

PROP WASH



50 pages!!
**BUMPER
ISSUE!**

WELCOME ABOARD

Our new flying instructor, John Hayler gives the thumbs up!

+ A Precautionary Tale by Jim Davis - Pg 8

EDITOR'S NOTE



Veronica Lind

EDITOR, MARKETING & COMMUNICATIONS

#1 GOAL - Aviation Safety

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

#2 GOAL - Airmanship

To become great and respected pilots

#3 GOAL - Comradeship

There is an obvious air of camaraderie in HDFC. This is due to the range of social and flying activities which pilots, their families, friends and visiting pilots participate. And we are proud of that!

Welcome to the first edition of Propwash 2016! A bumper issue with a mega 50 pages of exciting articles and photos! I cannot believe that a month has already passed into the new year! We had a busy last quarter with the official opening of the renovated HDFC clubhouse graced by Leslie Williams, presentation awards, arrival of the new Foxbat A22LS and appointment of a new flying instructor, John Hayler!

I was awarded Club Person of the Year 2015. Very flattering indeed. I worked on marketing the new HDFC message which helped to enthuse the masses -

The Hastings District Flying Club is where people who believe in your flying dreams come together since 1958

HDFC as a flying club and aviation school, maintain a reputation of safety and high quality standards. We have 3 main goals - Aviation Safety, Airmanship and Comradeship which produce pilots who are savvy, skilful and responsive in the air.

Besides our website, Facebook pages and eNews, Propwash is our newsletter that publishes stories from members and fellow aviators and provides updates on our club's affairs.. We have sometimes a thousand visitors (local and overseas) to our digital materials. People are interested in what we are saying. Stephanie and Alex Pursehouse met an American couple on one of their cruise holidays. They lost touch. The American couple who knew that the Pursehouses had something to do with flying in Port Macquarie, found Propwash online and got the Alex's details and contacted him! Amazing that Propwash had other uses, besides being an entertaining read :-)))

I thank all contributors for their articles and photos. Please keep them coming and send them to editor@hdfc.com.au

What do we do as a flying club?
Check it out on the following page >
ENJOY!

WHAT DO HDFC MEMBERS DO?

WE PLAY



WE LEARN



WE EAT



WE WORK



WE EAT AGAIN



OF COURSE, WE FLY TOO!



Why not join HDFC?

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

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



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Aircraft washing, bar and PPD lunch rosters



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WE'RE BACK IN FULL FORCE!



PRESIDENTS REPORT JANUARY 2016

BY ROD DAVISON

Looking forward to smoother air.

Welcome to 2016. Following a turbulent end to 2015 the club is now looking forward to smoother air.

Our aircraft fleet is now back to full strength. Utilisation is high with the three aircraft logging over 90 hours during the first three weeks of January.

Foxbat 24-8685 is our new aircraft arriving in Port Macquarie on the 30th December. Total cost of the aircraft including GST was \$100,993.50. Although almost identical to the existing Foxbat, it is faster and will provide decent cross country performance.

Foxbat 24-7395 was damaged in a landing accident on the 6th October 2015. Following repairs it returned to service on the 24th December. Cost of repairs was \$27,842.19 including GST of which insurance paid \$24,431.08. The aircraft is in top condition and as a consequence the committee has reversed its decision of an immediate sale. Instead, utilisation will be closely monitored for three months after which an assessment will be made as to the need for two Foxbats. Ideally, the committee would like to retain the aircraft but must be mindful of the financial implications. Solid Foxbat utilisation will support the case for retention.

Meanwhile, the CTLS continues to perform well logging just over 400 hours. Utilisation justifies its existence. However, there have been some disturbing rumours regarding the financial position of the Flight Design company. We are keeping a close eye on the situation as factory support is vital for a LSA in the flying club environment.

The hangar is now 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.

The aircraft washing roster has been revised to reflect the extra aircraft. Please check the roster and ensure your duty is fulfilled and signed off. Club aircraft are your aircraft. It is your responsibility to care for and maintain them in a neat and tidy condition.

Many of our students are under 18 years of age. This has necessitated a working with children check for some of our instructors. Both Ray Lind and Steve Smith have undertaken the check.

Congratulations to our newest instructor, John Hayler. He joins the instructing team at a most opportune time with demand at a high. John travelled to Ballina to undergo a most rigorous ground and air assessment.

PRESIDENTS REPORT JANUARY 2016

BY ROD DAVISON

Propwash prides itself on using local content provided by club members. However, when Greg Connors requested we include a Jim Davis article I had no hesitation in agreeing. Jim is a highly experienced aviator and respected aviation writer. He is well known for his regular 'Master Class' and 'What can we learn' articles in Australian Flying magazine. His safety related topics are always relevant and entertaining. It is with Jim's approval we present one of his articles for the benefit of our pilots.

Despite the inclement weather, the 2015 HDFC Open Day was deemed a success. There was no doubting its success due to the tremendous member support this club enjoys. Leslie Williams MP officially opened the clubhouse renovations which were partly funded by a \$15,000 state government grant. Since then we have received another Community Building Partnership grant of \$5,240 to replace the floor coverings. This is scheduled for April and at this time we will reconsider interior painting. The Paint/No Paint debate is now reignited.

There is no mistaking the date on the HDFC 2016 calendar. Our hardworking marketing whizz, Veronica Lind, is responsible for this fantastic initiative. Featuring club aircraft and characters there is little wonder they sold out in quick time.

Ivan Daniel is the man behind the new TV set. Ivan hurriedly sourced and installed the television in time for the Open Day. It was christened with the continuous running of a club history and information powerpoint presentation created by Veronica. Thanks to both of you. Also, congratulations to Ivan on his new secondhand Storm aircraft. Many hours of enjoyable flying are ahead.

The end of last year was extremely busy. Thanks to all involved in the organisation or participation in the following successful events.

- ▶ CASA Avsafety Seminar attracted a record 50 attendees
- ▶ Dexfield Park Fly/Drive Pizza Lunch hosted by Sue and Clyde Stubbs
- ▶ Cleanup working bee
- ▶ HDFC Open Day and Official Opening of Renovations
- ▶ Annual Presentation Dinner where member achievements were recognised. In particular, congratulations to Pilot of the Year-Craig Whiting, Student Pilot of the Year-Ivan Daniel and Clubperson of the Year-Veronica Lind.
- ▶ Christmas Party
- ▶ New Year's Eve Party. The theme 'Fly into 2016' was very appropriate and resulted in some great costumes. A special thanks to the organisers, Alex and Stephanie, John and Anne, Glenn and Marite.

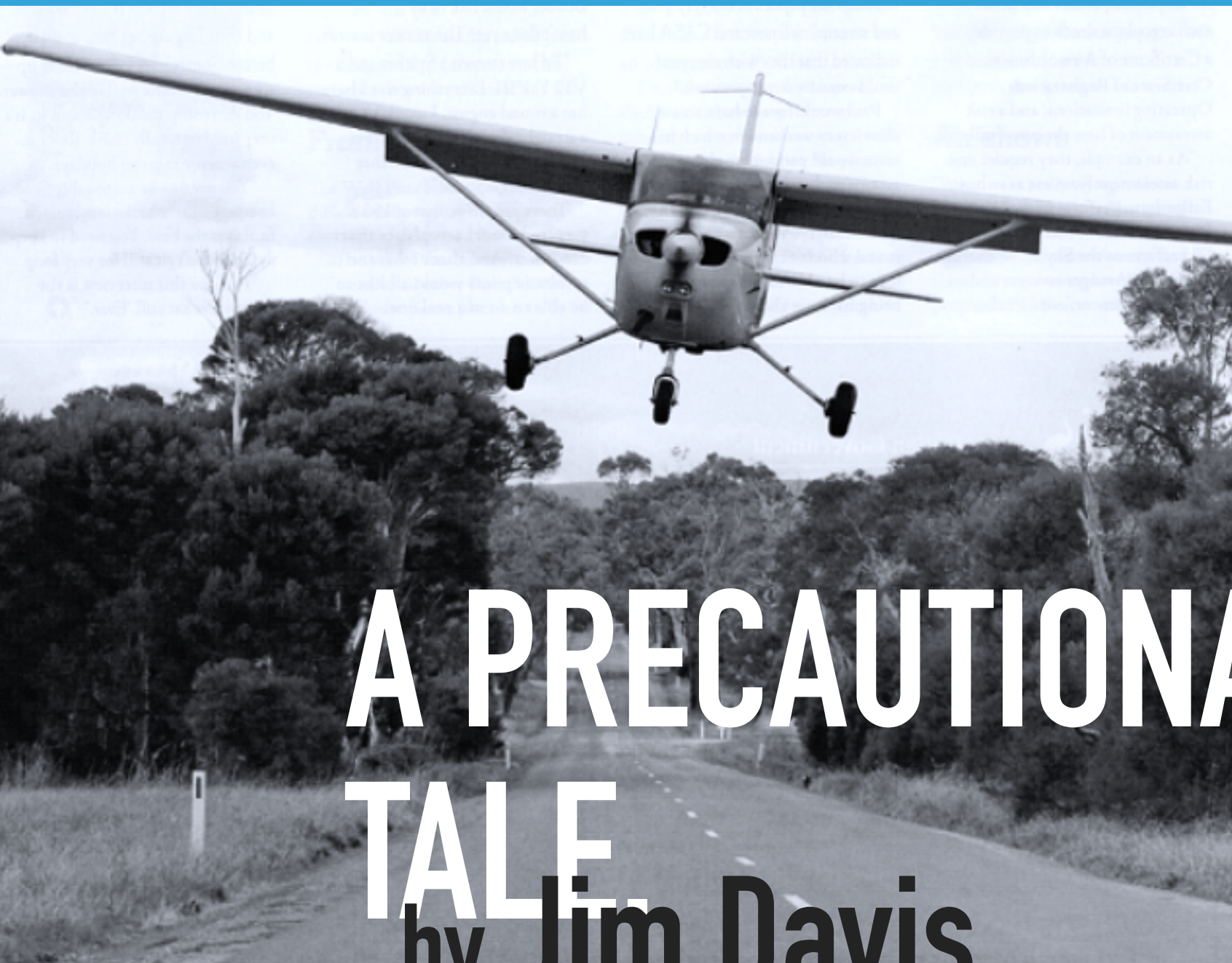
HDFC will have a presence at EAA Airventure, Oshkosh this year. Ten people have confirmed attendance with several others indicating interest. If you would like to join us please contact me for details.

HDFC has just renewed its membership to the Australian Aircraft Owners and Pilots Association (AOPA). Club members are entitled to a discounted individual membership if they wish to join AOPA. Just quote membership of HDFC on application.

Remember, HDFC is the place to fly into 2016. We have the aircraft and instructors to provide all your recreational flying requirements. Our rates are among the lowest in Australia. Affordable, safe flying in a friendly and enjoyable environment.

Safe Flying

ROD



A PRECAUTIONARY TALE

by **Jim Davis**

Are precautionary landings really an option? Jim Davis makes a case for easing it on to a road or into a field rather than smashing it against vertical scenery in the mist.

A PRECAUTIONARY TALE

by Jim Davis

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

Master class by Jim Davis. Authorised copy from “Australian Flying” has 15,000 hours of immensely varied flying experience, including 10,000 hours civil and military flying instruction.

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'.

I've just read about a guy who flew his family into a hillside in an R44 during the Christmas holidays. They were all killed. An eye-witness saw the chopper flying in a valley at high speed just below the ragged, drizzling cloud base. Moments later it slammed into the hillside.

What on earth was going on in the guy's head? When the viz is limited why go tearing along - particularly in a chopper?

And the same in an aeroplane. For heaven's sake slow the thing down so you can see what's going on in time to avoid things that loom out of the murk.

If you are in a Comanche, a Bonnie or a 210 bring it back from 180 to 80 mph with one notch of flap. In a chopper try 20 mph. This way if you do bump into something firmish you might still hobble away.

Anyhow this is not about choppers, it's about pilots who are scared to land on any surface that is not called a runway.

Let me tell you a true story. In the early 1960s Eddie Pelcher operated a little company called Republic Aircraft Parts. He was based at Wonderboom airport —just north of Pretoria. Eddie flew a 140 Cherokee appropriately called ZS-RAP. Fifty-five years later, Eddie has just passed away, in bed. His company is flourishing. ZS-RAP changed its name to ZS-PAP and it now belongs to my old company, 43 Air School.

All this is relevant to the story. So back to the 60s, I was the hangar-boy for Placo (Pretoria Light Aircraft Company) which was housed next door to Republic Aircraft Parts, I polished aeroplanes, made the tea and was hugely proud of being part of the magic world of aeroplanes.

I was much impressed by Eddie Pelcher. He had a reputation for blinding off in appalling weather and always arriving at the other end. From my bottom rung of the aviation ladder it was easy to be impressed. In fact anyone who could fly the ultra modern Cherokee was almost a God. My own skills were limited to landing a Cub without damaging the environment.

Today I would view Eddie's all- weather flying with a jaundiced eye, but at that time he was my hero. Anyhow that is what he did - he flew spares all over southern Africa. If you were stranded at some godless place in the bush and needed a magneto for your Stinson, Eddie was your man. He also flew to the scene of every aircraft accident, to see what might be salvaged from the wreckage.

Because Eddie always got through, regardless of the weather, his services were much in demand, and his business prospered. I viewed all this from afar. My status was humble, while Eddie's was hugely exalted, But I had to know his secret - how could he consistently fly in bad weather? I knew that his aeroplane was not equipped for instrument flying, and that he had no rating. So what gave him this power?

Eddie was a busy man who had no time for small-talk with underlings. So I skulked in the shadows until I thought he might have a moment for me. When I judged the time to be

right I slipped into his office and asked him to explain the mystery of his radar eyes. He stopped shuffling through a pile of papers and studied me doubtfully for a few moments, as if trying to decide whether I was worthy of his attention.

Finally he spoke one solitary word: "roads".

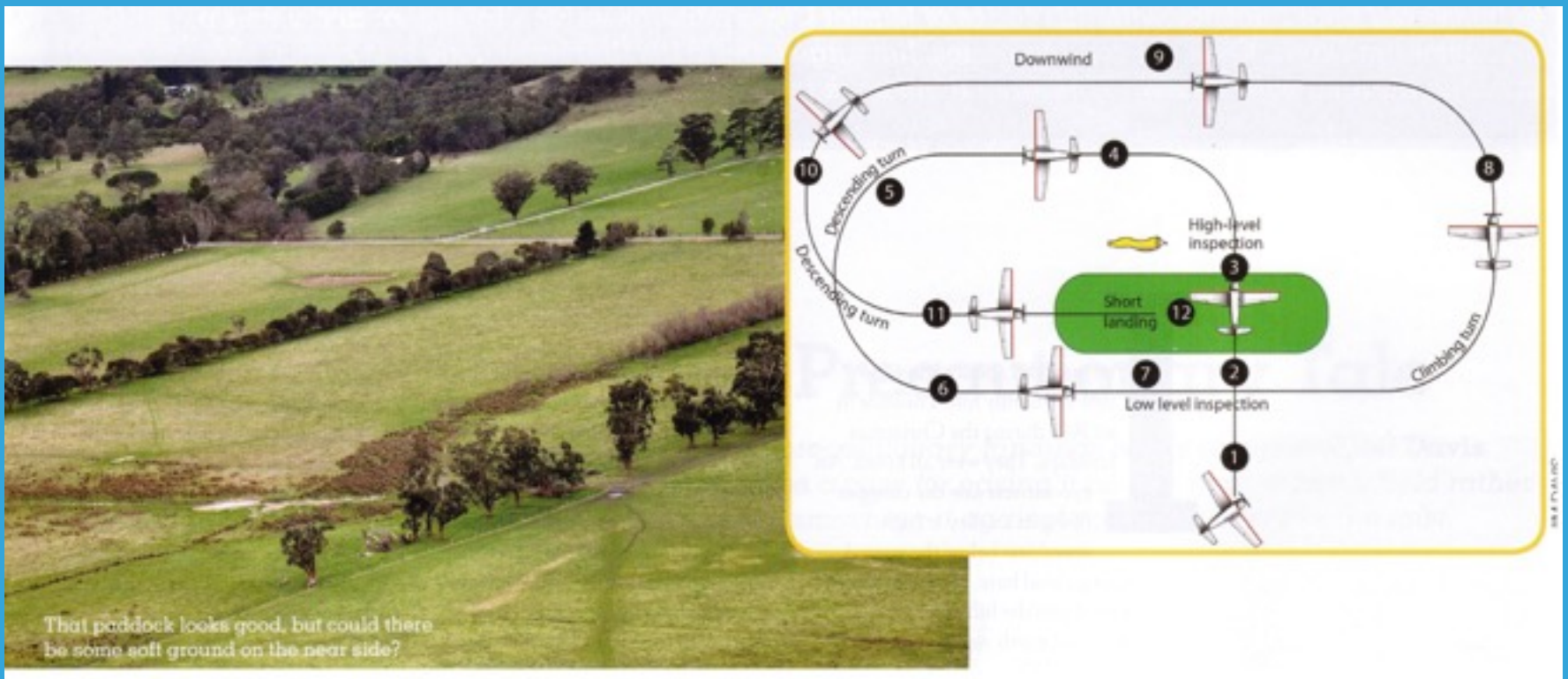
He returned to his paperwork and I realised the interview had run its course, I slunk from his office more puzzled than when I entered. Did he follow roads? Was this his way of navigating through the murk?

It took earnest enquiry amongst folk around the airport before the truth came out. Certainly Eddie followed roads when the weather was down. Good thinking. I still believe that if you are forced down by bad weather following roads is smarter than going direct.

But following roads wasn't the whole secret of Eddie's all-weather flying. The rest of it was that when the weather got too low he simply landed on the road. He would wait for the clouds to lift, and then take-off again.

Now, I don't think this is an intelligent way to plan your flying. Sticking your nose into vile weather is stupid in anyone's language, but Eddie had two things going for him. First, he always knew where he was; and second, he always had a nice long runway available. Obviously he kept his eyes peeled for wires, sign posts and traffic. Also the roads were quieter in those days.

For weather reports Eddie used the "number please" met system. He simply rang the telephone exchange at the place whose



That paddock looks good, but could there be some soft ground on the near side?

I think that our greatest fear is of the legal hysteria that may result from an off-airfield

weather he wanted to know, and asked the tannie (auntie) to stick her head out of the window and tell him what she saw.

I think, Eddie's main crime was that he was using an emergency backdoor as a normal everyday facility. But it does give one cause to ponder. If we imagine a yard-stick with flying into vertical scenery at one end, and landing on a road at the other - then it doesn't take a great mind to decide which end is preferable. And yet, thousands of pilots have chosen the former. Remember that Eddie lived through it, and his aeroplane is not merged with the boulders on some rocky hillside.

I am not saying we should follow Eddie's example, far from it, but it seems that many of us are more frightened of landing on a road, than of crashing into a mountain. I find that very strange.

Above: The Precautionary Circuit.

1. Locate a suitable field. Turn to fly over it and select take-off flap and best climb speed.
2. Look at the general layout and prominent features.
3. High-level inspection for orientation, approaches and suitability.
4. Prepare for low-level inspection. Fullest tank, pump on, mixture rich and pitch fine.
5. Descending turn,
6. Note direction and reciprocal. Prepare to time the run.
7. Low-level surface inspection.
8. Climbing turn to reciprocal.
9. Pre-landing checks - BUMPFF.
10. Descending turn onto final.
11. Select flap and airspeed for short landing.
12. After touchdown, raise flap, and brake firmly. Walk over the ground before taxiing. Phone CENSAR to cancel your SARWATCH.

Obviously Eddie's reason for landing on a road was bad weather, but there are other reasons you might do a precautionary.

- ▶ You may be short of fuel, due to bad planning, headwinds or getting lost.
- ▶ You may just be hopelessly lost.
- ▶ You may be running out of daylight.
- ▶ You may have an engine problem - rough running, smoke, oil or overheating. In which case I would treat it more as a forced landing than a precautionary. You could put yourself in a worse position by having the engine breathe it's last while inspecting the field
- ▶ An airframe defect, such as a loose cowl or bird-strike damage. Again, I would treat it differently. Perhaps experiment with flaps and slow flight at altitude, before committing yourself to a short landing. It might even be better to continue to a fully equipped airfield where they have a crash crew.
- ▶ A critically ill passenger. I only include this because it is often taught as a reason for doing a precautionary. Personally, I can't think how the suffering pax would be better off sitting on the roadside, than being flown to the nearest hospital.

The Fear Factor.

So why are people scared to land on a road? First, I believe their instructors frightened them off. Most instructors don't see precautionaries as a serious option for themselves.

They have never done a real one, and nor have their instructors before them, and so on. In fact, few of us even know anyone who has landed anywhere other than on a runway. And yet we know plenty of folks who have flown into mountains.

All of which leaves us with the belief that training precautionaries, during which we never actually land on a road, or in a field, are a sort of play-play charade that is part of the box-ticking process of getting a licence. After that we forget about them till the next flight test.

The second fear of precautionaries may simply be a very reasonable aversion to hurting oneself. But if done intelligently there is no reason why anyone should get hurt. Eddie never did.

The third is an equally reasonable anxiety about damaging a serviceable aeroplane. Again there is no reason for this to happen; Eddie's 140 is still flying.

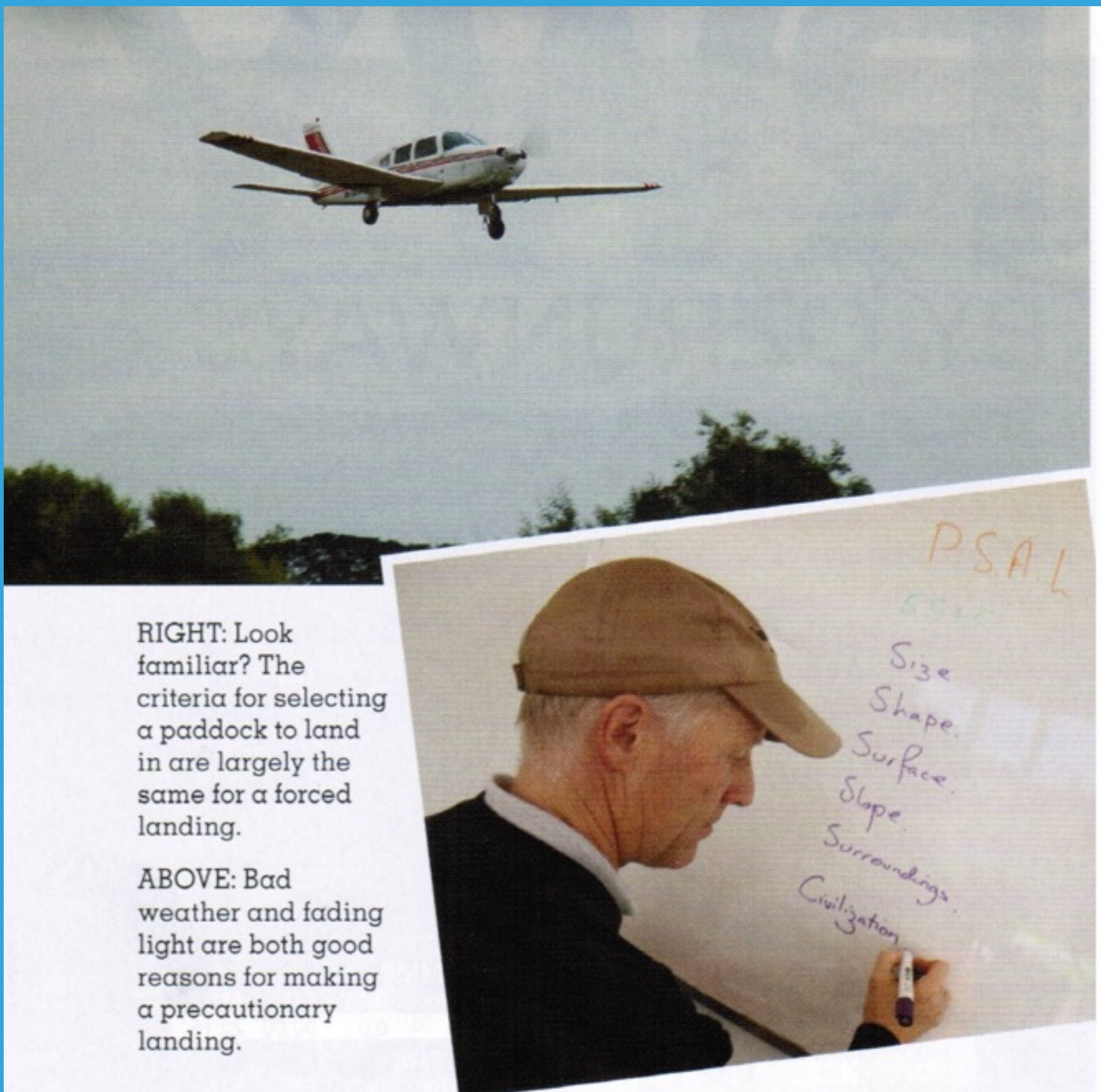
Landing.

Will CASA push your licence through the confetti machine Will you be sued by someone, or go to jail without collecting \$200, will it hit you in your back pocket?

It's most unlikely that any of this will happen, but it's a measure of our fear of authoritarian tyranny, that we would rather die in a smouldering wreck, than face the paperwork. Isn't that really silly?

I believe it is this that causes us to turn our backs on doing a legal and safe precautionary - for which we have been trained. Imagine if we were "allowed" to land on roads whenever we wanted, as they are in Alaska, then I am sure you would have no problem doing it after an inspection run.

Remember that the aeroplane doesn't know its wheels are rolling on a thing called a road rather than a thing called a runway. What difference does it make? When you read an accident report, you can see it building to the point where the hero finds himself being squeezed between the ground and the cloud.



RIGHT: Look familiar? The criteria for selecting a paddock to land in are largely the same for a forced landing.

ABOVE: Bad weather and fading light are both good reasons for making a precautionary landing.

As you read you know it's going to end in bloodshed, and you think, why doesn't the pilot just land, for heaven's sake. So why can't we see it coming when we sit in the cockpit and watch it unfold before our very eyes?

Actually, we can see it developing, but three things keep us from finding a soft spot to land on. First, you know that it can't happen to you. Other people fly into hillsides, but not you.

Second, you don't believe the situation is getting terminally worse. You don't want to admit that you have an emergency. You keep thinking the weather will lift just over the next ridge.

But the main reason you don't dump it in a field and wipe the sweat from your eyes, is that you are scared to cross that legal barrier that threatens consequences seemingly more hideous than crashing into a mountain.

I agree with Eddie: you have to be very brave to keep flying in crappy weather. Why not remove yourself from the frightening situation by simply parking the wheels somewhere nice. We have all been trained to do it - so go for the safe option.

Choose not to crash. If not for you, then for your passengers' families, Perhaps we should not make a habit of copying his trick, but remember that Eddie, until his death still walked proudly through the halls of the Live Cowards Club.

How to do it.

Let's assume the worst situation - the bad weather one. You are grovelling along in poor viz below a 500 ft base, and it is getting murkier the further you go. You turn around and find that your back door has closed - it looks even worse behind. What's the first thing to do?

Make an early decision to save your life. This is the most important part of a precautionary. Many folks stuff up good aeroplanes by leaving it until the cloud is down to 50 ft, or waiting until you they are down to their last few drops of fuel, or leaving it until the last glimmering of daylight is disappearing.

Strangely, you will make it easier for yourself if you prepare your pax by saying something like "If the weather gets much worse I might park on the road and wait for it to clear,"

That way you have done more than prepare your pax, you have mentally prepared *yourself*.

The next thing is to find a suitable landing spot, so slow the aircraft down to your approach speed and stick on one notch of flap. Now you have a decent chance of spotting the right Place. If you have kept your eyes open you will have picked up farm strips or crop-spraying strips, which you

marked on your 1:1000 000 chart, or entered on your electronic gizmo. They would be your first choice, after a proper airfield if there is one nearby.

A decent road would be my next choice. But remember that phone and power lines often follow roads as does traffic. On the plus side, your engine is running and you have time to look for a decent stretch with no signposts, traffic or wires. Remember you don't look for wires - you look for posts and pylons. And, to avoid any confusion, a road would be my last choice for a forced landing - because of traffic and wires.

Also beware narrow roads with a strong camber - it is very easy to lose directional control, particularly in a taildragger.

And a final caution on roads: it can be difficult to judge their width. You are inclined to think there isn't enough room for your wings. This could indeed be the case, though it seldom is. Anyhow you should be able to assess this on your low level inspection.

After roads, my next choice would be a golf course, or a field that has just been harvested, and finally, a nice smooth grazing paddock. But a couple of words of warning about this. First, if you hit a cow it is very solid. Second, if it is a grazing land it means that the farmer hasn't had a plough and other machinery through there, - so they have probably not worried about removing boulders.

Finally, landing up hill is the way to go, unless a strong wind dictates otherwise.

If the precautionary is because you are running out of daylight, be very wary of landing into the setting sun. Your life can depend on you seeing minute clues, so you should always have a crystal-clear windscreen.

High-level inspection.

When you find your landing place, don't just zoom down to have a look at the surface - you could sail straight into wires. Select the best tank and switch the fuel pump on. You should also set the pitch and mixture to give you plenty of power if you suddenly need it. Low cloud often causes carburettor icing, so use regular blasts of carburettor heat.

Select one notch of flap, come back to your climb speed, turn to have the field on your side, and start looking for nasties: wires, tall trees, radio masts, birds, animals and so on. Also get the general layout of things. Look for a dam, a road or river to orientate yourself. Could the slope of your field outclimb the aircraft? When you are happy that it's safe to come down low, then you can inspect the surface.

Turn left to keep the field on your side. Don't go too far and lose sight of it, and don't get too close and force yourself into steep turns near the ground.

Low-level inspection.

Do a left-hand descending turn on to final for a low level inspection. When you are down to 50 ft use enough power to maintain airspeed. Folks are often so busy inspecting the surface that they let the airspeed decay dangerously.

As a rule-of-thumb, at 70 kts you will cover nearly 120 ft per second. In round figures that's about 3 seconds for 100 metres, This means you need a minimum of 10 seconds. Get one of your pax to time it. But it could be pretty marginal getting out - particularly if you are loaded. Twenty seconds would be a whole lot nicer - about 700 metres,

At the end of the inspection run do a 30° banked climbing turn on to the reciprocal. I don't hold with the often-taught method of setting your DG to zero for the inspection run. My reasoning is that if the field proves unsuitable, you are going to be a bit discombobulated about which way to go afterwards. Then, on downwind, you do your landing checks, a descending turn on to finals, full flap and short field approach speed.



A 50-foot pass to inspect the paddock will need plenty of flap and enough power to maintain airspeed.

Approach and landing.

Approach to cross the fence about 10 kts slower than usual. Touch down at the threshold, with the nose high. Dump the flaps, pull the mixture and brake hard. The shorter you run the less chance you have of falling into a hole.

Final rule: do not taxi! You will look a real idiot if you land safely and then taxi into a ditch. It has happened so often. It's called post- traumatic euphoria. Once the drama is over folks relax and do something really goofy.

Let it not be you.

When the situation starts looking tough, remember Eddie. He died in his bed, and his aeroplane is still flying.

DEBBIE BRADTKE

HOW SPECTACULAR IS OUR COUNTRY!



There are disadvantages in
being married to a pilot -
they have a second home ...

HOW SPECTACULAR IS OUR COUNTRY! ... continue

DEBBIE BRADTKE

- ▶ There are disadvantages in being married to a pilot - they have a second home i.e. a hangar somewhere. Nothing else is worth spending money on, unless it's flying related. The most exciting things on a holiday are the air shows, airports, air museums no matter where you go and I have all our holiday photos to prove that! Conversations that will get their attention have to be flying related! On the brighter side, they can take you flying - to see places from a perspective that other people just don't get to see! They do all the work, you just sit back and enjoy the flight! Whilst many retirees invest in a caravan or camper of some sort and take the long, slow dusty grey nomad route around Australia, very few are lucky enough to be able to fly around!
- ▶ In just 25 days, Alan and I managed to cover NSW, NT, SA, WA and VIC with a quick detour into QLD for a refuel stop - having previously covered QLD on our trip to Cape York and Horn Island). 7,382 nautical miles (13,671km) and 76.1 hours engine time later we saw sights from the air so many of our Aussie mates missed!
- ▶ First was Lightning Ridge - such a quirky place! Second day into SA and in that state we covered Flinders Ranges including Wilpena Pound, Marree, Lake Eyre (very dry but still spectacular) and Oodnadatta ... all this time keeping an eye on how much fuel Alan had put in! Onto the Northern Territory where we flew past, over or around Mt Connor, Uluru and Tjata Kuta, Lake Amadeus, Kings Canyon and the surrounding ranges, Ormiston Gorge, Devils Marbles, the ancient escarpments of Kakadu, Jim Jim and Twin Falls, Katherine Gorge and along the edge of Joseph Bonaparte Gulf where the river branches making incredible patterns along the sand and salt flats.
- ▶ Flying into WA towards the productive farms around Kununurra, we took a few days break so we could take a detour over Lake Argyle and the amazing formations of the Bungle Bungles.
- ▶ Setting off again we headed north west through the Kimberley to the beautiful Mitchell Falls and then South to Derby over Kings Cascade and Prince Regent River, Walcott Inlet (didn't quite pinpoint the Horizontal Falls) and then from Derby we headed to the colours and tranquillity of Cape Leveque for another few days of R&R - just the place for it!
- ▶ After a beautiful stay and hot fine weather it was south down the length of the WA western coast passing over the gasping beauty of the Pilbara Region, the azure colours of Shark Bay, Monkey Mia and Steep Point (most westerly point). The coastline of the central west was followed by the farmland that became greener the further south we flew, along the coast again to Margaret River and all the way to Cape Leuwin.

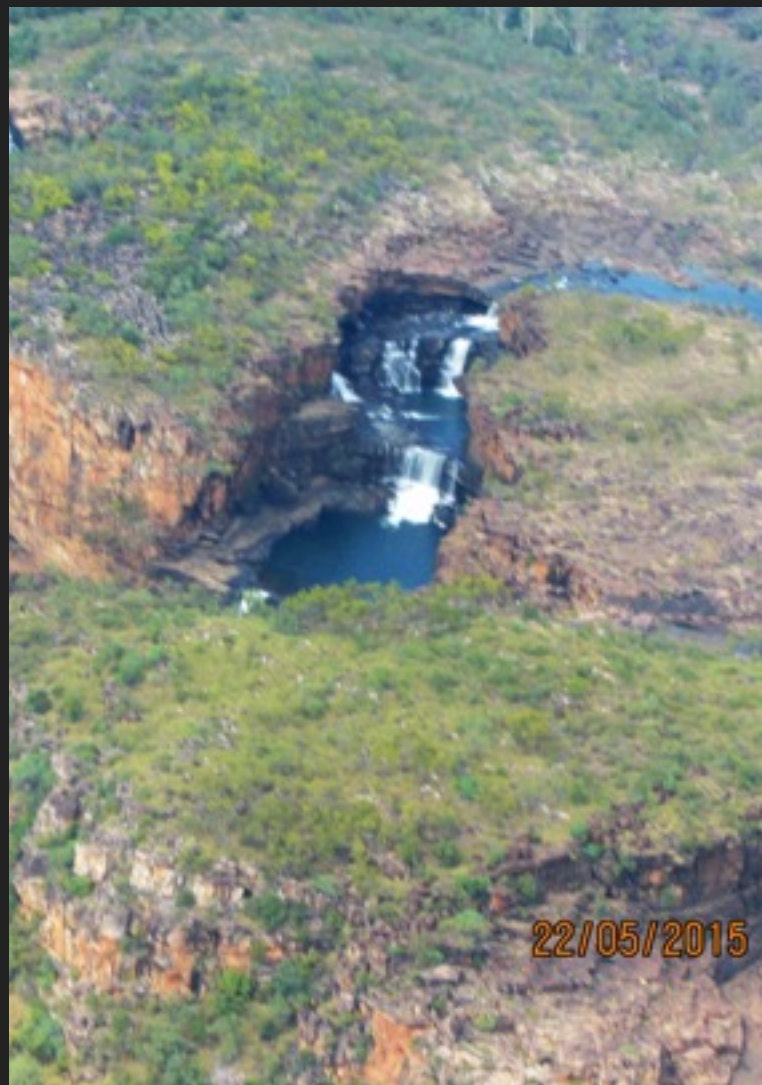


HOW SPECTACULAR IS OUR COUNTRY! ... continue

DEBBIE BRADTKE

"To see so much in such a relatively short time frame makes you appreciate the vastness, the diversity and the beauty of our country."

- ▶ From there we hugged the beautiful southern coastline of WA with such pretty towns along its edge, many islands, white sand and crystal waters to Esperance, before taking on the flatness and barrenness of the Nullabor. It was still fascinating to see the flatness stopping suddenly with the spectacular cliffs of the Great Australian Bight.
- ▶ Great contrast again upon reaching the green valleys of the wine growing areas of SA, then the expanse of the lakes and Coorong that the Murray feeds into. Next into Victoria, also with pretty towns along the coast and the beauty of the Great Ocean Road with the spectacular limestone formations including the Twelve Apostles. Skirting Geelong with Melbourne and Port Philip Bay in the distance we tracked north for the final last few legs home.
- ▶ As with all trips the key is good planning and this is absolutely essential when you are flying. We were fortunate that we were able to refuel with minimal hassle at all planned stops and that the weather was relatively kind to us but of course something that you are always checking up on and rescheduling as needed. Thus we never booked accommodation more than 1 or 2 days ahead. Through the outback and up north the hospitality is excellent. We were always able to organise accommodation where we could be collected from and returned to the airport. Further south and in the bigger centres we tend not to book ahead. Most times we had to organise our own way to and from airports. After a few very expensive taxi rides we worked out it was often more cost effective to hire a car, especially where the airports were a significant distance from the town. When checking accommodation keep an eye on a map to check exactly where the accommodation is in relation to the rest of the town!
- ▶ We had one small hiccup on the whole trip - the spinner plug fell off on the second day. Fortunately just where we had stopped, my pilot found it on the Tarmac as he is tuned into noticing things out of place - some Araldite and everything was fine again! Our trip came in well under budget and was a truly amazing experience!



HOW SPECTACULAR IS OUR COUNTRY! ... continue

DEBBIE BRADTKE

So forget the disadvantages and encourage your pilot to take you flying anywhere AND everywhere! Thank you so very much to my wonderful pilot, Alan - what a fabulous experience!



HDFC OPEN DAY 2015



FROM LEFT: ROD DAVISON, LESLIE WILLIAMS (MP), VERONICA LIND, GLENN CLEARY, ED GODSCHALK, RAY LIND, BRUCE DUNLOP

ROD DAVISON

The HDFC opened its doors to the public on 29th November 2015. Leslie Williams, Member for Port Macquarie graced the official opening of the renovated clubhouse.

Click here to PLAY > Listen to Rod Davison's speech

or type this link into your browser - <https://goo.gl/7plKRx>



HDFC OPEN DAY 2015

Photo - Leslie Williams, MP for Port Macquarie unveiling the plaque to officiate the opening of the renovated clubhouse.

The HDFC opened its doors to the public on 29th November. Despite inclement weather a reasonable crowd still took the opportunity to inspect our facilities and aircraft. Numerous static displays depicting club life and history provided a comprehensive insight into the club. These were beautifully presented by Mary Pavicich. The display boards were complemented by further detailed information showing on the newly installed TV. Veronica prepared a most interesting and informative slideshow which ran continuously throughout the day.

In the hangar, Ray and Steve were kept busy distributing flying training information. Keen interest was evident with several prospective students. Doug Ross kindly provided his Foxbat as part of the promotion.

Members strongly supported the club with sixteen aircraft on display. The club really appreciated this support especially in light of the inclement weather. Forecast storms showing on radar in the afternoon had the aircraft hurriedly returned to the safety of their hangars.

Other displays by the Australian Air Force Cadets, Quantum UAV's and Hastings Radio Modellers were housed in the hangar providing further interest for visitors.

The Port Macquarie Antique and Classic Car Club were out in force showcasing their vehicles on the club lawns. The dedication of this group to the restoration of their vehicles is commendable and our club was highly appreciative of their attendance.

The Open Day provided the perfect opportunity for Leslie Williams MP to officially open the clubhouse renovations. Following inspection of the aircraft and displays, Leslie officially unveiled a plaque in front of a good crowd. She left impressed and wiser to the importance of our club in the community.

HDFC OPEN DAY 2015

The raffle was hugely successful due to the sales team headed by Reta Maguire. However, the prize donors made it all possible. The HDFC would like to acknowledge the support of David Cooke (yet again), Steve Smith, Fran Smith and Ian Moss.

The success of the day resulted from a great team effort. From those staffing the BBQ, Food, Coffee tent through those manning displays to those acting as guides and crowd control, everyone did a fantastic job. The HDFC was on display at its best. Thanks.

Click her for more photos of the HDFC OPEN DAY 2015 on Facebook >

**or type this link into your browser -
<https://goo.gl/bm9i7n>**

**WINNER OF A TRIAL
FLIGHT - CHRISTINE ROSE**



**Photo - Alan Mettam and Vince Williams,
veteran pilots visiting the clubhouse**

HDFC OPEN DAY 2015



Reta Maguire selling raffle tickets and souvenirs, posing with Ray Lind



Leslie Williams posing with Australian Air Force Cadets



Port Macquarie Antique and Classic Cars display



Ray Lind explaining the flying training sequence



Planes on display despite the rain



David Mitchell with his Cessna



GREAT EASTERN FLY IN

10th January 2016

The Great Eastern Fly In at Evans Head provided the perfect excuse to go flying. Mike Bullock and myself made the annual pilgrimage in the CTLS. Other fliers from Port included Rod Hall and Tim Hitchins in the Lancair IV, Doug Ross in his Foxbat and Terry Green in the Victa.

Despite the forecast it was a great day for flying and the NSW coastline did not disappoint with its usual variation in landscape and scenic beauty.

Intermittent air displays throughout the day close the Evans Head airspace to inbound traffic. Our arrival coincided with one such display so 15 minutes holding in the Yamba area was required. Not to worry as it is all about the journey and it provided ample opportunity to acquaint Mike with the Palmers Island airstrip.

A wide variety of aircraft were in attendance from trikes through to the heavy metal warbirds. Traffic appeared to flow smoothly and we certainly had no problems sequencing our arrival and departure. However, a rogue Drifter did arrive unannounced during the Mustang demonstration. The display was cut short much to the disappointment of the crowd. A CASA inspector was last seen in hot pursuit of the taxiing Drifter. Not a good look for RAAus.

Many enthusiasts set up camp with a great sense of camaraderie existing. We did not stay overnight but still felt the passion mixing with like-minded people. Well done to the organisers for providing this aviation opportunity.

Rod

[CLICK HERE FOR MORE PHOTOS ON FACEBOOK >](#)

CFI Report

2015 HDFC PRESENTATION NIGHT

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club

HIGHLIGHTS

Most Proficient Pilot (Vern Polley Trophy) - Rod Davison
Forced Landing Proficiency - Bruce Dunlop
Spot Landing Proficiency - Craig Whiting
Pilot of the Year - Craig Whiting
Student Pilot of the Year - Ivan Daniel
Club Person of the Year - Veronica Lind

SOLO

Mug and Certificate

Joanna Oreb 6.1.15
Jack Kalchbauer 12.1.15
Tim Amor 5.4.15
Ivan Daniel 9.5.15 (Ivan actually
achieved his first solo in only 3 months
of flying)

PILOT CERTIFICATE

Wings and Certificate

Caleb Butterfield 30.12.14
Chris Watt 28.2.15
Ivan Daniel 11.7.15
Jan Burgess 29.9.15
John Hayler 18.8.15
Mike Bullock 8.9.15

CROSS COUNTRY CERTIFICATE

Craig Whiting 9.8.15



PASSENGER ENDORSEMENT

Certificate

Caleb Butterfield 7.2.15,
Chris Watt 14.4.15
Ivan Daniel 20.8.15

VARIABLE PITCH PROPELLER ENDORSEMENT

Certificate

Ed Godschalk 7.2.15
Bruce Dunlop 8.2.15
Craig Whiting 3.4.15
Caleb Butterfield 23.4.15
Ivan Daniel 28.8.15

SCHOLARSHIP WINNERS

Joanna Oreb
Lachlan Davidson
Matt Kneipp

2015 HDFC PRESENTATION NIGHT



Veronica Lind - Club Person of the Year with Ray Lind who received his Life Membership



Left - Jack Kalchbauer, Caleb Butterfield, Lachlan Davidson, Matt Kneipp



Craig Whiting - Pilot of the Year



Ivan Daniel - Student Pilot of the Year

FLASHBACK.

Awards

Most Proficient Pilot (Vern Polley Trophy)

- 2003 – Mike Coulter
- 2008 – Rod Davison
- 2009 – Ray Lind
- 2010 – Rod Davison, Ray Lind & Bruce Dunlop
- 2011 – Rod Davison
- 2012 – Rod Davison
- 2013 – Rod Davison
- 2014 – Ed Godschalk
- 2015 – Rod Davison

Student Pilot of the Year

- 1977 – June Drummond
- 2008 – Doug Ross
- 2009 – Kraig Hesse
- 2010 – Peter Ford
- 2011 – Adam Hancey
- 2012 – Jordan Seward
- 2013 – Dylan Williams
- 2014 – Caleb Butterfield
- 2015 – Ivan Daniel

Club Person of the Year

- 2008 – Tanya McKenzie
- 2009 – Richard Bentley
- 2010 – Damien Buchtmann
- 2011 – Marite Jansons & David Mitchell
- 2012 – Lyndal Coote
- 2013 – Glenn Cleary
- 2014 – Ed Godschalk
- 2015 – Veronica Lind

Pilot of the Year

- 1969 – Don Pitkin
- 1972 – Dr Norm Drummond
- 1977 – Col Harvey
- 1978 – Barry Cunning
- 1979 – Win Partridge
- 1980 – Col Harvey
- 1983 – Harry Bellott
- 1987 – Peter Anderson
- 1988 – Rod Davison
- 1991 – Darren McGilvray
- 1992 – Rod Davison
- 1993 – George Northey
- 1994 – Graham Bell
- 1995 – Ray Lind
- 1996 – Rod Hall
- 1997 – Chris Kiehn
- 1998 – Vern Polley
- 1999 – Steve O'Connor
- 2000 – Mike Coulter
- 2001 – Mike Coulter
- 2002 – Rod Davison & Hans Westphal
- 2003 – Rod Farley
- 2004 – Bruce Dunlop
- 2005 – Rod Davison
- 2006 – Hans Westphal
- 2007 – Bill Coote & Jimi Ludriks
- 2008 – David Massey
- 2009 – Adam Booker
- 2010 – Bob Barnett
- 2011 – Bruce Dunlop & Adam Hancey
- 2012 – Peter Ford
- 2013 – Alex Pursehouse
- 2014 – John Hayler
- 2015 – Craig Whiting

Because I fly
I laugh more than other men
I look up and see more than they,
I know how the clouds feel,
What it's like to have the blue in my lap,
to look down on birds,
to feel freedom in a thing called the stick...
who but I can slice between God's billowed legs,
and feel then laugh and crash with His step
Who else has seen the unclimbed peaks?
The rainbow's secret?
The real reason birds sing?
Because I Fly,
I envy no man on earth.
— Grover C. Norwood

Winner of the Forced Landing Pointscore Perpetual Trophy

- 1992 – Ray Lind
- 1993 – Phoebe Ann Needham
- 1994 – Rod Davison
- 1995 – Phoebe Ann Needham & Neil Files
- 1996 – Neil Files
- 1997 – Rod Davison & Ray Lind
- 1998 – Col West & Graham Bell
- 1999 – Neil Files
- 2000 – Mike Coulter
- 2001 – Col West
- 2002 – Col West
- 2003 – Mike Coulter
- 2004 – George Northey
- 2005 – Rod Davison
- 2006 – Rod Davison
- 2007 – Mike Coulter
- 2008 – Rod Davison
- 2009 – Ray Lind
- 2010 – Rod Davison, Bruce Dunlop & Ray Lind
- 2011 – Rod Davison
- 2012 – Rod Davison
- 2013 – Bruce Dunlop
- 2014 – John Hayler
- Bruce Dunlop

*encouraging the older and the
very young to fly*

BRINGING THE BAT HOME

Foxbat that is.



To be more precise the delivery of our new Foxbat 24-8685 from the dealer in Moorabbin to Port Macquarie.

Australia is a big country and when the weather was fine in Melbourne it was crook in Port Macquarie and vice versa. Ray Lind and myself were on the lookout for the weather window which would allow a delay free flight. That window opened on the 29th/30th December.

With great excitement we were on the 6:30am flight out of PMQ bound for Melbourne via Sydney. Arriving Melbourne about 11am it was then a case of buses, trains and automobiles to reach our final destination.

About midday saw us inspecting the new machine at Moorabbin. Following a test flight by Ray and Peter Harlow, the distributor, it was concluded all was fine with the new bird. Time for the paperwork followed by a brief from Peter on how to navigate our way to the fuel bowser, run-up bay and holding point for 17L in that order.

A wave to Peter and we were on our way with Ray in command and myself on radio. Departing Moorabbin was a breeze and soon we were reporting at Sugarloaf Reservoir for the Melbourne Inland VFR route to Kilmore. The weather was perfect with unlimited visibility through Kilmore Gap and then north toward our waypoints of Shepparton, Yarrawonga and destination Wagga. Averaging around 95 knots IAS and a small tailwind resulted in a respectable groundspeed up to 110 knots.

On the ground in Wagga about 6.30pm we refuelled, parked and ordered a taxi to a motel near a pub. The friendly driver obliged and also arranged to pick us up at 6.15am the next morning. We were buggered so after a pub meal and a few cleansing ales it was time for a well earned rest.

BRINGING THE BAT HOME

... continue

The cabbie was waiting as we ventured out next morning. The weather was again perfect for my turn to tame the beast. Or maybe I should say pussycat. Leaving Wagga behind we tracked Cootamundra, Cowra, Orange to our fuel stop at Mudgee. The aircraft continued to purr making for an uneventful and most pleasant leg of the journey.

After Mudgee it was Ray's turn again bringing us home via Scone. The first clouds of the journey appeared over the high country past Scone but not enough to be of concern. Turbulence was also encountered approaching PMQ just to warm us up to the usual circuit conditions. Touchdown was around midday to a small welcoming party and newspaper photographer.

Overall, flying time was around 7 hours. The aircraft did not miss a beat and was quite comfortable. It will fit the role as a cross country machine as well as an ab initio trainer.



CFI Report EXCITING TIMES

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club



MUDGE

Rod refuelling the Foxbat



PORT NEWS

Foxbat flies into Port - 25th January 2016

What an exciting time it is for the HDFC Recreational Flying School. On 29 December 2015, Rod Davison and myself first sighted our brand new Foxbat, 24-8685 at Moorabbin Airport. After a test flight with Peter Harlow, the Foxbat distributor for Australia, we immediately headed off to Wagga Wagga for an overnight stop.

The next day, our Foxbat performed flawlessly once again to get us to Mudgee for fuel and then a slightly bumpy trip over the ranges via Scone to Port Macquarie. We were met by some happy wives and some excited flying friends and members of HDFC. Foxbat 24-8685 was introduced to her new home. Our Foxbat didn't realise it's work was about to begin.

Glenn Cleary and Alan Bradtke, our skilful engineers gave her an immediate scheduled 10 hour service and the Flying Training began. It was very exciting to see most of our students, who had been marking time since October 2015 immediately settle back into their training. They proudly gave the new aircraft the 'thumbs up' and soon found themselves joined by several other brand new students taking advantage of the school holidays. Even our freshly repaired, painted and 'smiling', Foxbat 24-7395 has been busy flying to satisfy the huge demand. So now, after only 25 days since we brought 24-8685 back to Port Macquarie, the aircraft has already reached 50 hours flying and yet another service. Our loyal and understanding students have truly excelled with their progress as they impatiently 'line up' for their next flying lesson.

As well as our regular HDFC instructors, Steve Smith, Bob Needham and David Massey, our school now has the exciting addition of John Hayler (see cover photo) joining our ranks. John has only just gained his RA AUS Instructor Rating after lots of very hard, demanding work culminating with his Instructor Flight test at Ballina. John is keen to add to his vast aviation experience and now become an adept Flying Instructor as well. Welcome aboard, John. We look forward to accommodating even more new students and keeping both of our Foxbats flying as much as possible. In addition to this of course, we will continue with our advanced training and Cross Country work in the beautiful CTLS, 24-6669. Our strong tradition of safe, professional flying is set to continue under our vigilant and experienced instructors.

Happy, safe, flying training to all of our pilots as well as our valuable students. We wish you much good fortune with your future careers in aviation if this is the path you have chosen for yourself.

A timely reminder to all of our pilots; 'keep the column back hard for all of your landings'.

CFI Report

A FEW FIRSTS IN 2016

By RAY LIND, Chief Flying Instructor
Hastings District Flying Club



JOANNA OREB WITH PAPA & FLIGHT INSTRUCTOR, BOB NEEDHAM

Congratulations to Joanna Oreb passed her Pilot Certificate Flight Test on 16th January 2016. Joanna has worked very hard during several holiday periods to achieve this wonderful feat. Her proud grandfather, Bob Needham has been her instructor during the whole time. Joanna is one of our Scholarship Students from 2015. She has also become our first Pilot Certificate graduate for 2016. Joanna can now proudly call herself a Pilot. Great work.



JULIAN BOOTH

A huge congratulations go to Julian Booth who on 8th January 2016 completed his first solo flight. He has the added distinction of being our first pilot to go solo in our brand new Foxbat A22LS. A wonderful achievement, Julian. Well done.



MARK WHATSON

So good to see older members like Mark Watson and Jon Maguire returning to serious flying again after putting it off for some time.

CALEB BUTTERFIELD

Congratulations to Caleb Butterfield for being the first student to receive his cross country endorsement in 2016!

OUR FLEET

Click here to watch this video > Learn To Fly the Foxbat - take off and landing



<https://www.youtube.com/watch?v=iZy15jCQKp8>

AIRCRAFT HIRE FEES:

Aeroprakt A22LS Foxbat - \$125/hour

Flight Design CTLS - \$135/hour

FLIGHTS:

Trial Introductory Flight (TIF) - \$85 (purchase online <http://goo.gl/go7KbX>) or call us

02 6583 1695

OUR FLYING INSTRUCTORS

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STEVE SMITH, Senior Flying Instructor, T: 0405 775 192, E: sfrqsmith@me.com

BOB NEEDHAM, Senior Flying Instructor, T: 02 6585 3418 E: bobneedham@induna.id.au

DAVID MASSEY, Senior Flying Instructor (RA and GA), T: 0403 925 462 E: david@massey.nu

JOHN HAYLER, Flying Instructor, T: 0414 580 246, E: charlievictor44@hotmail.com

ONLINE PILOT BOOKING SYSTEM

HDFC online pilot system will allow you to easily organise your flying 24 hours a day! You can -

- ▶ Check availability of aircraft
- ▶ Check availability of your instructor
- ▶ Book aircraft and instructors
- ▶ Reschedule

For more information, please contact your CFI or Flying Instructor for login and password details.

FLASHBACK.

The Propeller

VERONICA LIND,
EDITOR OF PROPWASH

This year, I hope to include extracts from past issues of HDFC newsletters. Yes, as far back as the first new look "The Propeller" newsletter published on 1st Nov 1969! I hope you will enjoy them as much as I did!

Photo - social member, Priscilla Hayward graces the cover of the new Propeller newsletter. She's a natural charm, as described in the Propeller.

With the modern reliable aeroplanes the club operate today, learning to fly in a safe, standardised, logical sequence of repetitive exercises and at regular intervals result in qualified aviators and aviatrix's. These repetitions for the instructors sometimes result in them becoming slightly bored. I have selected an incident to write a story around this, made on a particular day, one of the most embarrassing days of my flying instructor's career.

In 1958, my old buddy, Greg Palmer and I used to drive from Newcastle at weekends to instruct a handful of Port Macquarie types who had formed the HDFC in their ex RAAF Tiger Moth.

Those days, the members owned an old 1928 Chev. truck which they used to tow the DH82 out to the airstrip. The hangar was still being built and regular meetings were held at the Tourist Hotel and the RSL.

Another Sunday begins, Greg and I decided that we would check all students on spins. We spin everybody happily all day, the students one at a time vowing negative RSL Club Saturday night's in future.

Finally STUDENT X appears, all 18 stone of him, with muscles too ... I had heard on the grape vine that he sometimes confused his left hand with his right, likewise with his feet.

We climbed to 5000 feet plus, I demonstrated spins left and right, student was OK, so I handed over and requested a spin to the left. The entry was good, we wound up nice and tightly to the left. EXCELLENT, I thought. After three turns or so, I said RECOVER NOW, waited A long pause. Nil recover action. I raised my voice, somewhat, still no response. Looking around, I found myself facing an 18 stone of frozen muscle! Some calm words, over the intercom, the spin is well developed and flattening out, both hands on the stick, both feet on the right rudder pedal, frozen solid. Altitude 2500 ft and Point Plomer is getting very close. More calm words over the intercom. Ever tried to sound calm when you are hysterical? Negative result. There is clunking noise up front and the prop slows down stops Over the intercom, the student says "I think the engine has stopped. You had better take over". "Thank you very much!", I replied and recovered from the spin at 1,200 ft altitude and 1/2 mile out to sea. No height for a restart, harness tight, stretching the glide for the beach, gusty easterly waves breaking up close. We touched down. Running straight into a four foot wave. Cockpit full of water. The Tiger stood on its main gear for a second. I thought, "Hell, it's going to flip on its back! We will sure look funny hanging upside down in our harness with our heads under water!" The 18 stone in the back did the trick, tailed flopped down right way up. In a flash, out of the Tiger, we shot up into the sand hills, to wave to a fishing boat going past. They didn't see us! We examined the Tiger,. Very wet but OK. Bushes from the sand hills, we built a path out of the water up to the beach. Start the engine and taxi out of the waves. [Vince Williams was telling me that the truth is - the plane did not land into the sea but on the beach. Barrie just wanted to exaggerate the story to make it funny!]

FLASHBACK.

The Propeller

I decided to try to take off by myself, from the beach and managed this OK, leaving the student a long walk home. His mates met him at the North Wall with half dozen quarts of cold Toohey's. He was quite fit by the time he got back to the airport!

I arrived back. Greg is jumping around in a panic. "Where have you been? Where is X? Did he fall out?" I said, "Yes, I managed to crawl from the front to the back to fly home. X skidded down a sand hill and broke his fall and is now walking back." Poor Greg is quite pale by this time. So I told him the story. Scrubbed up for the day, we adjourned to the RSL.

Greg Palmer continued his career and became Chief Flying Instructor for the Armidale Aero Club.

Greg was killed in a flying accident in 1962 in similar circumstances to those related in this story.

This story was written by our late CFI, Barrie Abbott on 1st Nov 1969



Dexfield Park

Fly/Drive In Pizza Day

Even Dogs Fly



22nd Nov 2015

More than 30 of us drove while 3 aircraft flew into Dexfield Park. There was so much to enjoy at Clyde and Sue Stubbs' beautiful residence that includes a private runway. Especially so when birthday boy Alex Pursehouse was taking some of us for a flight in his trike. Even Bubbles was waiting eagerly at the pilot's seat. Mary wouldn't miss the opportunity when Sue offered to fly her in the Cessna 150.

As usual, Clyde's wood fire pizza oven was churning out delicious pizzas. A few ladies had a relaxing treat in the massage chair. Jane's kids had a great time in the pool.

And the rest just tell pilot jokes!

Click here for more photos on Facebook >

<https://goo.gl/3ZKRSN>



IVAN DANIEL THE **STORM** OF THE CENTURY

My advice to anyone contemplating buying a plane, take someone with you who has more skill and knowledge than yourself as the stress of the process will do some weird stuff to you and by doing so, will prevent you from thinking straight!

Sitting here writing this and remembering it was around August last year when I was looking through the RA Aus members market and saw a Storm 300 advertised. It was one of those moments when you see something that catches your eye, starts the mind thinking, "that's a nice looking piece of kit, I need to know more!" In these modern times when you need to know more and no one is handy right at that moment, who do you ask? Well it's obvious, Google of course!

I typed Storm 300 into trusty old Google and Google not only found a match but also another Storm similar hours but with a couple of added features and in all places, Gumtree. The pictures on the web didn't do her justice.

The interest was there but I needed to know more so back to Google for more research. The company which designed and manufactured her is SG Aviation, ticked all the boxes. 25 years in existence and still making planes, although the 300 is an older model. The difference between her and the newer model is a slightly different tail and retractable under carriage. The 300 is an Italian design and Italy has a habit of designing nice looking machinery.

Upon further investigation I found that plane had been advertised for quite some time so I thought I would offer a low bid and see what sort of bite I might get. I waited, a day, then another day then another, no reply, so I called,. Bill the owner at that time rejected my offer and was pretty firm on what he wanted. I was dejected but I thought, well so be it.

September came and went. October came and went. It was late November when I was steered back to the advertisement in Gumtree, the price had come down by \$5,000 but still \$7,500 above what I had offered. I thought ok I'll try again. I increased my offer, and again waited. The reply was that I would have to come up more. OK one last offer. After that I am out if he doesn't accept. He accepted the offer. The reason I made the offer without inspecting it first was that the plane was down on the Yorke Peninsular in South Australia and I didn't want to make a trip without knowing that I could get it for the amount that we could possibly both agree on.

THE ITALIAN BIRD

The next step was to embark on the inspection trip. As it turned out the day I was to inspect the plane was the day of my father's 90th birthday. My father passed away in 1997 but as a young man, dad wanted to join the Air Force during WWII. He qualified as a navigator as he was exceptionally talented at mathematics, but alas his dream was denied by his father who got permission to keep him home on the farm in Gulnare South Australia. Dad hated being on the farm. His dreams were in the skies.

Edithburgh is a 2.5 hr drive from Adelaide. I headed off from my motel at 6.00am so I could get to the plane and have the full day inspecting it. Finally arriving at the owner's place, I was met by Bill. Instantly I knew I had met a unique Aussie country character, a classic of a bloke. Within the first half hour, not only had we had a cup of coffee but I had seen the plane and Bill was keen to demonstrate some of his other toys. First was his home made tennis ball bazooka that was capable of launching a tennis ball approximately 300m which surprisingly his border collie returned in about 3 minutes. Then the school bus came roaring past on the dirt road throwing dust everywhere and blasting its air horn. Bill's response was, "bugger he

beat me!". He instantly grabbed a 9kg gas bottle which he had jimmied up so he could fill it with compressed air and attached to it was a solid brass air horn from an American railway diesel locomotive. He let it rip. I swear you could hear it miles away.

We then got down to the serious stuff of taking the plane for a fly. We pulled the plane out of the shed and hooked up the tow vehicle, a modified ride on lawn mower!

We were up in the air for around 30 to 40 minutes. After landing, I searched everywhere for possible hidden nasty bits. As far as I could see there wasn't anything scary lurking.

After spending 8 hrs with Bill having lunch and inspecting the plane, I left thanking him for the opportunity to inspect the plane and telling him that even if I didn't buy the plane it was worth the trip just to meet him but I wanted a little more time to think it all over. He was fine with that.

Three days later I rang him and told him that we needed to get the plane checked by an L2 to make sure that everything was fine and if he could ... mark her as SOLD.

Mick Wright an L2 from Adelaide was engaged to do a pre purchase inspection, but a delay in the process had arisen. Bill's wife needed an operation on her eyes and Bill needed to be with her during the convalescence. I told Bill that everything was fine and we would start the process after Christmas.

Meanwhile, I had to make do with my blow up Christmas airplane.



The day came for the inspection, I was trying to keep myself distracted that day but I was getting anxious wanting to know how everything went. No phone call and no email from Mick. I called Bill and he told me that the inspection day had been moved to the day after next as Mick was busy on another project. Back to more anxious waiting!

Finally! Inspection day! I rang Bill to get some information. I don't know who was more relieved, Bill or myself but the word was that the plane had passed and had been given the thumbs up with the most important part being that there was no corrosion inside the structure. The following day I called Mick Wright to confirm what Bill had told me. I spent probably 20 minutes on the phone to him asking him

everything I could possibly ask. The response from Mick when I told him what the purchase price was that I was getting "a bloody great buy!"

During this entire process I had mentioned my intentions to purchase the Perfect Storm to a few members. Alan Bradtke had offered to help with the pick up of the plane, which for the rest of my life I will be eternally grateful and even now still find overwhelming. The original plan was that we were going to take his RV12 to Edithburgh and then fly back as a loose pair. As time got closer and plans were discussed the final idea of flying down there on a commercial flight and Alan sitting in the plane helping sharing the flying was brought up and agreed to as the best plan. I was to find out during the flight back, that indeed this was the perfect plan ever!

THE PERFECT PLAN

Keeping an eye on the long range weather forecast a window of opportunity was found so the search for motels for a night's accommodation began. It was nearly more difficult to find accommodation than it was to get a window of suitable weather, but finally I found a motel and the accommodation was booked and also the one way flight was arranged. Bill had agreed to pick us up from Adelaide airport.

On the flight to Adelaide on 14th January 2016, we got to Port Macquarie airport and found that Ray and Veronica Lind were on the same flight to Sydney. They were on their way to Sydney to pick up Veronica's new Audi. As it turned they were to face a storm of the nature type. A bad weather cell was smashing Sydney to pieces chasing them back home. In the mean time we continued to Adelaide arriving at approximately 1.00pm S.A time.

Bill was waiting in his car just a minute away from the airport when we arrived. He picked us up and we commenced the 2.5hr drive to Edithburgh. We stopped in Port Wakefield at a couple of local shops for a coffee and a bite to eat. It was actually one of the shops that Bill collects used cooking oil. Another of Bill's hobbies is producing bio-

diesel from this waste product. He uses it to power his Ford Trader truck!

We continued to Edithburgh, checked in at the motel and then headed off to Bill's farm five minutes up the road from the motel. Upon arrival at the farm we opened up the shed to begin the process of preparing the plane for some familiarity flights by both myself and Alan with Bill as the instructor. During my flight, I became air sick and had to use one of the air sickness bags. We landed, got out and handed her over to Alan. As I watched Bill and Alan flying around doing some circuits my mind was racing, thinking and hoping that I would be ok during the return flight. Alan and Bill landed and we put the plane away so we could head back to town to get dinner and settle down for the night. With my stomach still not right I managed to eat a single piece of pizza.

During the night I was woken by the sound of the howling wind planting yet another seed of worry. I was concerned but managed to get back to sleep. The morning came and Bill arrived to take us to the farm. We stopped for breakfast on the way.

We got to the farm opened up the shed to find that during the flights the day before we had managed to run over a three corner jack which had punctured the right tyre. Bill had a spare tube but upon inspection we found that the tube had a tear in it. A phone call from Bill to his neighbour who is also a aviator, organised a patch to be brought over. So I began the task of removing the tyre in readiness for the patch. The neighbour arrived and we began repairing the tube.

While the neighbour was there, Bill told the neighbour that our intended flight plan for our return was initially involved flying over 40 miles of water. After being told by Bill and his neighbour that local fishermen in their 15 to 18 foot boats, regularly see great white sharks bigger than the boats they are in, both Alan and myself decided land was a much better option.

With the tyre repaired and the plane prepared and loaded with fuel and spares, it was finally time to head off. A final goodbye to Bill and thanking him for everything he had done we taxied down the dirt strip, turned, made our radio call and then opened up the throttle. There was a cross wind from the west but we

THE PERFECT STORM

were off the ground and on our way, finally!!

About 30 minutes into the trip the air sickness returned, it was at that moment the plan of having Alan there with me was priceless. He took over the flying as I was feeling pretty ordinary. We continued to Mildura which was the first planned stop for some more fuel and a break. We had lunch which for me was a couple of slices of toast to try and settle my stomach for the next leg to Naromine.

Back into the plane and off to Naromine, about 20 minutes into this leg my stomach decided that it didn't want the toast. The air sickness now was not only making me feel awful but also drowsy, with Alan flying the plane and my mind alternating between don't go to sleep and what have you done buying a plane when you feel like crap, the drowsiness worn off and I fell asleep for about 90 minutes. Alan has a photo of me asleep resting my head on my hand. I woke up feeling not too bad but sure enough the sickness came back and there was nothing left so I now faced approximately 40 minutes of being sick with nothing but bile left. Happy days, NOT!!

Keeping any eye on OZ Runways on Alan's iPad, I cannot relay the relief when I finally saw Naromine on the screen. We landed at Naromine which marked the end of first day and we were 75% of the way home. We put the plane to bed and made our way to the cabins at the airfield.

I got to my cabin, stripped off and jumped into the shower in an attempt to try and feel somewhat human again. It worked enough for me to be able to eat dinner which I knew I needed to do to get my energy back for the next day. Dinner was at the Naromine Aero Club facilities which I must say are impressive and the people there were friendly. I also found that I have as much luck there with meat raffles as I do with our club and I couldn't blame it on Rod Davidson as he wasn't there! We went back to our cabins and settled in for the night.

Morning came, breakfast eaten, plane topped up with fuel, Alan made a call call to Cookie to get the low down on the weather at Port. The report was that if we could get over the mountains there were enough patches to get back down at Port. We got into the plane and took off for Port, myself flying with a refreshed body and mind, I was telling myself that I can do this.

HAPPY DAYS NOT!!

2 hrs into the final leg, I handed the controls over to my main man Alan again not because I was sick but because the weather and conditions dictated that Alan was the man for the job at hand. Finally with Alan at the controls, the coast appeared. It was the greatest sight ever as it marked that we were now within reach of the CTAF that is Port Macquarie. Any feeling of anxiety was over taken by relief and excitement that we were now home. Alan lined us up for down wind join of runway 21. With rain now hitting the screen we turned onto base and then final. With a crosswind from the west Alan put us down on the ground safely.

The control was handed back to myself. We back tracked and made clear of the runway to taxi back to the club. The site of the two girls, my lovely Diana and Alan's Debbie plus the other members of the club who were there was terrific to say the least. The plane, inspected by everyone. We unloaded our gear and put the plane into Terry's hangar for the night.

The next day both Alan and myself returned to the plane to head off to Camden Haven for a few circuits as Alan wanted to make sure

that I was good to go on my own. One circuit at Port and then three at Camden Haven we headed back to Port Macquarie with Alan happy.

My lovely bird now resides at Camden Haven. If Port Macquarie is God's country, then Camden Haven is his personal playground. Congratulations to the boys from Camden Haven, you guys have something truly special there.

I would like to thank everyone involved with the process, all the members who have provided their advice, opinions and knowledge, you just can't get that anywhere it comes from people who truly care.

Alan Bradtke, I will be forever in debt to you for everything you have done. Your skills and patience are second to none.

Bill Bayley, the previous owner, thanks mate you are a true gentleman, as honest as the day is long. Your word is true and genuine.

My advice to anyone contemplating buying a plane. Take someone with you with more skill and knowledge than yourself as the stress of the process will do some weird stuff to you and by doing so, will prevent you from thinking straight!

By the way, I haven't been sick since, yippee!!!! See what I mean about stress, it will get you one way or another.

Ivan and Diana

Proud owners of Storm 19-3848



THE STORM OF THE CENTURY

EVENTS

HASTINGS DISTRICT FLYING CLUB



FLY/DRIVE IN + PILOT PROFICIENCY DAY

Sat, 13th Feb from 9 am at Camden Haven Airfield with optional overnight stay

\$10 per head for BBQ lunch

\$10 per head for outback breakfast

[REGISTER HERE >](#)



RESTAURANT NIGHT

Sat, 12th Mar from 6 pm

Details will be provided later

[REGISTER HERE >](#)



PILOT PROFICIENCY DAYS + BBQ LUNCH

20th Mar, 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

✈ Happy Australia Day 2016 ✈



Thank you Rod and Di for hosting members of
HDTC and Mrs York's Garden this year!



More photos on Facebook > <https://goo.gl/Wbfmbj> and
<https://goo.gl/IMbZeV>

CAPTION THIS



Fox trot, a dance - Doug Ross

Seeing double - Veronica Lind

I'm glad we're sniffing noses and not bums - Sue Stubbs

Mirror mirror on the wall. Who is the fairest of them all - Doug Ross

Well, hello there, Foxy Lady - Vicky Whitfield

Kissy, kissy, now let's make up - Lyndal Coote

Are you my twin? - Stephanie Pursehouse

Interesting set of bookends - Mark Watson

This airfield ain't big enough for two of us. Someone's gonna have to leave! - Robert Small

Wow! We've never been kissed like that before - NEVER! - Jon Maguire

So ... what does it take to turn YOUR propeller! - John Hayler

VOTE FOR THE BEST CAPTION ...

AIRCRAFT WASHING Roster.

Fortnight Beginning	Team	Phone
11/1/16 to 25/1/16	Glenn Cleary	0409485688
	Mary Pavicich	0419693617
	Caleb Butterfield	0473070177
25/1/16 to 8/2/16	Ed Godschalk	65844339
	Lachlan Davidson	0447290067
	Matt Kneipp	0408698833
8/2/16 to 22/2/16	Craig Whiting	0406025416
	Mike Wilkinson	0487958110
	Lachlan Kirwan	0419498521
22/2/16 to 7/3/16	Russ Delforce	0414710440
	Jan Burgess	0450223446
	Ross Allen	0404207199
7/3/16 to 21/3/16	Steve Smith	0405775192
	Mitchell Paterson	0423986369
	Gavin Law	0413946464
21/3/16 to 4/4/16	Dave Toulson	0418668355
	Rod Davison	0419632477
	Patrick Barltrop	0497073743
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.

LUNCH Roster.

29 Jan 2016
Steve Smith
5 Feb 2016
Bruce Dunlop
12 Feb 2016
Matt Connors
19 Feb 2016
Richard O'Neil
26 Feb 2016
Rod Farley
4 Mar 2016
John Hayler
11 Mar 2016
Dennis Stacey
18 Mar 2016
Rod Davison
25 Mar 2016
Alex Pursehouse

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

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

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) - \$85 - 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

Student pilots should provide their details to the CFI Ray Lind at cfi@hdfc.com.au

Details required include:

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

WELCOME NEW MEMBERS

MAX WHITEMAN (social)

JUDY HODGE (flying)

TRISTAN STEVENTON (flying)

ALEXANDER MCGEE (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 (no more than 200 words) to 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
Facilities Manager	Craig Whiting T: 0406.025.416 E: craig.whiting@mac.com
Members Induction	Ed Godschalk T: 0400.220.881 E: egchalk@gmail.com
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



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.



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