRICT FLYING CLUB  
P.O. Box 115, Port Macquarie, NSW  
2444



TEL: (02) 6583 1695



[WWW.HDFC.COM.AU](http://WWW.HDFC.COM.AU)



# WE NEED YOUR FEEDBACK AS WE CHART A 5-YEAR PLAN FOR HDFC



## PRESIDENTS REPORT APRIL 2016

BY ROD DAVISON

I would like to welcome Alex Pursehouse to the HDFC committee. His appointment made under Section 14.4 of The Articles of Association followed the resignation of Ed Godschalk. Ed's resignation was accepted with sadness as his contribution to committee was significant, especially when editor of Propwash. Other commitments prompted his decision but Ed has assured us of his support when available. Alex is returning to committee after a short break and has slotted in smoothly.

Following close scrutiny of utilisation during the past 3 months the club will continue to operate three aircraft with the retention of Foxbat 24-7395. The committee believes the advantages of having a second Foxbat for training far outweigh the extra fixed costs involved. The two Foxbats combined have averaged 68 hours per month since the beginning of 2016. This compares to an average of 40 hours per month last financial year. The CTLS is also in the air more often with an average of 20 hours per month compared to 16 last year. Let's hope we can maintain the momentum through the winter months.

Whilst retaining significant working capital the club is now in a position to repay \$20,000 from its \$50,000 bridging loan acquired to purchase the new Foxbat. It is anticipated the remainder will be paid during the next 12 months.

Veronica Lind has been charged with the implementation of a 5 year plan for the club. Four sub-committees have been established to investigate the following areas:

- 1) Membership Services chaired by Alex Pursehouse
- 2) Flight Training Facility Operations chaired by Ray Lind
- 3) Financial Sustainability chaired by Rod Davison
- 4) Operational Efficiency chaired by Bruce Dunlop

We believe a strong and vibrant membership is the core of a successful club. By examining and then implementing improvements in the above areas both membership growth and satisfaction will occur. Your ideas on improving the member experience are most welcome. Please contact the relevant chairperson with your input.

David Toulson, Craig Whiting and myself comprise the Financial Sustainability sub-committee. We are currently examining club income and expenditure from previous financial years. Based on findings, budget recommendations for the upcoming financial year will be presented to the May committee meeting. Any changes to pricing will take effect from the 1st July. Member input is welcome. Send them to [marketing@hdfc.com.au](mailto:marketing@hdfc.com.au)



## PRESIDENTS REPORT APRIL 2016

BY ROD DAVISON

The manufacturer of the CTLS, Flight Design Germany, has gone into receivership. We have been following their plight for some time and are not surprised. Aviation insiders believe the company will be re-established as early as May this year. Hopefully with new management the customer support will improve. Meanwhile a Chinese company called AeroJones is producing the CTLS under licence for the US and Asia Pacific market.

Gayleen Burley is the new Port Macquarie Airport Business Enterprise Manager. She recently requested a meeting to familiarise herself with club activities. I took the opportunity to stress the HDFC is a not for profit community organisation deserving of special consideration when it comes to Council charges such as leases. She appeared receptive and departed with a good insight into the HDFC.

During her visit Gayleen pointed out some club members are using the carpark card in connection with RPT flights. All members are reminded the card is only to be used when accessing the terminal carpark for club activities. Please use the card in the manner intended. Whilst on parking please also be aware the 30 minute zone adjacent to the clubhouse is now being policed and fines have been issued.

We have received a CBP grant of \$5240 to renew clubhouse floor coverings. Before laying carpet painting needs to occur. The previous paint/no paint debate resulted in a majority favouring painting. Now is the time to speak up if you strongly object. Work will possibly commence during May.

Previous renovations included the installation of a new ceiling. Whilst aesthetically pleasing the noise level appears to have magnified causing distress for several members. The committee is investigating possible solutions.

Phil Lamb is all smiles on the completion of his beautiful RV9. It is now based at Camden Haven where he is just completing the first 25 hours of test flying. Congratulations Phil.

EAA Airventure at Oshkosh is fast approaching. If your calendar is open for the last week in July it is not too late to join us. About ten HDFC members will meet at the world's greatest aviation celebration.

The Camden Haven crew again provided the perfect venue and proved perfect hosts for our Valentine weekend away. Organisers John, Anne, Alex and Stephanie worked hard to ensure a fantastic weekend for the large number in attendance. Thanks guys and gals, we appreciate it very much.

Anne and John, along with Veronica, were at it again organising a most pleasant river cruise on the beautiful Hastings. About 35 people enjoyed a perfect evening with yummy Fish & Chips and great company. We certainly do live in the best part of the world.

There is always something happening around the club with the next major event being our visit to Palmers Island/Yamba at the end of the month. This is always a fantastic weekend so get organised now. Whether you fly or drive just get there. Details on our website - <http://goo.gl/bSh4uR>

We are offering two flying scholarships this year, jointly sponsored by HDFC and Chris Higgins. Please refer to details on page 28.

Safe Flying

**ROD**



**DANIELIS BERNOULLI JOH. FIL.**

MED. PROF. BASIL.

ACAD. SCIENT. IMPER. PETROPOLITANÆ, PRIUS MATHESEOS  
SUBLIMIORIS PROF. ORD. NUNC MEMBRI ET PROF. HONOR.

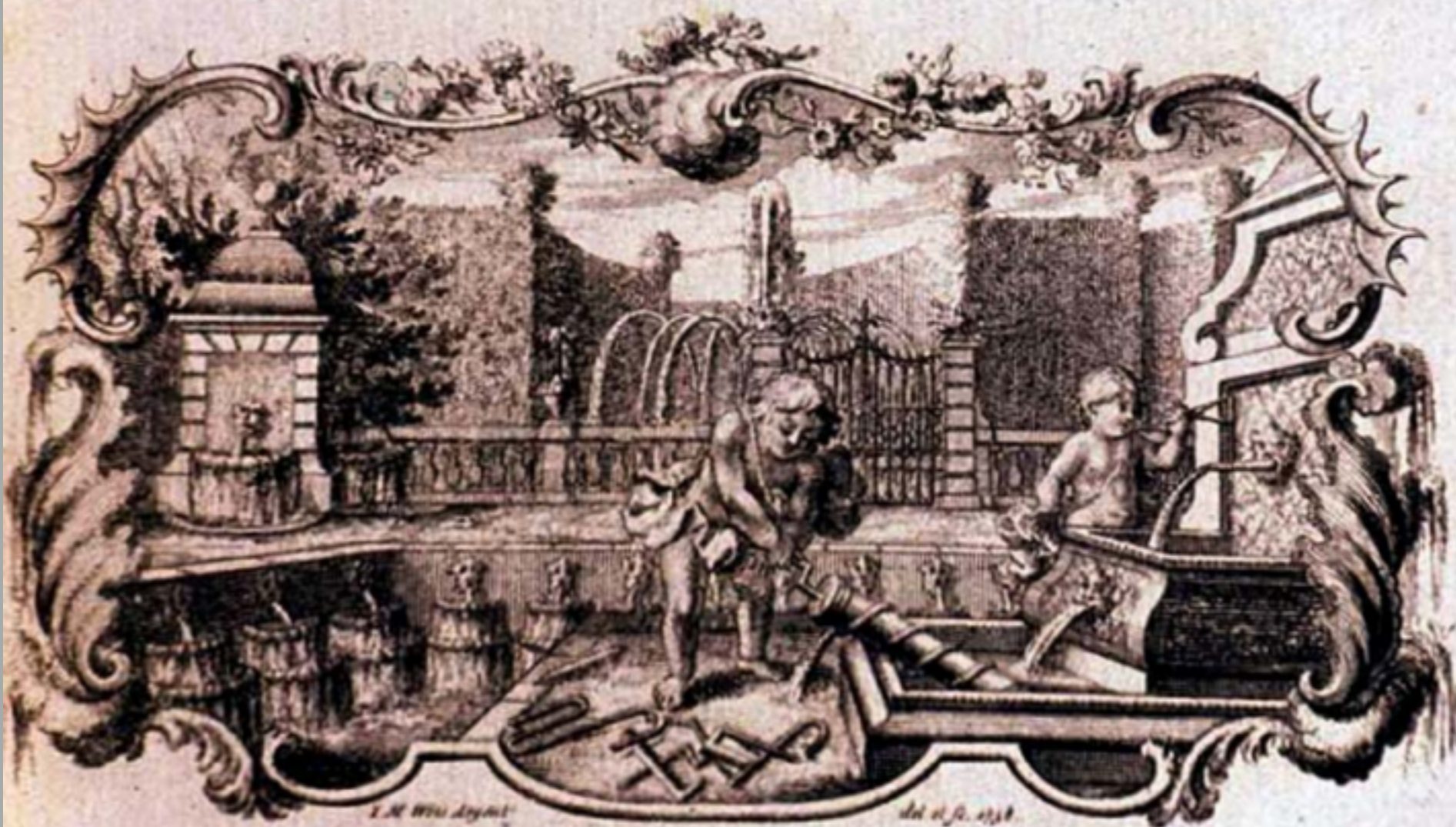
# **HYDRODYNAMICA,**

SIVE

DE VIRIBUS ET MOTIBUS FLUIDORUM  
COMMENTARIUM.

**OPUS ACADEMICUM**

AB AUCTORE, DUM PETROPOLI AGERET,  
CONGESTUM.



**ARGENTORATI,**

**Sumptibus JOHANNIS REINHOLDI DULSECKERI,**

Anno M D CC XXXVIII.

Typis JOH. HENR. DECKERI, Typographi Basiliensis.



# RANDOM THOUGHTS...

on Mr. Daniel Bernoulli 1700 - 1782 by an  
ancient flying instructor and admirer -

**HDFC Senior Flying Instructor  
Robert James Anthony Needham**

“

One thing that all aviators and aviatrix, both neophyte and expert, should well take into account regarding Mr. B. is that he only works for us if the airflow (or water flow as he would have put it) is in smooth streamlined flow. If it is in turbulent flow (like little whirlpools) then Mr. B. goes into a black sulk and runs off home taking his precious lift with him. However the moment we get that air flow smooth and streamlined again for him, just as Mr. B. likes it, then he comes back out to play with us anew. With a sunny smile upon his face he goes happily to work for us once more and gives us back our lift.

“What a jolly nice chap” as we used to say in England in the last century!!!

And how clever of my old friends Wilbur and Orville to realise the practical application of what Mr. B. was hinting at when he published his thesis entitled “Hydrodynamica” way back in 1738.

”

(Reference to book cover on page 6) *Hydrodynamica* (Latin for *Hydrodynamics*) is a book published by Daniel Bernoulli in 1738. The title of this book eventually christened the field of fluid mechanics as hydrodynamics.

The book deals with fluid mechanics and is organised around the idea of conservation of energy, as received from Christiaan Huygens's formulation of this principle. The book describes the theory of water flowing through a tube and of water flowing from a hole in a container. In doing so, Bernoulli explained the nature of hydrodynamic pressure and discovered the role of loss of vis viva in fluid flow, which would later be known as the Bernoulli principle. The book also discusses hydraulic machines and introduces the notion of work and efficiency of a machine. In the tenth chapter, Bernoulli discussed the first model of the kinetic theory of gases. Assuming that heat increases the velocity of the gas particles, he demonstrated that the pressure of air is proportional kinetic energy of gas particles, thus making the temperature of gas proportional to this kinetic energy as well.





# LANDINGS.

## by Jim Davis

It doesn't matter what poor decisions we make – how close we come to running out of fuel or being devoured by a Cb. To the great unwashed, the only indication of our excellence as a pilot, is the smoothness of our landings. Here are some pointers to help you make safe landings every time – and greasers most of the time.

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

# LANDINGS.

## by Jim Davis

“This article was written by Jim Davis. For more of the same you can go to [www.jimdavis.com.au](http://www.jimdavis.com.au) and get his best-seller “PPL”.

**Jim Davis is an established author, his current projects being an instructor's manual and a collection of Air Accident analyses, called 'Choose not to Crash'.**

**HDFC thanks Jim Davis for these articles.**

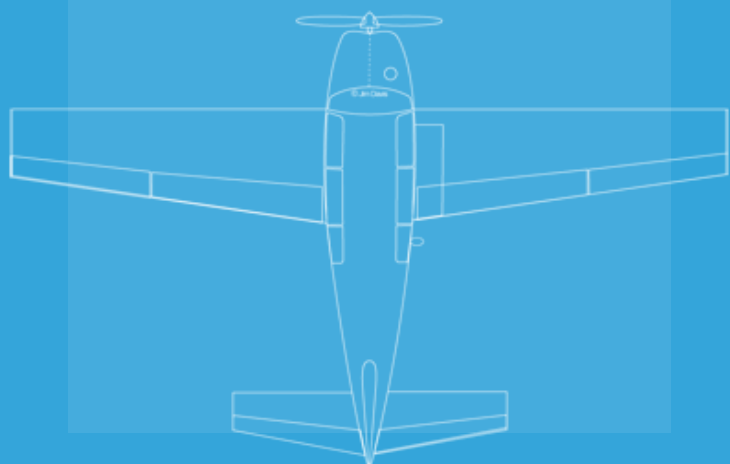
**CONTRIBUTOR:**  
**Gregory Connors**

FOLKS often want to know if the little stories that I chuck into articles are true. Yes they are. I am not sharp enough to invent them. This one happened some years ago – when I was based in Port Elizabeth.

“He’s such a good pilot, you know.” The old lady’s eyes sparkled with pride as she spoke of her son. This was far from true – in fact Freddy was a pretty dismal pilot. “You like his flying?” I tried to keep the edge out of my voice. “Oh yes. He’s ever so good. He saved us at Uitenhage today”. Her over-powdered face positively glowed with admiration for Freddie’s skill. “Saved you?” Now she had grabbed my attention – it was my 180 Cherokee, ZS-ELK, he had been flying. “How did he save you?” “When we were landing the runway suddenly shot off to one side and we went zooming through the bushes. I can tell you I was jolly scared, but Freddie had it all under control - he just pushed the accelerator thingie and we took off again. Wasn’t that clever of him?” “Yes that was very clever.” I agreed as I strode off to look for wrinkles in the wings and popped rivets.

Fortunately Cherokees are tough – there was no damage. And I suppose, in a way the old lady was right. Freddy was able to spot disaster when it stared him in the face, and eventually do something about it. I suspect that a better pilot would have seen trouble brewing a long way off.

You can be sure that the runway moved to one side because of something Freddy did, or failed to do. And I would have been a lot happier if he had taken power when things started going wrong. Anyhow the landings are the bits that show, and are therefore used by our mummies and our friends as a yardstick to judge the excellence of our piloting skills, or not.



In much the same way, we who know nothing of medicine, will use a doctor's bedside manner to evaluate his competence. And perhaps both analogies have some truth in them. So a pilot who consistently slams the nosewheel into the ground, and a doctor who wheels his patients out of the back door, both find scant demand for their services.

It doesn't seem right that the ill-informed masses should use the most exacting part of the operation as a platform for their criticism. But that's just the way it is, so we must live with it, and learn to do it skilfully.

Much of my working life – if you can call flying working – has consisted of sitting in the right hand seat and watching landings go wrong. This has given me plenty of time to analyse the problem and I have found that a good deal of it is caused by trying to do two things at once.

- ▶ keeping straight
- ▶ landing gently.

Most people can do one, or the other, and girls are far better at it than men are. In the olden, golden days – whenever they were – many airfields had no runways; they were just big open patches of grass. So keeping straight wasn't a problem - you always landed into wind, and it didn't matter if you wandered around a bit. So, even if you were flying a taildragger, your time to solo was usually around six hours.





Today, not only do you have to handle the same round-out and hold-off problems, but you are confined to doing it on a specific, narrow little patch of the planet, with very little elbow room. It's keeping straight that causes many of the problems, including bounces.

In fact this is a good time to tell you that aeroplanes don't bounce. Pick one up with a crane and drop it from the height of a hangar roof and it won't bounce one inch – it will splat.

When we talk about aircraft bouncing we are actually referring to the pilot pushing it on to the ground, while it still has flying speed, getting a fright and yanking it off again, then getting another fright and pushing it down again to repeat the cycle. This keeps happening until it eventually runs out of airspeed or runway. Or until the nosewheel assembly collapses. "Nothing to do with me sir – it just fell off."

That, ladies and gentlemen, is what we call bouncing – the pilot pulling it off and pushing it down again. While we are here, let me give you a foolproof cure for this kangaroo behaviour. This is the best kept secret in aviation. I have no idea why instructors don't teach it.

Anyhow, here it is:

When the wheels touch – regardless or how hard or gently it happens – simply freeze on the elevator. Do not move the stick one millimetre in any direction. Read that again and remember it. It works – except on tailwheel planes, which are a whole other story.

You see it every day – as a low hour pilot starts his hold off he finds the runway drifting off to one side. He knows that if he continues to hold off, the runway will disappear completely before he has slowed down enough for a proper landing.

He thinks he only has one choice – to put it down before he starts hitting edge markers and runway lights. So this is what he does – and this is what causes the bounces and the broken nosewheels.

He actually has three choices:

1. Push it down and bounce – and risk breaking things.
2. Turn back towards the centreline, get it straight, hold off and do a decent landing.
3. Smoothly take full power and go round again for another try.

The problem is that options two and three are seldom taught properly, or practiced enough. This means that option one – broken aeroplanes, seems to be the most popular. I blame poor instruction as the direct cause. If the pilot had been taught how to keep the aeroplane on the centreline, he could put all his concentration into the hold-off and touch down. In a nutshell, if you can't keep straight – every landing will be a mess.

Easier said than done.







## IT'S KEEPING STRAIGHT THAT CAUSES MANY OF THE PROBLEMS, INCLUDING BOUNCES

How are you meant to keep it straight? Well, you can use aileron or rudder. Let's see what happens when you use these controls. If you use the rudder, say to the right, she'll turn right, but this causes the aircraft to bank to the right - so you use the left aileron to correct that, and wind up with crossed controls. Not good.

So let's try the aileron. Say the nose is to the left of the runway and you move the stick to the right. She banks right and the nose yaws to the left - due to aileron drag. Also no good.

So what should you do? Let's say you are heading to the left. **You must use right aileron and, at the same time, enough right rudder to counteract aileron drag. This means the nose will stay straight (still left of centreline) for a moment.**

The aircraft will bank right without turning an inch. Now centralise the aileron and rudder - the bank will remain and she will start turning right. When the nose is down the dotted line use left aileron and rudder together to level the wings - and presto! You are back in business with the nose pointing exactly where you want it.

So that covers getting it straight - use the stick and rudder together.

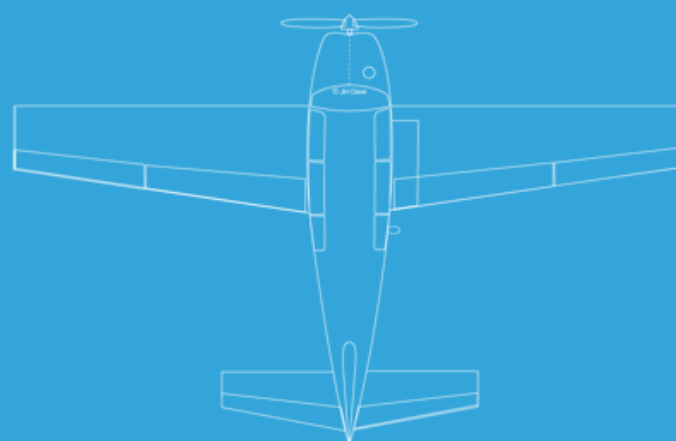
But what if you are straight and a wing drops due to turbulence?

Say it banks to the left. If you move the stick to the right the adverse yaw caused by the down-going left aileron pulls the nose left of the centreline. So the correct thing to do is pick up

the wing with the aileron and, at the same time, use enough rudder to counteract the aileron drag.

What all this boils down to is that to keep the runway in front of the nose, and to keep the wings level, you must always use aileron and rudder in the same direction at the same time. This is so important that several aircraft have the ailerons and rudders interconnected through springs so they automatically work together. The Piper Tripacer, Beech Bonanza and Piper Seneca are all examples of this.

As a final check whether you have got it right, try landing on the centreline every time. If you consistently land on the left you are letting the aeroplane fly you. Have a look at the marks near the threshold - most pilots land on their side of centreline. Students and pilots to the left - new instructors and co-pilots to the right. I am sure you will have noticed there is a problem with turning just above the runway. You are scared to use aileron because you think that banking will stick a wing into the ground. Of course it's possible - but it has to be a very serious bank, and much more difficult than you would imagine - even in a low-wing aircraft.





## KNOWING HOW AND WHEN TO DEAL WITH A KANGAROO-LEAPING-OVER-BOULDERS LANDING

If you don't feel you are fully in control of direction when you are 10 ft above the runway then get yourself a good instructor who will set you up in the landing configuration – with just enough power to keep you flying. She will then say, "Move to the left hand edge of the runway... now straighten up... now fly above the centreline... now go to the right hand You only have to do this a couple of times and your landings will improve beyond all recognition.

OK, now we have sorted out directional control you can focus all your attention that gentle transition between flying and taxiing. The landing starts at the beginning of down-wind. Unbelievably, a good instructor can predict at this point whether the nosewheel is likely to take a pounding. If the downwind leg is too high, too close, too fast or converging, the problem carries all the way through to your final approach where you will wind up hot and high. This gives everyone a pain in the back pocket because we all have to pay for your damage with increased insurance premiums.

Plan to be at circuit height and to have the airspeed in the white at the beginning of the down-wind leg. Don't get too close to the runway. Everyone does this at strange airfields. This is why you find yourself trying to kill airspeed and height on finals every time you go to a place that's new to you. If you let your downwind converge on the runway you have the same problem. So pick an aiming point and stick to it. Get the landing checks done early so you can wait for a gap in the radio chatter to do your downwind call about half way along the leg.

Towards the end of the downwind leg you need to do some serious planning. Picture in your mind the whole descent from turning base to crossing the threshold at the right height and speed. I like to visualise a descending path in the sky. Like the yellow brick road in the 'Wizard of Oz' Now fly down the yellow brick road.

Select landing flap at the start of the final approach. Then get the airspeed to the book figure and the power right for a steady descent to the threshold. Trim and get the nose pointing straight down the centreline. Aim for a point a just short of where you want to touch down. Experienced pilots are happy with a decreasing speed. If you want a threshold speed of say 70 knots, it's fine to turn finals at 80 or more, and then bleed it off down the approach. But if your landings are not brilliant then don't do this. Get your speed nailed nice and early and then you have all the time in the world to wait for a gap to slide in your 'final' call.

In case you have forgotten, most landing accidents are caused by approaching too fast. Just a reminder. The book figure is right – and it contains a safety margin. I say this because you can generally come over the fence 10 knots slower if you want to do a short landing. If the book says 70 it means that's the correct speed for a fully loaded aircraft in moderate turbulence, flown by a pilot with average skills.

With one up and half tanks, 65 is probably the correct figure. What generally happens it this. The flying school ups the 70 to 75 in their

handling notes, and the instructor adds another 5 - for the wife and kids. Then you add 5 more as your personal fudge-factor. So we are inclined to approach 15 knots faster than we should. This endangers our pride, the nosewheel, the prop, the firewall and the far fence.

So, now we have sorted out the direction problem and the speed problem let's look at the actual landing bit – starting with the roundout, or flare. This is the transition between the approach and the hold-off. During the approach you descend towards the ground at a steady angle and during the hold-off you fly parallel with the surface. So the roundout is the bit where you check the descent and smoothly decrease it to zero by the time you are a couple of feet off the ground. How you do this depends on six factors:

- Your height when you start the roundout
- The rate at which you round out
- Your airspeed
- The rate of descent
- The weight of the aircraft
- The wing design

For example if you start to round out (also called the flare) too late, or you do it too suddenly, or your airspeed is low, or you have a high rate of descent, or a heavily loaded aircraft, or critical wing section, you will sink through the round out and smite the planet in a manner which will gladden the heart of any maintenance man within earshot.

If the aircraft is light and you round out too late and too suddenly – because the ground is rushing up – you will balloon to 40ft. At which point the intelligent pilot smoothly takes full power and goes round for another try. Once you've mastered the round out you are well on the way to a decent landing.

The hold-off is the bit that separates the pros from the amateurs. The mechanics of it are simple. You must fly the aircraft just above the ground, with no power, until it won't fly any more – then it will land itself. As it runs out of airspeed and lift, it tries to sink, so you must ease the nose up just enough to compensate for this loss of lift. It continues to lose speed so have to keep easing back until there is no more lift and it stalls gently on to the ground with the nose high and the stall warning blaring.

OK, it's one thing to understand the theory, and another to put it into practice. It largely depends on what's going on in your head. I have found three ways of thinking about it, and they all work. Pick the one that makes the best sense to you.

- After you have flared, change your mind about landing, and decide you are going to fly three feet off the ground to the far fence.
- If you watch a forced landing competition you will see that the best landings come when the pilot has undershot and is doing his best to reach the line.
- Imagine you are a crop-sprayer and the runway is a field of waist-high mealies. Your job is to spray the field with your wheels brushing the tops of the plants.
- Try to scrape the tail on the ground. I have had spectacular landings from pupes (sorry lennas) by promising them a beer if they can do this.

Don't ever think about putting the aircraft on the ground. If this thought enters your head you are doomed. You have been warned. Pick one of these methods, really think about it during the hold-off, and you will be amazed by how beautifully you can land.

Finally, and this may sound terribly obvious, you can only land if you can see the ground. Of course you can see the runway during the approach and round-out, but when you start holding off, the nose begins to obscure the ground. When this happens, all you have to do is look to the side of the nose – like a Spitfire pilot.

A tip for shorties. If you can't see the nose of the aircraft (I am not talking about the glare shield above the panel – I mean the actual nose) you will never land properly. Get some cushions under your butt so that you can easily see the nose without stretching your neck. Incidentally, this will also fix any problems you may be having with airspeed control in the climb or descent.

There is only one thing more important than doing a cat-pissing-on-a-billiard-table landing, and that is knowing how and when to deal with a kangaroo-leaping-over-boulders one.

Short bursts of power and stick-wrestling are fine for the experts, but for the rest of us, the intelligent thing is to make an early decision, smoothly take full power and quietly vacate the battle ground.

Follow this with a thoughtful circuit to position yourself on finals for another try.

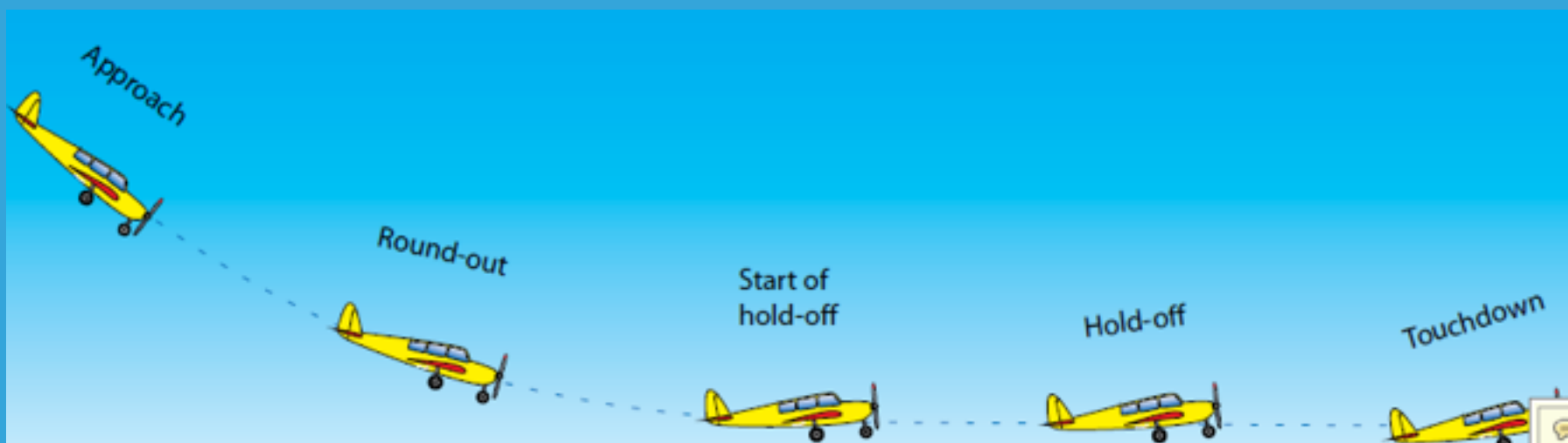
That's what good pilots do.

### TIP:

**Pupes who talk themselves down the approach do noticeably better than those who say nothing. This is the sort of thing, "I'm a bit high – throttle back slightly. Now I am to the left of centreline – stick and rudder to the right. Now a coordinated turn left of hold the centreline. Still a tad too high – throttle back slightly more and lower the nose a frac to maintain airspeed." And so on. You have to do this out loud – words entering your ears have far greater authority than those passing through your mind.**

**It works.**





# HUMAN FACTORS.

## by Neil Schaefer

Assistant Operations  
Manager of RA-Aus

### PERSONAL MINIMUMS CHECKLIST

- ▶ I fly for fun 1st and foremost- If it's not going to be fun DON'T DO IT!
- ▶ Check everything – TWICE
- ▶ Did I plan to fly today- if not then why am I?
- ▶ Am I happy?
- ▶ NEVER do more than ONE new thing on any flight.
- ▶ If this aircraft was checked now by its' maker would it pass?
- ▶ Is there anything I know that's wrong with me or my aircraft?
- ▶ What's the WORST thing about this flight?
- ▶ What could go wrong right now- am I prepared?
- ▶ Is there ANY DOUBT about my last decision?
- ▶ What's the most important thing I need to be doing RIGHT NOW!
- ▶ What would a GOOD PILOT do in this situation?
- ▶ Aviate, Navigate, Communicate, Recreate in THAT order.
- ▶ Am I. SAFE ( I.M.S.A.F.E.)

NOTE TO  
SELF ..



# WHAT IS IMSAFE.

## a reminder from your CFI

### Using IMSAFE

#### Am I okay to fly today?

- I** ▶ Illness - Do I have any illness or issue preventing me flying?
- M** ▶ Medication - Am I taking any drugs or over the counter medications which could impact on my fitness to fly.
- S** ▶ Stress - Is there anything going on at home or at work which is on my mind?
- A** ▶ Alcohol - Did I have too much to drink last night?
- F** ▶ Fatigue - Did I get a good night of sleep?
- E** ▶ Eating - Have I eaten well and drunk enough water (not coffee!) Or will I need to bring a lunch and water for this flight?

#### HDFC #1 GOAL - Aviation Safety

HDFC strongly promotes that aviation safety is every pilot's responsibility

#### HDFC #2 GOAL - Airmanship

To become great and respected pilots

Getting to know our member

# IVAN DANIEL

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**MY MATHS TEACHER  
WAS RICHARD O'NEIL  
– YES, THE SAME ONE  
WHO IS A MEMBER OF  
OUR CLUB!**



# GETTING TO KNOW OUR MEMBER ... continue

## IVAN DANIEL

- ▶ I have only been with the club for a year now and to fill everyone in, I was born in Kogarah a suburb in the St George area in Sydney, the youngest of five children. At a young age apart from looking into the skies my interests were soccer, car racing, tennis and cricket. Playing cricket I was an opening batsmen and wicket keeper. The highlight of my cricket playing came when I was playing in Port Macquarie for Port Panthers scoring 201 in just 32 overs. I left school in year ten, in those days you could get an apprenticeship when you were 16. I started an apprenticeship with the water board as an electrical fitter mechanic and continued with them for 13 and half years gaining the position of leading hand with at one stage 12 tradesmen under my charge
- ▶ Redundancy came and I made a decision to leave and go to work for myself originally under contract to a company called Skybeam to do installations of Galaxy Pay TV. About six months into the contract I actually fell two stories landing on my forehead, amazingly only breaking the end of the radius of my right arm. It took six months before I could just get my thumb and little finger to touch together. I continued to work for the company in the office helping run the overseeing of 30+ subcontractors.
- ▶ At the end of 1999 I moved with my then partner to Port Macquarie as the company in Sydney had an opportunity to do commercial installations (pubs clubs, and motels) for Austar. Three installations later Austar pulled the pin on the contract, and I found myself out of work, fortunately another friend from Sydney had moved to Port a couple of years earlier and had some work for me. A couple of months later with the grace and a bit of financial backing from Skybeam they encouraged me to approach Austar direct so I could charge a reduced labour rate and got the contract back.
- ▶ These days I am still the commercial contractor for Foxtel looking after all the resorts and most of the other commercial sites for their TV system needs. I also do smaller installations for personal customers. With all the changes in the TV industry, I now refer to myself as a multimedia installer as the line between TVs, sound systems and computers has been blurred. The first time I touched a computer was in year 8, 36 years ago at high school, my maths teacher was responsible for that. His name....Richard O'Neil, yes the same one who is a member of our club!
- ▶ My company is also involved with installation of the fixed wireless NBN platform and later this year we will hopefully be involved with the rollout of Fibre to the node NBN in the Port Macquarie area, so to all the members in Port, yes the NBN is coming ....soon.... In the mean time if you hear a plane in the sky look up as it could be me in our newly acquired baby.



Ivan Daniel, student pilot  
of the year 2015

# X-BEE PELICAN



## IAN GOLDIE

The quest for my dream aircraft



# X-BEE PELICAN

My quest started many years ago when at work a friend and I bought a set of plans to build a Cajectovic CA-65 all wood , folding wing and retractable main gear aircraft. Building never got underway. Some years later I bought plans for a Zenair CH-701 all metal aircraft. The CH-701 was always to be installed on amphibious floats. Again the project never started.

Sometime later I re-defined what I wanted my project to be i.e. -

- 1) Four seat
- 2) High wing
- 3) Floating hull amphibian
- 4) A little bit unusual

I bought a set of plans for a "Spencer Amphibious Aircar" ( nothing like a car) with the intention of building from scratch, all before I retired. Well that didn't happen either, as I have been retired almost 10 years now, all of life's excuses.

When visiting our son in Perth last May (2015), I intended to get in touch with "Top Fun Aviation", a RA-AUS flying school and secure some flight time in a 1942 Taylor craft L2-M (war bird). Having done 2.5 hours and 26 landings (we only stopped flying as it was almost last light), I was treated to the story of the process Jack ( Top Fun Aviation owner) went through to obtain the L2-M. He also pointed out the time frame to build a aircraft from scratch at my advancing years may be just too long.

Jack's comments started my thinking about how do I create the aircraft of my dreams in a shorter time frame? The only aircraft that fits what I want in a project is the Republic SeaBee. I started looking on the web, many interesting aircraft, but what do I actually want?



**Photo - Ian Goldie was flown home from Dallas by Anson Needham in the A380**

# X-BEE PELICAN

A certified aircraft to restore or something different? What I wanted was an aircraft with a special Certificate of Airworthiness Amateur Built Experimental. After consulting the various Advisory Circulars and enquiries to CASA stating the extent of the proposed modifications, their response was very encouraging.

I found that three SeaBee's came to Australia around the mid 1950's. So I finally traced the one remaining SeaBee in Australia, which is in Victoria. After discussion with the current owner, I decided that this aircraft would not be suitable to achieve my goals, due to the amount of work needed to accomplish this.

I found a project SeaBee on the "web". I made enquiries and found it was still available, posed some questions to the owner and was very happy with his response. I then told him I would buy his project when I visited him in North Florida USA. This on the proviso that the project is as "advertised". Next was to organise freighting the project back to Australia. After three quotes were received, I settled on C & H Freight.

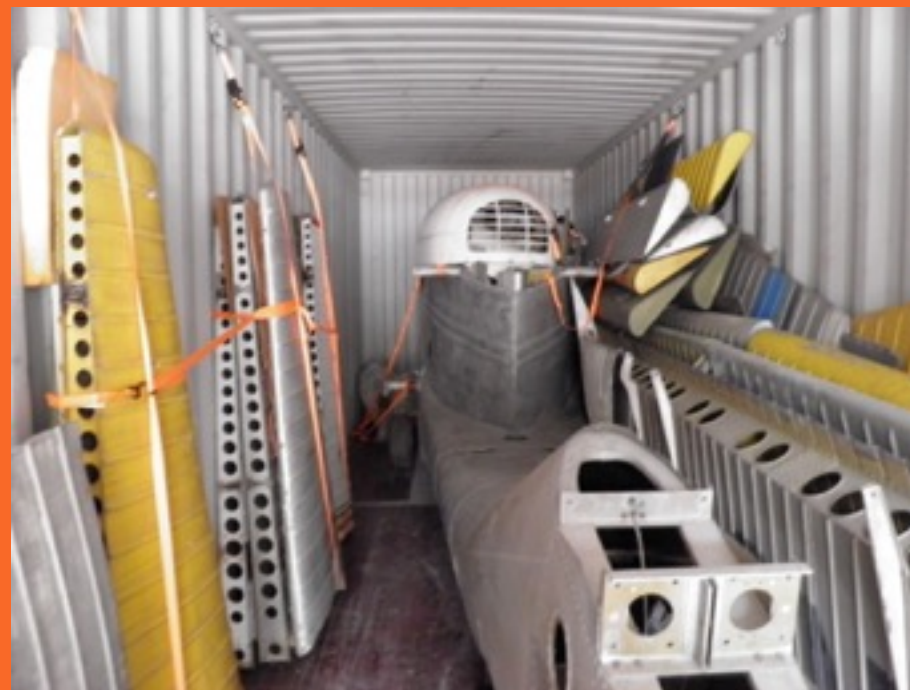




# X-BEE PELICAN

My friend Greg and I flew into Dallas Fort Worth, picked up our hire car and drove in shifts, night and day through to Lake City, North Florida. After a solid nights sleep we visited Bruce and Dianne, the owners of the SeaBee project. After inspecting the project, to find it as "advertised", Bruce and I settled on a price. A secure email within my bank account organised a "international telegraphic transfer" to Bruce and Dianne. Next was to call the USA freight partner of C & H Freight to organise delivery of a 40ft container.

Next day Greg and I set about dusting off all the numerous cartons of bits and pieces as well as the hull (fuselage), wings (3), several sets of tail feathers. We were endeavouring to prevent any problems with Australian Quarantine. The container arrived on its own trailer, side loading of containers to place it on the ground is very rare in the US. Bruce had some very long wood planks and we made twin ramps to then winch the hull into the container. We then winched the engine (Franklin 215hp) into the container. Greg and I had previously visited "Harbour Freight" and bought a heap of ratchet tie downs and foam rubber matts to cut up for padding. Bruce's friend, Ed arrived and together we loaded the many remaining aircraft parts and tied them down. Once happy with our loading, I called to have the container picked up.



The container is due in Sydney end of March and I will have to go through the processes required by Australian Customs and Quarantine in order to unload my project at the freight terminal. After considering how do I bring a project home, either from Victoria or from the "docks", a large flat top trailer would be the go! As it happened one large flat bed trailer presented itself as I drove past a scrap yard, so I made an offer to the owner and now own an 8m x 2.25m flat bed trailer. This unit has already been utilised by the local Aircraft Maintenance organisation to recover two air craft back to Port Macquarie. I now need to secure the use of a large shed in which to work on my project.

For any one contemplating sourcing a project or a operational aircraft from the US, the processes can vary. (a) A project may be disassembled, as mine was, and as long as there is no money owing on it, the process of notifying the FAA with a copy of the "Bill of Sale" and a short letter requesting the aircraft be removed from the FAA register as the aircraft is being exported to Australia. Other than cost of your project, there is very little to spend, but if you don't personally pack/supervise the loading, you may need to employ someone. Best to accomplish the loading yourself. (b) If you source a serviceable aircraft, there will be costs associated with inspection for a FAA Export Certificate, a Finance search, and dismantling and packing into a container.

The FAA web site has a lot of helpful information in this regard. Now the next chapter is to complete my dream project. I am following several lead as to a location to create the X-Bee Pelican.





# ASK JIMI JAY LUDRIKS WHAT IT TAKES TO BE A PILOT

by VERONICA LIND on 8 April 2016



I had the pleasure to meet Jimi Jay Ludriks, his girlfriend Niyati, Dad Marcus and Brother Ned at the clubhouse earlier this evening.

Jimi started flying with HDFC in 2006 and will be undergoing First Officer training with Cathay Pacific this June. The role of First Officer comes with heavier responsibilities including actually taking off, flying and landing the Jumbo 747, be accountable for operations and not to mention the substantial jump in salary! Jimi's Dad, Marcus was beaming with pride on his son's success.

So what is Jimi's secrets to success? He admitted there was an element of luck but luck came with hard work and persistence in working towards his end goal. His aim is to peak in his aviation career with Cathay Pacific in a command role, to settle into life and then finally to do what he had always been passionate about - helping others by flying with the Flying Doctors. He was inspired when he flew with Adam Booker 5 years ago in one of the Flying Doctor's aircraft. This young man certainly has very clear visions about what he wants to do in life!

Passion is the next big secret. Jimi thinks it is so important to love your job and be passionate about it. He sees many pilots who treat flying just as a job and become totally unmotivated.

# JIMI JAY LUDRIKS ON SECRETS TO SUCCESS

by VERONICA LIND on 8 April 2016



Picture above - Jimi Jay Ludriks

Favourite destination - Mainz in the western part of the Frankfurt Rhine-Main because of its rich history, great food and great bier!

What other secrets to success, I asked Jimi and he replied the POWER OF NETWORKING. He stressed that **it was such a good thing that he joined HDFC** which gave him a strong leverage to who's who in the aviation industry. From the time he started his flying career with GSL Aviation in Marree SA, to Slinger Heliwork in Kununurra WA and to Cathay Pacific in Hong Kong. The entire career road map was made possible because he knew someone who could help him. Someone who would be a great reference, someone who could recommend him a role or as far as knowing the Captain who interviewed him at CX also came from Port Macquarie and of course, knew HDFC very well!

How very lucky you are, Jimi Jay Ludriks! The young man who made his own luck!

Would you like to be a Pilot? Check out the HDFC/CHRIS HIGGINS Flying Scholarships on our website >



# APPLY NOW FOR A FLYING SCHOLARSHIP JOINTLY SPONSORED BY HDFC & CHRIS HIGGINS



Chris Higgins started learning to fly with Bob Needham in 1984 and is now a Captain with NetJets in America. Chris knows what it takes to have a successful flying career and will be returning home next quarter to address any questions you may have to help you chart your path to becoming a career pilot.

If you have a dream and burning desire to become a successful pilot, HDFC and Chris Higgins are offering two Flying Scholarships of up to \$1,200 each. Don't miss this opportunity.

## Applicant Criteria

Applicants must be -

- ▶ Aged between 14 and 20 years
- ▶ Submit their most recent school report (if they are studying)
- ▶ Outline why they would like to learn to fly
- ▶ Take a Trial Introductory Flight to assess aptitude at a cost of \$99

## Applications

- ▶ Close on Wednesday, 31st August 2016
- ▶ Must be made online via <https://goo.gl/FzgMUq>
- ▶ Details on our website - <http://www.hdfc.com.au/#!/flying-scholarships/c18w>

## Enquiries

- ▶ Enquiries - [president@hdfc.com.au](mailto:president@hdfc.com.au)

**DETAILS OF THE FLYING SCHOLARSHIP ON THE FOLLOWING PAGE >**

# DETAILS ABOUT FLYING SCHOLARSHIPS SPONSORED BY HDFC & CHRIS HIGGINS



## ABOUT THE SCHOLARSHIP

The scholarship value of \$1200 each represents about 50% of the minimum Air Instruction or aircraft cost as shown in the figure 1. HDFC membership and BAK theory kit will be provided by the club. Instructor and briefing costs are borne by the student and are paid to the instructor as they arise.

Upon accepting the scholarship successful candidates will contribute an equivalent \$1200 which then gives them \$2400 credit toward air instruction costs.

Scholarship training is valid for 12 months.

Figure 1: COST OF TRAINING

Recreational Aviation Pilot Certificate (estimated cost)	
HDFC membership (must have)	\$80/year
RAAus membership (must have)	\$210/year
Basic Aeronautical Knowledge Theory Kit (BAK)	\$90
BAK briefings (must do) 12 topics, about 12-15 hours	\$30/hour
Air instruction (at least 20 hours, usually 20-25 hours) Discount available for 10 hours pre-paid	\$125/hour
Instructor (20-25 hours)	\$50/hour
<b>TOTAL (minimum)</b>	<b>\$4,455</b>

## ABOUT THE TRAINING

Flying training will be in the Foxbat aircraft under the tutelage of one of the club's Recreational Aviation Instructors. The training will lead to a Recreational Aviation Australia pilot certificate. Lessons can be arranged 7 days a week.

We are one of the leaders in Recreational Flying Training. Our enthusiastic team of instructors draws on experience from many facets of aviation and will ensure that your flying training is conducted thoroughly, professionally and to the highest standards.

**APPLY ONLINE NOW** [HTTPS://GOO.GL/FZGMUQ](https://goo.gl/FZGMUQ)



# CFI Report

## FEBRUARY 2016 VALENTINES PILOT PROFICIENCY DAY

By RAY LIND, Chief Flying Instructor  
Hastings District Flying Club



What beautiful weather Camden Haven turned on for our Valentines Pilot Proficiency Day for February 2016. With superb flying weather and wonderful company, it couldn't help being one of those perfect weekends, especially when we have Vicky and Ted Whitfield, Pat Koppers accompanied by her daughter and Bill and Lyndal Coote joining us at the event. Veronica and I checked into our "Presidential Suite".

The fitting finale to a wonderful Valentines Weekend occurred on Sunday morning with Alex Pursehouse in his trike and Michael Bullock on board carrying a collection of red roses. They flew low over the spectators and at the opportune moment released the roses for the excited women and men (especially Paul Hayler retrieving roses on behalf of Phoebe-Ann Needham :-)). A very special moment so thanks guys for this wonderful gesture.

Our huge thanks also goes to John Hayler and the other proud owners of this incredible airfield for allowing us to fly so freely in and out of this beautiful place. Many of our pilots and families camped over for the Saturday night and shared in the bonus of watching yet another classic aviation movie "Air America" in the rustic atmosphere of the hangar, complete with servings of aromatic pop corn. A truly memorable experience.

A special thanks go to Bruce Dunlop and John Hayler for doing the difficult and demanding job of the air judging for all of Saturday during the PPD. As well as being scored on his efforts each pilot is also mentored if needed during the challenging exercises at a demanding airfield.

For our Valentines PPD we had fifteen (15) pilots participate as well as several others who flew in but didn't compete.

### Flour Bomb Event

Our first activity to promote accurate flying was the Flour Bomb event. Each pilot had to overfly the target area at 200 ft and decide when to release the "bomb". Our most accurate bombers on the day were :

# CFI

# Report

## FEBRUARY 2016 VALENTINES PILOT PROFICIENCY DAY

By RAY LIND, Chief Flying Instructor  
Hastings District Flying Club

[More photos on Facebook](#)

Winner: Craig Whiting

1st - Ivan Daniel - 47 pts (Ivan was only 3 paces from the target)

2nd - Ed Godschalk - 39 pts

3rd - Craig Whiting - 38 pts

### Go Around Activity

Most of the pilots who flew had an excellent appreciation of the Go Around from low level and the correct sequence of applying power and reducing flap levels without experiencing any sink. 10 of our 15 pilots all received perfect scores in this event. These included: Greg Connors, Jon Maguire, Ed Godschalk, Craig Whiting, Mike Bullock, Glenn Cleary, Bill Coote, Graham Smith, Ivan Daniel and Paul Hayler with the others scoring 30 pts.

### Spot Landing

To gain their points for this event, the pilot had to land with the nose wheel well above the ground with the column hard back as well as land within the target area in the middle of the runway.

1st - Jon Maguire and Mike Bullock - 40 pts

2nd - Bill Coote and Greg Connors - 30 pts

### Overall Winners

1st - Craig Whiting - 98 pts

2nd - Ivan Daniel - 87 pts

3rd - Jon Maguire - 84 pts

Well done to all of our participating pilots. All of our spectators were able to see some very skilful flying from close up at the Camden Haven Airfield.





# CFI Report

## MARCH 2016 PILOT PROFICIENCY DAY

By RAY LIND, Chief Flying Instructor  
Hastings District Flying Club

Congratulations to Mark Watson for gaining the most Proficient Pilot status for our day. We had ten pilots fly on the day. Coming second was Greg Connors in his Pioneer Aircraft and third on the day was Mike Wilkinson.

Mike flew his first solo only three weeks prior. Wonderful effort!

Our three flying events were -

- ▶ Blind Circuit (Instrument panel covered)
- ▶ River Bash (Co-ordinated flying exercise)
- ▶ Forced Landing (Simulated engine failure)

Well done to all of our participating pilots and furthering our quest for safe, professional flying!

## OVERALL WINNERS

1st - Mark Watson  
2nd - Greg Connors  
3rd - Mike Wilkinson



# CFI

## Report

### CONGRATULATIONS

By RAY LIND, Chief Flying Instructor  
Hastings District Flying Club

## FIRST SOLO

Mike Wilkinson - 1st March 2016

## PILOT CERTIFICATE

Mitch Paterson - 25th February 2016

Julian Booth - 11th March 2016 and  
commencing his cross country training

Tim Amor - 10th April 2016

## NEW PLANE

Phil Lamb completed his RV9 in February

## FUEL MANAGEMENT

As per advice from the Foxbat company, we are now turning the fuel off in each of our aircraft when they are put away in the hangar.

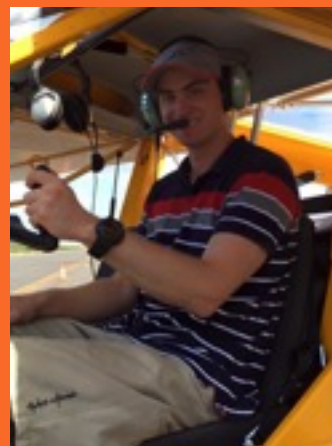
This has been working very well and students and pilots have adjusted to this new procedure very quickly.

## CONGRATULATIONS TO THE NEW PILOTS

Mitch Paterson -  
25th February  
2016

Julian Booth - 11th  
March 2016

Tim Amor - 10th April 2016



<https://www.facebook.com/raylindflight/>

2016 has seen HDFC Flying School rocketing ahead. We are continuing with our main aim of safe, disciplined and professional flying in every way and this of course is transferred to our many new students.

Under the new RA-AUS policy of not having an age restriction for the commencement of flying training, we have welcomed two new 14 year olds. Alex McGee and Jordan Maxwell have begun their training and both are progressing very well. Now with two Foxbats available, we are able to cater very well for the students who all want to book the popular early morning slots.

Also, John Hayler (our newest instructor) is now training several new students and keeping all of our aeroplanes very busy.



Scan this to message Ray Lind

### HOW SCANNING WORKS -

- ▶ Go to your MESSENGER app on your smart phone.
- ▶ Go to settings.
- ▶ Click on Scan Code (make sure that you have allowed Messenger to access to your camera)
- ▶ Place this picture within the circle
- ▶ Type your message to Ray



# FLASHBACK.

VERONICA LIND,  
EDITOR OF PROPWASH

## N Hastings District Flying Club P.O. Box 115, Port Macquarie Ph. 831695 NEWSLETTER R

A.H. Phones: 065/832375 - 065/853835.

29th. April, 1993.

Isn't life great, or that's what I am thinking as I sit here in the study with glorious sunshine streaming in through the window while I put pen to paper and try to compile this belated Newsletter. Yes I've been up north again and only returned last week after a detour through the New England area. It is lovely to see the Autumn leaves on the trees up there but they need rain badly as the countryside is brown all over. It is easy to see who has irrigation operating as their paddocks stand out for kilometers away.

\*\*\*\*\*

Now to welcome 4 new members who have been accepted since the last Newsletter. They are Morris Parker of Moorland, Jim Williams of Naremburn, Jennifer Macbeth and her father John Macbeth of Muswellbrook. I understand that Jennifer is one of those lucky people known as a "survivor", having had the misfortune to have crashed an ultralight but the good luck to have survived and still be loving flying. Hope to see you all around the Club.

\*\*\*\*\*

I may not have done any flying whilst away this time but I've caught up since returning. 3 flights in 4 days including a new experience on Sunday morning organised by Vern Polley. Yes it was a dawn fly past for the Anzac service at PMQ and Wauchope. Quite impressive with Vern leading in the "Nulon" 172, Harry Bellott in PFJ, Doug Radford in JYP, myself in "Charlie 150" and Terry Green bringing up the rear in his Kitfox. PMQ and Wauchope looked quite impressive with lights ablaze as dawn was breaking. We missed a golden opportunity to have a photographer there to capture our take off and landing formation and the fly past over the Town Green. Maybe next year as we surley hope to do it again. The breakfast to follow at the R.S.L. was also something not to be missed. Crowds of old and not so old ex-service men and women really appreciating the opportunity to get together and re-live past experiences as well as rember colleagues long since departed. It is easy to understand why Anzac day is so important to those people who have served their country during conflict.

\*\*\*\*\*

Now to some news of the modern day Service personnel, in particular Club member Anson Needham of the R.A.N. who having obtained his wings under instruction by the R.A.A.F. has now become a Navy Helicopter pilot with some 90 hrs. intensive training in a Squirrel helicopter. Next step I understand is to be trained for a captain in the Navy's Hawker Sidley 748 twin prop jet electronic surveillance aircraft (similar to a Fokker F27). Congratulations Anson and best wishes for the future. Hope to see you when next you are home on leave.

\*\*\*\*\*

Another success story is that of Darren McGilvray (Our flying engineer). Having obtained his helicopter license on an R22, then his endorsement on an R46 and Kawasaki as well as a low flying endorsement Chopperline the training company at Caloundra saw fit to give him the Kawasaki to operate from PMQ doing joyflights at shows and other gatherings in the district. Lets hope that one day he will be able to convince the Council that joyflights from the Town Green will enhance the appeal of PMQ to the tourist trade. After all chopper flights are a big attraction on the Gold Coast and I'm sure the scenery at PMQ is just as appealing. ....

\*\*\*\*\*

Local comps had a new interest in April with the \$100. prizemoney generously donated by Vern Polley to be awarded to overall and section placegetters. Overall placings were Darren McGilvray 1st. Rod Davison 2nd and Howard Curtis 3rd. Individual events winners were Howard Curtis - Forced Landing, Rod Davison - Instrument Climb and Jon Maguire - Straight Glide. March Comp with 13 competitors was judged on their performances at Parkes Interclub Comp and won jointly by Jason Suters and George Northey with Neil Files 3rd. Next Comp will be held on Sunday 9th May.

\*\*\*\*\*



# EVENTS

HASTINGS DISTRICT FLYING CLUB



## FLY/DRIVE IN TO PALMERS ISLAND

Sat, 30th Apr to Sun, 1st May 2016

[DETAILS HERE >](#)



## CHAT WITH CHRIS HIGGINS ON BECOMING AN AIRLINE PILOT

Date and details will be provided later. Meanwhile checkout the flying scholarships.

[FLYING SCHOLARSHIPS >](#)



## PILOT PROFICIENCY DAYS + BBQ LUNCH

17th Apr, 15th May, 19th Jun, 17th Jul, 21st Aug, 18th Sep, 16th Oct, 20th Nov

Starts at 8 am. Lunch at 12 noon



## EAA AIRVENTURE AT OSHKOSH

25th to 31st July 2016

[ENQUIRE AND REGISTER WITH ROD >](#)



## SOCIAL NIGHTS

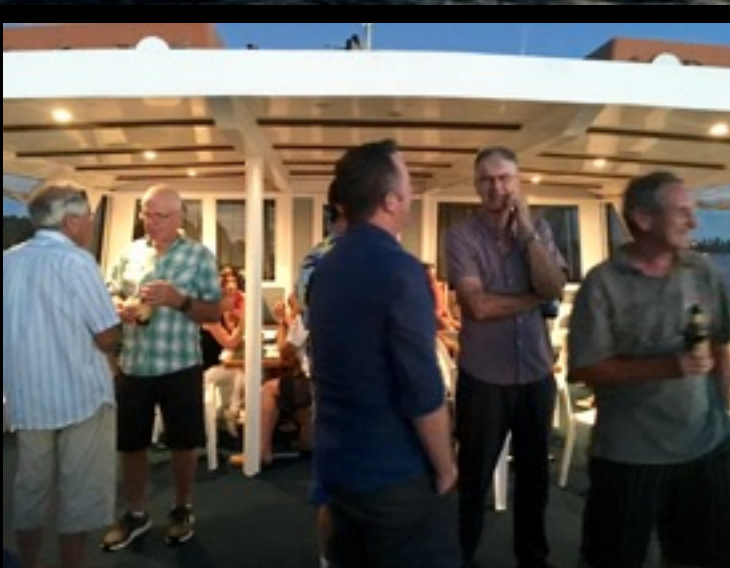
Every Friday evening from 5 pm. Target practice, scrabble, bar opens. Sausage sizzle every first Friday of the month.

Starts at 5 pm



# 35 people attended this Beautiful Sunset Cruise on 12th March 2016

More photos on Facebook > <https://goo.gl/sdRgBd>





# WM/ROTAX MAINTENANCE COURSE REPORT

## BY GREG CONNORS

The 30th November saw 10 pilots attend a WM/Rotax maintenance course hosted by Airborne Flight Training facility at Belmont (Lake Macquarie Airport). There were 6 course attendees and 4 refreshers.

Refreshers have previously attended a course and are keen to revise their skills. They are able to attend future courses free of charge, (apart from a small donation towards teas/coffees etc.) but this is always subject to the venue having sufficient space for them. Four of the 10 pilots were from the Hastings District Flying Club: Matt and Greg Connors, Col Hayler and Brian Carlson.

The course was professionally conducted and included relevant theory and practical exercises. All attendees agreed it was well worth the expense and time. I am sure everyone leaves the course with improved knowledge and experience of Rotax and Aircraft maintenance.

The course would be an especially worthwhile for any pilots who wish to maintain their own aircraft, be they HGFA or RAAus members and pilots of either weight-shift or fixed wing aircraft.

Basic Course content included but was not limited to the following.

- ▶ **Maintenance stages:** Scheduled - aircraft and engine, Rectification - broken or worn, use original parts only IPC, (Illustrated Parts Catalogue), Modifications - differences between HGFA and RAAus, LSA and Type Certified aircraft. SB/SI/ADs - aircraft and engine.
- ▶ **Components,** Carby Rubbers, Springs, Wire ties, Stiff Nuts or Locknuts, Max RPM, Bing Carby, Carby Sync, Spark Plugs, Oil, Coolant, Fuel & Funnels, Fuel Pressure, Corrosion & Heavy/Crosswind Landing





# WM/ROTAX MAINTENANCE COURSE REPORT /2

## BY GREG CONNORS

checks. The course offers lots of information and lists special tools required and web sites to find information with regards to correct maintenance procedures for your particular aircraft and engine.

Most importantly “print off the Rotax servicing schedule and remember all maintenance needs to be signed off with time & date to end your responsibility”.

Each course has a maximum of 8 participants, limited to 8 so as to give each attendee a chance to complete the practical side of the course. While all theory is completed in the clubrooms we venture to the hangar for hands on work on both Rotax 582 (2-stroke) and Rotax 912 (4-stroke). All practical exercises are carried out on trikes because of Safety issues and ease of access to their engines.

These maintenance courses are run by Kev and Carole MacNally and are endorsed by the HGFA as a means for HGFA pilots to gain a WM/Rotax maintenance authority. RAAus attendee details are also passed on to Darren Barnfield, the RAAus Technical Manager, in the hope that this course is recognised in the future. For the time being, it is not recognised; however, the RAAus are noting attendance of the courses on the individual members' records.

Kev and Carole have run 30 courses since September 2012 and have had 213 attendees (including 93 confirmed RAA members, whose names have been passed to RAA).



# WM/ROTAX MAINTENANCE FUTURE COURSES AT HDFC - ARE YOU INTERESTED?

Future Courses: HDFC has agreed for these courses to be run at the club house, if you think you might benefit from attending one of these courses please contact Greg Connors and as soon as we have enough (8) pilots to warrant getting Kev and Carole down from Queensland, I will put some dates forward and get it organised.

It should be noted that the course is a Weight-shift Maintenance course, and not just all about Rotax but don't let that deter you as the material presented can also be applied to LSA etc.

**FUTURE COURSES:  
PLEASE CONTACT  
GREG CONNORS  
GCONNORS888@GMAIL.COM**

**KEV MACNALLY (HGFA WM  
TECHNICAL MANAGER) -  
KMACNALLY@BIGPOND.COM**

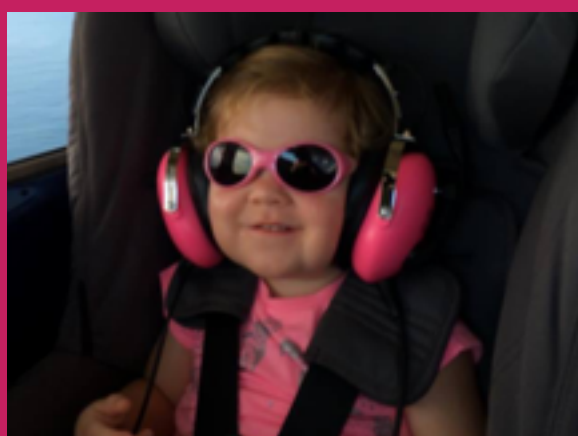
## Celebrating International Women's Week - #WOAW16

March 2016

HDFC has so many wonderful women, who flies or support their flying partners. Without them, their pilots would have to stay home. Without them, we won't have nice breads, pavlovas and delicious curries and salads to enjoy at events. Without them, we won't have pastel pink toilets. Without them, we won't have scrabble. Without them, we get craned necks from looking at the sky - at least now we look at their shoes too!

[Check out photos on Facebook - Flying is Fun for Girls >](#)

<https://www.facebook.com/media/set/?set=a.1137795192921277.1073741837.169578326409640&type=3>



Genevieve Ford



Kath Whitfield



Lyndal Coote



# AIRCRAFT WASHING Roster.

4/4/16 to 18/4/16	Bruce Dunlop	65595444
	Jack Kalchbauer	65838332
	Damien Bennie	0427821581
18/4/16 to 2/5/16	John Hayler	0414580246
	Richard O'Neill	0427812635
	Jon Maguire	0427194108
2/5/16 to 16/5/16	Mike Bullock	0412237787
	Col Hayler	0437478549
	Ken Trotter	0428664300

**Why a roster?** Our aircraft are our purpose. It is vital we care for these valuable assets. The benefits of regular washing and cleaning are numerous. A roster is the best way to ensure this regularity.

**Why me?** This roster is sent to all regular Foxbat and CTLS pilots. The HDFC committee believes it is the responsibility of all pilots who fly club aircraft to ensure they are maintained in a clean and tidy manner. Sharing the load benefits all and keeps costs down.

**How does it work?** With 3 aircraft, we need three people scheduled on a fortnightly basis. Washing can occur at any time during this period. The first person (underlined) should contact their partner to arrange a suitable time. Book the aircraft on the calendar. If you cannot perform your duty in the allocated time period you may arrange a swap with another team. Any changes should be clearly shown on the noticeboard roster.

**The duty.** The two Foxbats and CTLS are to be washed. This can occur simultaneously or one after the other. Division of labour is your choice.

A box of cleaning materials including instructions is in the hangar. Please read instructions especially with regard to Perspex and the CTLS.

When finished please date and sign the duty roster also found in the box of cleaning materials.

**Aircraft movement.** The hangar is full with aircraft in close proximity. Please exercise extreme care in moving aircraft to avoid damage. Pay particular attention to wingtips moving over propellers and windscreens. Ideally three people should be involved with one on each wingtip and one moving.

**Questions?** Please contact me if you have any questions or problems concerning this roster. I will act as the co-ordinator.

**Thank you for your assistance in sharing the load.**

Rod

# BAR Roster.

8 April 2016
Ray Lind
15 April 2016
Craig Whiting
22 April 2016
Ed Godschalk
29 April 2016
Glenn Cleary
6 May 2016
Barry Williams
13 May 2016
Steve Smith
20 May 2016
Bruce Dunlop
27 May 2016
Matt Connors
3 June 2016
Richard O'Neil
10 June 2016
Rod Farley
17 June 2016
John Hayler
24 June 2016
Dennis Stacey

Please ring Craig Whiting T: 0406 025 416 if you would like to change your roster.

# LUNCH Roster.

17 Apr 2016
Lorraine Dunlop
15 May 2016
Marite
19 Jun 2016
Veronica Lind
17 July 2016
Anne Hayler
21 Aug 2016
Marite
18 Sep 2016
Fran Smith
16 Oct 2016
Fran Smith
20 Nov 2016
Di Davidson

Please ring Marite T: 6588 5003 (w) or T: 6585 5515 (h) if you would like to change your roster.



# Prices.

Including GST

## Aircraft For Hire

- ▶ Aeroprakt A22LS Foxbat - \$125/hour
- ▶ Flight Design CTLS - \$135/hour
- ▶ Cessna 172 VH-WXA - \$250/hour (contact Rod)
- ▶ Cessna 182 VH-DUZ - \$250/hour (contact David Mitchell)

## Flights

- ▶ Trial Introductory Flight (TIF) - \$99 - purchase online <http://goo.gl/go7KbX> or call us
- ▶ Hangar rental - \$180

## Memberships

- ▶ Flying membership - \$80
- ▶ Social membership - \$35
- ▶ Junior membership - \$11

## Merchandise

Visit our online store - <http://www.hdfc.com.au/#!online-store/ca37>

- ▶ Shirt - \$35
- ▶ Broad brim hat - \$20
- ▶ Cap - \$16.50
- ▶ Cloth badge - \$4
- ▶ Anniversary key ring - \$4
- ▶ Come Fly With Me Book - \$10

## 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.

## 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 CFI Ray Lind at [CFI@hdfc.com.au](mailto:CFI@hdfc.com.au)

Student pilots should provide their details to the CFI Ray Lind at [cfi@hdfc.com.au](mailto:cfi@hdfc.com.au)

Details required include:

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

## WELCOME NEW MEMBERS

**JARROD CLOUGHESY** (flying)

**BRAYDEN KRUGER** (flying)

**ANGELO GANNON** (flying)

**DROUIN PIKE** (flying)

I would like to include a [Get To Know Your Members](#) section in Propwash. Please send a short write up of yourself and also tell us something that no one knows about you to [editor@hdfc.com.au](mailto:editor@hdfc.com.au)



# Management Committee & Flying Instructors

President	Rod Davison   T: 6583.3835   E: president@hdfc.com.au
Vice President/Club Captain/Chief Flying Instructor	Ray Lind   T: 0428.820.698   E: cfi@hdfc.com.au
Secretary	Bruce Dunlop   T: 0414.594.223   E: secretary@hdfc.com.au
Treasurer	David Toulson   T: 0418.668.355   E: treasurer@hdfc.com.au
Editor, Marketing and Communications	Veronica Lind   T: 0407 779 828   E: marketing@hdfc.com.au
Facilities Manager	Craig Whiting   T: 0406.025.416   E: craig.whiting@mac.com
Members Induction	Alex Pursehouse   T: 0409 458 148   E: forklifts@aaa-equipment.com.au
Events Manager	John Hayler   T: 0414.580.246   E: charliervictor44@hotmail.com
RAAus Senior Flying Instructor	Bob Needham   T: 6583.3418   E: bobneedham@induna.id.au
RAAus Senior Flying Instructor	David Massey   T: 0403.925.462   E: david@massey.nu
RAAus Senior Flying Instructor	Steve Smith   T: 0405.775.192   E: sfrgsmith@me.com
RAAus Flying Instructor	John Hayler   T: 0414.580.246   E: charliervictor44@hotmail.com

## HASTINGS DISTRICT FLYING CLUB

P.O. Box 115, Port Macquarie, NSW 2444

T: (02) 6583 1695 | E: president@hdfc.com.au

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





Since 1958, the Hastings District Flying Club (HDFC) Port Macquarie brings aviators, their family and friends together to share their flying dreams.

HDFC encourages air-mindedness and interest in aviation in the youth of the Hastings district. It operates a flying club and recreational aviation flying school with a hangar and club house at Port Macquarie Airport on the NSW Mid North Coast.

Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday– visitors welcome.

Club membership is \$80.00 (flying) and \$35 (social). The club owns three aircrafts available for hire by flying members– two Foxbats for \$125/hr each and CTLS for \$135/hr (including GST).

A monthly pilot proficiency day and lunch is held at the Port Macquarie Airport on the 3rd Sunday of each month.

## **HASTINGS DISTRICT FLYING CLUB**

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