

## President's Report

April 2012



### EXPERIMENTAL

Last newsletter I was having trouble finding things to discuss in my report and now in April we have plenty going on. Richard Bentley has weathered his surgery and is now into the treatment phase. Having a key member of the committee sidelined at a moment's notice highlights our vulnerability both personally and from an organisation point of view.

Thanks to Bruce Dunlop and Lyndal for drawing the threads together so that we have been able to pay bills, collect funds and report on our current financial situation. We really miss Richard's presence, we wish him well and look forward to his return.

I was in Taree during the month and came across a Manning Valley flyer advertising "Sight-seeing flights". I thought we should be doing this too. I asked David Massey if FPT could go onto his AOC and Macquarie Air provide a pilot. David says this is possible but FPT needs to be in charter category if it is to be used for sight-seeing. Having the engine on condition precludes FPT from charter. Looking at the projected use of FPT over the next few months makes me think we should plan to replace the engine sooner rather than later. However time and tide wait for no man, woman or aviator and already half of our expected "on condition" hours have been flown. The committee will be monitoring the situation closely.

David Massey has sent an email announcing Macquarie Air's ability to undertake PPL training for pilots converting from an RAAus Certificate to a GA Licence and GA BFR's. The instructor fee will be \$90 per hour.

Rod Davison, George Northey and myself have assessed the eight scholarship applications and decided to award our 2012 scholarships to Tim Hitchins and Nic McKeown-Ward. Congratulations to both.

Christian Corse has purchased two Warriors which he

is fixing and making available for others to fly. As I understand it one is going to Coffs Harbour, the other will be around Port Macquarie, and would be available to HDFC members. Adrian Norman's Savage Cub has arrived and is fitting into our hangar — it looks really nice. This will also be available for tail wheel endorsements once we have dotted the i's and crossed the t's.

Jon Barnaby is working on stories for the media and also documenting the life and times of our members so that we continue to add to our club display material.

Craig Swift-McNair, the new Director, Corporate and Business Services with PMHC, has written to me about the proposed closure of the grass runway 10/28 and a copy of the letter is in our file. This is supposedly the final letter to Bill Coote. It would appear that retention of the cross strip was, despite the community consultation that went on over the years, not negotiable. I believe that the runway and parking area upgrade will go ahead as planned but making the airport available to larger jets may take some time due to the need for CASA approvals.

During the month I spoke with Glenn Cleary about the likely cost of painting the exterior of the club house and of the possibility of getting an interest free loan from council (they gave one the hockey club) to renovate without detonation. Glenn and Damian Buchtmann have replaced the club house side door which has been falling apart due to the weather.

I recall Rod Davison saying the President's job is an easy one because as President you will have nothing to do. I now understand his reasoning. The plan is to find others to do what the President would have to do if no one else was around to do them. So I really appreciate the work each member is doing for the club.

Happy flying

*Bill Coote*

### 2012 SCHOLARSHIP WINNERS

Tim Hitchins  
Nicolas McKeown-Ward

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Hastings District Flying Club operates at Port Macquarie on the NSW Mid North Coast, with a hangar & club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday - visitors welcome. Club membership is \$72.60 (flying) and \$35 (social). The club owns 3 aircraft available for hire by flying members - a Cessna 172 for \$180 incl GST per VDO hour, a Foxbat and a Eurofox for \$110 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

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

## Pilot Proficiency Results

### GA April 2012 6 pilots)

#### Forced Landing from 1500'

1<sup>st</sup> Rod Davison 90, 2<sup>nd</sup> Jack Terp 63, Peter Ford 12

#### Spot Landing (Following Stuck Throttle)

1<sup>st</sup> Jack Terp 40, 2<sup>nd</sup> Rod Farelly 30,  
3<sup>rd</sup> Rod Davison 10

#### Instrument Climb to 2000'

1<sup>st</sup> Rod Davison 78, 2<sup>nd</sup> Vaughn Durkin 77,  
3<sup>rd</sup> Rod Farley 76

#### Overall Winner after Handicaps

1<sup>st</sup> Jack Terp 173 2<sup>nd</sup> Rod Davison 168,  
3<sup>rd</sup> Rod Farelly 106

### GA February 2012 (10 pilots)

#### Forced Landing from 2500'

1<sup>st</sup> Rod Davison 94, 2<sup>nd</sup> Bruce Dunlop 71,  
3<sup>rd</sup> Vaughn Durkin 68

#### Instrument Climb to 3000'

1<sup>st</sup> Bruce Dunlop 100, 2<sup>nd</sup> Rod Davison 92,  
3<sup>rd</sup> Jack Terp 90

#### 500' Circuit with Sport Landing

1<sup>st</sup> Jack Terp 95, 2<sup>nd</sup> Rod Davison 75,  
3<sup>rd</sup> Bruce Dunlop 65

#### Overall

1<sup>st</sup> Rod Davison 261, 2<sup>nd</sup> Bruce Dunlop 236,  
3<sup>rd</sup> Jack Terp 185

## TRI-CLUB FLYING COMPETITION

**Royal Newcastle Aero Club**

**Rutherford**

**Saturday 14th July**

### RAAus April 2012 (9 pilots)

#### Forced Landing from 2000'

1<sup>st</sup> Rod Davison 87, 2<sup>nd</sup> Ed Godschalk 68,  
3<sup>rd</sup> Peter Ford 67

#### Blind Circuit

1<sup>st</sup> Glenn Cleary 52, 2<sup>nd</sup> Ted Whitfield/Rod Davison 48,  
3<sup>rd</sup> Rod Farley 44

#### Spot Landing off the Blind Circuit

1<sup>st</sup> Rod Davison 50, 2<sup>nd</sup> Rod Farley 30,  
3<sup>rd</sup> Barry Williams/Glenn Cleary 20

#### River Bash

1<sup>st</sup> Glenn Cleary 95, 2<sup>nd</sup> Ted Whitfield/Peter Ford 90,  
3<sup>rd</sup> Rod Davison 85

#### Overall Winner

1<sup>st</sup> Rod Davison 260, 2<sup>nd</sup> Glenn Cleary 214,  
3<sup>rd</sup> Peter Ford 203

### RAAus February 2012 (9 pilots)

#### River Bash

1<sup>st</sup> Glenn Cleary 57, 2<sup>nd</sup> Rod Davison/Barry Williams  
51, 3<sup>rd</sup> Jon Barnaby 50

#### Forced Landing

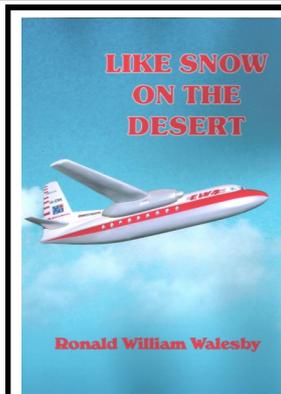
1<sup>st</sup> Rod Davison 86, 2<sup>nd</sup> Jon Barnaby 59

#### 500' Circuit with Spot Landing

1<sup>st</sup> Barry Williams 85, 2<sup>nd</sup> Rod Davison 80,  
3<sup>rd</sup> Don Haldane 70

#### Overall

1<sup>st</sup> Rod Davison 2217, 2<sup>nd</sup> Jon Barnaby 149,  
3<sup>rd</sup> Barry Williams



HDFC club member, Ron Walesby, has just released his memoir. At 94, Ron has a long history in Australian aviation to write about and this book is a must for lovers of aviation stories.

\$40

Call Ron and Lois on 65820199 to procure your copy

## A Lighter Moment in World War II

In the lighter moments of World War II, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy.



During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called "sourcers", were able to get wine or other niceties "from the land" or rather from the locals. RAF Spitfire pilots came up with an even better idea.

The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.

A variation of this was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the "official" designation.



Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great-Britain for "maintenance" or "liaison" duties. They would then return to Normandy with full beer kegs fitted under the wings.

Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks. Most often, this was done with the unofficial approval of higher echelons.

In his book "Dancing in the Skies", Tony Jonsson, the only Icelancer pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with

## A Lighter Moment in World War II

beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.

Desmond Scott also recalls Typhoon drop tanks filled with beer but regretted that it acquired a metallic taste.

Less imaginative techniques involved stashing bottles wherever space could be found on the aircraft, which included the ammunition boxes, luggage compartment or even in parts of the wing, with varying results. Champagne bottles in particular did not react well to the vibrations they were submitted to during such bootlegging trips.

*Thank you to Alan Bradtke for this "gem"*



## Rules for Seaplanes in NSW (from Philip Dulhunty)

The SPAA resolved to provide information on the local (state) rules for the operation of seaplanes on the water. This piece covers the rules in NSW.

The NSW Roads & Maritime Authority accepts registered seaplanes as "boats capable of a speed in excess of 10 knots". Their VH Registration is accepted as a boat registration.

To operate on the water, the pilot must have a boat drivers licence - which automatically requires him/her to abide by the regulations and any local rules such as speed limits, noise limits, no wash zones etc.

For a large gathering of seaplanes in an organized "Splash In" a special exclusion zone in the form of an aquatic licence may be applied for and granted. This is common practice for "EVENTS" such as the Bridge to Bridge water ski event on the Hawkesbury River.

Apart from this, there are no special rules for seaplanes so you can alight and take off from any waterway where a speedboat can operate. Although not a requirement it is recommended a seaplane should carry & maintain a listening watch on Maritime VHF Channel 16 and be an ACTIVE member of the Volunteer Marine Rescue and Customs Coast Watch.

## Ferry Pilots

"If anything happens to me, Dad, just know that I was doing something I loved!"

So said Michael, one of my two ferry pilot sons before his first Pacific crossing in a light aeroplane. Somehow it did not manage to comfort me.

Ferry flying is not for the fainthearted. At one time there were only five or six fulltime pilots doing this work in Australia and I had to cope with the fact that two of them were my sons.

Having gone with them on some occasions as a back-up pilot I was only too familiar with what went on and so when they were out over the various oceans of the world or crossing inhospitable terrain in underdeveloped countries I would find it hard to relax.



Ferry Bonanza

The night before a long flight that I was involved in I would lie awake for hours in anticipation, knowing too much. There was always a certain dread and sometimes a feeling as I shaved that this may be the last time I did so! It was not logical of course but perhaps being in my late sixties and having had the many moments of terror that thousands of flying hours brings, I knew that many factors had to go "right" to complete the operation. Some were my own experiences and some I lived through the words of my boys.

With the help of satellite phones I would be brought into the flight from afar, like the lovely sunny Sunday when Anthony rang from mid Pacific to say the alternator had failed and it was getting dark with four hours to go to Hawaii.

My stomach turned.

I asked how many torches he had. The boys laugh at my having four on board my aircraft.

"One."

"Great."

"It's a wind-up one."

"Terrific." I somehow could not finish lunch but half an hour later he rang to report that he turned the alternator off and on and all was well.

Four hours into another twelve-hour flight from Santa Barbara to Hawaii, Anthony experienced some severe turbulence. His seat back hinge pinched the seven hundred litre ferry fuel bladder behind him and a small hole appeared seeping fuel. Our hero put his finger over the hole behind him and turned back for a four-hour flight back to the States where, with a numb arm he was forced to do an ILS to land.



Squashing down the ferry fuel tank

Thirty minutes after he arrived the hole was repaired and he was ready to carry on with the flight.

It is not always stress. Halfway to Hawaii in a Cessna 182 Mike saw his transponder flashing which is strange, as the high flying jets using TCAS do not usually interrogate a transponder at 6000 feet.

Suddenly a voice boomed in on 121.5 the "guard" frequency.

"Aircraft at .....latitude and longitude tracking two four zero at six thousand feet, identify yourself.."

## Ferry Pilots



Waiting for dawn in the Seychelles

Mike remained silent.

This time the voice was more insistent.

“This is US Warship ..... identify yourself, you are approaching our airspace.”

Mike put on his best Aussie accent. “G’day mate, I’m flying a light aircraft to Australia.”

There followed an ongoing dialogue between him and the US Navy as they obtained more information about his intentions.

Gradually in the gloom up ahead, as Michael put it, there appeared a city in the sea. A huge aircraft carrier flanked by other

warships travelling along his path materialised.

“Hey guys, may I do a touch and go on your deck?”

The question was ignored and as he flew on over them they asked for his cell phone number. Mike was a touch worried feeling he should not have been so flippant but as he arrived in Hawaii a text message appeared on his mobile. It seems the admiral on board the carrier sent his compliments and admiration for Mike’s courage and ability and would like him to be their guest on board when they arrive!

Whilst the boys will not usually take off when there is doubt about weather or adverse winds, the intertropic convergence zone near the equator can cause problems.

On one occasion Mike flew seven hours out from Hawaii towards Samoa only to find an unbroken line of storms rising to the stratosphere. Underneath the sea was boiling with rain and wind and there were no gaps. As he approached the storms the turbulence became severe and his artificial horizon toppled. Ringing me on the satellite phone, he told me he was turning back and had to endure seven exhausting hours returning to Hawaii.

Over the years, between us we have suffered problems such as magneto failures, cabin fires, severe turbulence, loss of cabin heating, hydraulic line rupture and an engine failure. As if just flying over foreign parts of the world for up to eighteen hours at a time, usually alone, wasn’t enough!

On one occasion Mike had been sitting over the Indian Ocean for ten hours and he decided to clean up the multiple pieces of paper in the cockpit. Rolling them into a ball he opened the storm window of the Mooney and threw it out only to hit and break off the HF aerial thereby losing communications with Sri Lanka for the rest of the flight. There are always tales to tell after a ferry flight. Many flights are almost routine but never are they dull. People have asked me if we get bored sitting in a tiny cockpit for eleven or twelve hours at a time. Never!

By the time you have made the hourly HF call, done your “how goes it” chart, pumped fuel from the ferry tank and checked the engine instruments it is time to do it all again interspersed, of course, with coffee, corn chips and use of the wide necked bottle.

I am immensely proud of Michael and Anthony having done this type of flying and admire their courage and ability, but I must confess that when both of them had their first child this year and separately confided to me that their long distance ferry trips were finished, I gave a great sigh of relief.

*David Cooke*



Mike and Anthony Cooke somewhere over the Pacific

## BAR ROSTER

### May 2012

4<sup>th</sup> Peter Ford  
11<sup>th</sup> Bill & Lyndal Coote  
18<sup>th</sup> Glenn & Marite  
25<sup>th</sup> Jack Terp

### June 2012

1<sup>st</sup> Richard O'Neill  
8<sup>th</sup> Rod Farley  
15<sup>th</sup> Bruce Dunlop  
22<sup>nd</sup> Rod Davison  
29<sup>th</sup> Barry Williams

### July

6<sup>th</sup> Gavin Roberts  
13<sup>th</sup> George Northey  
20<sup>th</sup> Ray Lind  
27<sup>th</sup> Jack Terp

### August

3<sup>rd</sup> Bill & Lyndal Coote  
10<sup>th</sup> Glenn & Marite  
17<sup>th</sup> Richard Bentley  
24<sup>th</sup> Peter Ford

## CALENDAR

Friday 4th May	Sausage Sizzle from 5pm
Saturday 19th May	Pilot Proficiency Day & lunch
Friday 1st June	Sausage Sizzle from 5pm
Sunday 17th June	Pilot Proficiency Day & lunch
Friday 6th July	Sausage Sizzle from 5pm
Saturday 14th July	Tri-Club Competition at Royal Newcastle
Saturday 28th July	Fly-Away to Palmers Island (Provisional date to be confirmed)

## CONGRATULATIONS

**Tom Cannon**  
RAAus Pilot Certificate

**Toby Stutsel**  
RAAus Pilot Certificate

## NEW MEMBERS FEB-APR

Paul Barnett  
Daniel Biltris  
Alan Connolly  
Ivan Havlic  
Pat Koppers  
Nicolas McKeown-Ward  
Simon Ross  
Eric Walsh

## HDFC COMMITTEE 2011 - 2012

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### Glenn Cleary - Hangar Manager

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### Gavin Roberts

Ph: 0459 029 500 E: gavindr@miedecke.com.au

## PRICES (incl GST)

FPT Hire	\$180.00/hr
Foxbat/Eurofox Hire	110.00/hr
TIF	\$80.00
Flying membership	\$76.00
Social membership	\$35.00
Junior membership	\$11.00
Hangar Rental	\$150 or \$100
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

## Scooter marketing

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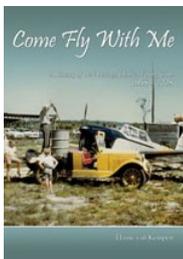
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Jimi Ludriks' summer job—flying in the Whitsundays