

PROPwash

Hastings District Flying Club NEWSLETTER

President's Report

September 2012



EXPERIMENTAL

Welcome to a new year for our flying club. Peter Ford and Lyndal Cote have joined the committee, Richard Bentley and Gavin Roberts have retired. All others are the same as last year. Plenty of talent and commitment there. Committee

meetings are a fun way of knowing what is going on and having an influence. Next AGM sign up for your share of the fun.

This week I had the opportunity to address members of the Port Macquarie Rotary Club. I suspect just about everyone in the Hastings is interested in what we do and the Rotary Club members were keen to know more about happenings at the airport.

The airport upgrade is to go ahead albeit in two stages. Stage 1A will deal with all airside work which is to be funded by a grant of \$15M from the Federal Government. The land side part of the airport plan is back on the drawing board as CASA have announced their intentions to make Australian airports comply with International standard design. This requires a minimum of 300 meters of fly-over area along the runway. To allow such a wide fly-over area, airport buildings need to be relocated and the designated wetlands that border the runway are also in the way.

CASA is allowing a 3 year moratorium on compliance once Category 4C Jets (B737 and/or A320) are using the airport. In the period of the moratorium there needs to be an Environmental Impact Study undertaken. Stage 1A is likely to include closure of the grass runway and relocation of the helipad to the Western end of the grass runway. I made it quite clear to our friends at Rotary that, because of the constraints imposed by CASA, the introduction of direct flights to Melbourne and beyond is unlikely to happen in our lifetimes. In my opinion a farcical waste of \$15M and the closure of the cross strip demonstrates the short-sightedness of some council employees and politicians.

FPT is now available for GA pilot training with David Massey. I have investigated the insurance situation and found that ab-initio training is covered. To make the aircraft as safe as possible a seat restraint modification, supplied by Cessna US, has been fitted by George and Glenn.

The committee has accepted Chantelle Hancey's offer to produce our newsletter editor. Propwash is an important part of keeping members up to date with all sorts of things so if you have something interesting to say send it along to chantelle@essentialediting.com.au Chantelle's son Adam is one of our past scholarship students. It's a big THANK YOU CHANTELLE.

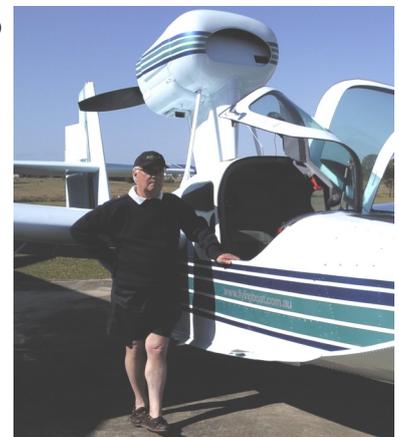
Christian Corse has purchased DUZ, a 1960's model C182. This will be available for club members to fly at a sensible rate.

The calendar of events is looking busy. Congratulations to Peter Ford and all who went to Palmers Island fly in. By all reports it was a fun weekend.

Lyndal and I are off to the US in September, ostensibly to attend a family wedding, but in reality to check out and fly a Coot Amphibian in Vancouver Canada.

In the meantime, enjoy the great flying weather, whilst it lasts.

Bill Cote



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Hastings District Flying Club operates at Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday—visitors welcome. Club membership is 75.00 (flying) and \$35 (social). The club owns three 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 pilot proficiency day 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 Pilots

August 2012 (8 pilots)

Flapless Forced Landing from 2,500'
 1st Mark Whatson 79, 2nd Ray Lind 78,
 3rd Bruce Dunlop 55

500' Circuit with Flapless Sport Landing
 1st Ray Lind 70, 2nd Rod Davison 67,
 3rd Bruce Dunlop & Bill Coote 60

Instrument Climb to 3000'
 1st Ray Lind, 2nd Bruce Dunlop, 3rd Rod Davison

Overall
 1st Ray Lind 231, 2nd Rod Davison 195, 3rd Bruce
 Dunlop

July 2012 (7 pilots)

Instrument Climb to 3,500'
 1st Ray Lind 90, 2nd Bruce Dunlop 82, 3rd Vaughan
 Durkin 79

Steep Turns
 1st Bruce Dunlop 80, 2nd Ray Lind 75, 3rd Vaughan
 Durkin 70

Forced Landing from 2500'
 1st Bruce Dunlop 86, 2nd Ray Lind 82, 3rd David
 Mitchell 80

Overall
 1st Ray Lind 2417, 2nd Bruce Dunlop 238, 3rd David
 Mitchell 201

June 2012 (8 pilots)

Blind Circuit with Straight In Glide Landing from 1200'
 1st Rod Davison 82, 2nd Mike Coulter 72,
 3rd Lyndal Coote 68

River Bash
 1st Bruce Dunlop, 2nd Bill Coote, 3rd Mike Coulter

Circuit with Flapless Spot Landing
 1st Bruce Dunlop 85, 2nd Rod Davison 80,
 3rd Bill Coote 45

Overall
 1st Bruce Dunlop 208, 2nd Rod Davison 205, 3rd Bill
 Coote 158

RAAus Pilots

August 2012 (6 pilots)

Forced Landing
 1st Bruce Dunlop 87, 2nd David Mitchell 58,
 3rd Rod Davison 47
 500' Circuit with Spot Landing
 1st Rod Davison 90, 2nd Bruce Dunlop 55,
 3rd Eddie Godschalk & Barry Williams 40

River Bash
 1st Peter Ford 652, 2nd Bruce Dunlop 59,
 3rd Rod Davison

Overall
 1st Bruce Dunlop 191, 2nd Rod Davison 171,
 3rd Barry Williams 121

July 2012 (6 pilots)

Blind Circuit with Spot Landing
 1st David Mitchell 126, Bruce Dunlop 110,
 3rd Peter Ford

River Bash
 1st Peter Ford 59, 2nd Glenn Cleary 56,
 3rd Bruce Dunlop 54

Forced Landing from 1500'
 1st Bruce Dunlop 83, 2nd David Mitchell 70

Overall
 1st David Mitchell 246, 2nd Bruce Dunlop 237,
 3rd Peter Ford 153

May 2012 (8 pilots)

Blind Circuit/Spot Landing
 1st Rod Davison 76, 2nd Jon Maguire 70,
 3rd Bruce Dunlop 68

Glide from 1000'
 1st Barry Williams 50,
 2nd Ed Godschalk & Bruce Dunlop 40

River Bash
 1st Barry Williams 59, 2nd Don Haldane 57,
 3rd Rod Davison 52

Spot Landing
 1st Rod Davison 75, 2nd Bruce Dunlop 45,
 3rd Barry Williams 30

Overall Winner
 1st Bruce Dunlop 201, 2nd Barry Williams 197,
 3rd Rod Davison 183

CONGRATULATIONS

Peter Ford
Private Pilot's Licence

Jimi Ludriks
Starting with Cathay Pacific in October

Eddie Godschalk
RAAus Pilot Certificate



David Ramage
First Solo

Bill Coote
Floating Hull Endorsement

ARTICLES FOR PROPWASH

If you have any articles, photos, information, trivia, or anything you think may be of interest to other members, just send it along in an email and I'll add it to the next edition.

Chantelle Hancey
Ph: 0438 204 417
E: chantelle@essentiaediting.com.au

Waiting for a Spitfire by David Cooke

2 November 1941.

Entry in Log Book of Pilot Officer Rolla Cooke RAAF, 23 years old, attached to 145 Squadron RAF Catterick, Yorkshire.

Aircraft: Spitfire II N7657.

Remarks: Attacks

Time: 50 minutes.

I conjure up the scene.

The Merlin engine starts and the pilot feels at once the hot blast of the exhaust past the cockpit. The noise. The vibration. Immediately the revs and boost register and the oil pressure climbs towards the green.

Take off. Bouncing on the grassy airfield. Slamming the perspex hood closed and selecting the undercarriage lever, curiously labeled "chassis", to the up position.

Wisps of cloud whip past the rain streaked canopy as he climbs at 150 knots. He cranes his neck left and right at the other aircraft rocking in formation on either side.

Ten thousand feet already, the oxygen is on and breathing is rapid as the coast slips by. Fear, pulse racing.

The dull, white-capped North Sea blends with the grey sky. There is the convoy ploughing along below to protect. The controller's metallic voice in the helmet, "Pimpernel aircraft, the "trade" should be bearing 080 and slightly below you".

Breathing heavier, rotate the gun button to unsafe.

Eyes squinting. Goggles down. This is what all that training was for, Tiger Moths, Wirraways and now the Spitfire. "OK, OK, I have them," the squadron leader's voice.

Little dots. Messerschmitts! Dorniers! Three thousand revs. Push forward on the stick. Black crosses flash past. Turn. Turn. Where are they?



Something with black crosses in front. Fire. Missed. Try to see behind. Neck hurting. Turn. Turn tighter. Is that a Spitfire or a Messerschmitt behind? Holes appearing in the wing. Turn. Turn. Sweat. Into the cloud and straight out. He's gone. More rain. Turbulence, vibration. Neck straining left and right. Aircraft. Sea. Cloud.

"OK Pimpernel aircraft, home time."

Is it all over? What happened? The oxygen mask is chafing. Which way? Follow the others. Dive for the coast. Two missing – who are they?

Rocket across the gentle dales of Yorkshire. Shaking, arms aching. Undercarriage down and bump on to the green aerodrome. Exhaustion.

Was that really fifty minutes? The propeller slows to a stop and the engine tinkles as it cools. Legs still shake as the ground crew come up to count the holes in the wing.



Waiting for a Spitfire by David Cooke (cont)

Rolla Cooke – fighter pilot.
24 June 2012.
Aircraft: Spitfire IX MH367.
Remarks: Handling.
Time: 45 minutes.

I am taxiing out on the green New Zealand airfield in a sixty-eight year old two seat Spitfire. All my flying life I have longed for this moment. The hot exhaust is blowing past my cockpit. I slide the canopy shut. We line up and I am pushed into the back of the seat. Gear up. 150 knots. Back to 2500 revs and plus four boost.

I gaze past the familiar elliptical wing with its camouflage paint and red and blue roundel. We are climbing over the beautiful hilly countryside. The clouds flash past. Shuddering. Turbulent. "Handing over," says the instructor. "Taking over," and my hands grasp the control column for the first time. Turning, turning left and right I look over my shoulder. For a big aeroplane it is remarkably light to handle. Slightly heavy on the ailerons but the elevator is very sensitive.

250 knots. I follow the instructor through a loop. The altimeter spins like I have never seen it do before. Into a roll, then a barrel roll.

Now, my turn.

Another roll and not enough forward stick. We plunge towards the sea and my mentor takes over.

A couple more and I am home. It is more like a fast Chipmunk to roll than the Vampire I flew in the Airforce. Pulse racing with excitement we roar along the green rainswept New Zealand coast and turn towards the airport. It is so easy to handle. I hand over to the instructor for the landing.

Was that really forty-five minutes since we took off? The elliptical wing dips on to final approach. All those years of wondering what a Spitfire felt like and now I know. As we touch down I have tears in my eyes as I remember the last entry in my father's logbook in an unfamiliar handwriting.

4 November 1941.
Aircraft: Spitfire II N7657
Remarks: Killed on this flight.

© David Cooke 2012



When the Instruments Die by Peter Conant—IMC Clubs Weekend Edition

Last week, a rented older Piper Arrow and I were scheduled to fly down to Martha's Vineyard for the afternoon to attend a memorial service for a dear friend. When the rental agency mentioned that the Arrow had been flown that morning with the pilot reporting an "erratic" airspeed indicator, I decided to first take the plane around the pattern and check out the situation. I was glad I did. Low clouds were marching across my route and I considered filing IFR, although the bases were above 4,500 feet AGL and it was good VFR beneath with light winds. But I was not going anywhere, in the clouds or beneath them, without first having some confidence that the instruments were solid.

The pre-flight inspection showed no issues with the pitot tube or static ports, but how much can one really see? Firing up the IO-360, I noticed the gear lights on the panel were not illuminated (!) and as I taxied out I told the tower I was going to do one circuit of the field to see if I could get them to go green. Circuit breakers were all in place and I could not figure out what was wrong. Maybe a burned out bulb? But not all three together! The run-up was routine except that I have never sat in a retractable gear airplane on the ground without seeing the gear lights. Very strange.

On takeoff, the airspeed indicator seemed to be functioning normally, at least until I got to several hundred feet in the air. Then the needle proceeded back down toward zero and the VSI told me I was not climbing. Hmmm. Raising the gear, I saw the "in transit" light was working. And then the altimeter stopped advancing. At what I estimated was 500 feet AGL I turned left crosswind.

Stop tape for a minute. Let's review. We are so accustomed to glancing at the dials to confirm our speed, altitude and rate of climb that when these fail, not only is it a TOTALLY unexpected event but our tendency (my tendency) is to BELIEVE them, even when we can plainly see that the plane is performing just as it should. I had to fight the tendency to push the nose over and gain airspeed. And the instruments were not failing all at once: the airspeed came back up, wiggled around a bit and then indicated 30 knots. It's not as easy as you might expect to ignore an instrument that is erratic. Note to self: bring some post-it-notes next time, EVERY time, to cover the offending and potentially malicious malfunctioning devices!

Resume tape. At what I thought was 1,000 feet AGL on the downwind, I pulled the throttle back to 20 inches but could not avoid watching the airspeed and altimeter dance up and down. Abeam the threshold, power back to 1,500 RPM, one notch of flaps, gear down: and still no lights. I could feel the plane's shudder and reaction to the gear extension but had no visual confirmation. I told the tower I had lost airspeed and altitude indications and had no way of knowing if the gear was down. Tower said "The gear appears to be down, do you want any assistance?" I didn't think the fire trucks would be much help and told them no. Turn base, one more notch of flaps, GUMPS check: Gas (pumps, tanks, gauges) Undercarriage (I sure HOPE it's down) Mixture rich, Prop full forward, Switches and Seat Belts, Flaps. I considered using the emergency gear extension lever but I had my hands full and really, REALLY wanted to be on the ground rather than go around and troubleshoot the problem. Turn final, one more GUMPS check, estimate 70 knots without airspeed indicator confirmation, full flaps.

The landing was a bit firm. Which was just fine with me. So, what have we learned, class? This was not an emergency but easily could have been one if I had decided to venture into the clouds without first assuring myself that I had all the pitot-static instruments working. It did not seem very scary to me as much as it felt just, well, WEIRD. But later on I realized something I'd never thought about in all my thirty-three years of flying.

And that was this: What in the world do we do if we lose our ALTIMETER in the clouds? It is perfectly possible to fly the airplane and stay upright without an airspeed indicator. After all, we know the performance parameters and climb characteristics with different power settings and attitude configurations, and we have the turn coordinator which is electrically driven. But without a working altimeter, how can we ever get down safely? Did I even think to cycle the alternate static switch? Did I even check to verify the location of the alternate static source? Duh. No way. I read somewhere that breaking the VSI instrument face to gain an alternate static source is a good choice if needed. I didn't think things were that desperate, though.

When the Instruments Die by Peter Conant—IMC Clubs Weekend Edition (cont)

So what was merely an inconvenience could have been a much, much more serious situation if I had been in the clouds when this happened. So several things occur to me now that I will religiously use as check items before every IFR flight.

First, the only way to confirm that all systems are working is to first fly the pattern in good VFR to make sure the panel is fully functional. This is now my mantra prior to EVERY IFR flight. What takes an extra ten minutes could save you being part of your own memorial service. What a simple idea! I think everyone should do this before venturing into IMC. I may even patent the idea.

Second, bring a portable GPS with an ALTITUDE FUNCTION to back up the pitot-static instruments. Even my lowly Lowrance 2000 has a poor man's version of digital display tapes which give a useful altimeter indication derived from the satellites.

And third, realize that complacency breeds a false confidence. The more we fly and things don't go wrong, the closer we are getting to the point where they WILL go wrong. Those poor Air France pilots, taking off from Brazil over the Atlantic toward a thunderstorm, probably had never seen all three altimeters and airspeed indicators ice up and fail simultaneously. Did they have a GPS backup or an AHRS system to rely on? I do not know the answer. But you can count on the fact that I will always, always, ALWAYS make sure things are functioning properly before entering the clouds, and will have additional instrumentation to protect me when things break. And post-it-notes to cover them up so I don't have to look at them.

IMC Club provides organised 'hangar flying' focused on building proficiency in instrument flying. It's the only organisation of its kind. A subscription is only \$3 per month for those interested. Check it out at www.imcclubs.org. Thanks to Fred for submitting this report which he notes gives real life context to the loss of primary instruments, and is something our club practises on proficiency days.

All Yer Flying Jokes in One Spot: Aviation 101

If God meant man to fly, He'd have given him more money.

A fool and his money are soon flying more airplane than he can handle.

It's easy to make a small fortune in aviation. You start with a large fortune.

Flying is not dangerous—crashing is dangerous.

The probability of survival is equal to the angle of arrival.

Gravity never loses! The best you can hope for is a draw!

Takeoffs are optional. Landings are mandatory.

Try to keep the number of your landings equal to the number of your takeoffs.

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great' landing. It's one after which you can use the airplane another time.

There are three simple rules for making a smooth landing: unfortunately, no one knows what they are.

Good judgment comes from experience and experience comes from bad judgment.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.



THE ANNUAL GLOUCESTER AERO CLUB FLY IN

Fancy a relaxed weekend in the country?

Want to enjoy aviation with others who share your passion?

Bring the family, bring a friend or just come along and meet new people. Maybe you could bring along a young person who is training or has an interest in flying.

For the last 4 years the aviation community has come together for flying, food and drink in a wonderful display of friendship at Gloucester and to view all forms of aircraft from micro lights, antique planes through to helicopters. This year our small aero club is again sending out its invitation to invite you to this relaxed weekend of flying enjoyment.

We are pleased to advise that Paul Bennet of MaxxG will be putting on an aerobatics display of head spinning enjoyment. This will be complemented by static and active model aircraft displays.

Gloucester is west of Taree in a really lovely part of NSW. It's worth a visit anytime, but especially on the weekend of 10th / 11th November 2012. It's open to anyone who can beg, borrow, or scam a ride in any sort of flying machine, car, train or push bike.

We're planning lunch on Saturday and a dinner on Saturday night with a large bonfire around which lie telling will be encouraged. There'll be brekkie Sunday morning before departing at your leisure.

We have a lovely clubhouse and camping facilities available (shower, toilets, kitchen) plenty of soft grass or hangar floor and there's a Motel or two in town if you'd prefer (book early as Gloucester is a tourist mecca).

There'll be a nominal charge for landing, camping and meals as well as a chance to contribute to our chosen charity, the local Westpac Rescue Helicopter.

We'd appreciate responses by Monday 5th November for catering.

Feel free to call or email us,
Andrew Edwards
Home (02)9939 8552
Mob 0416 240949
Email eddybecs@optusnet.com.au

Glenn Wilcox
Mob. 0407 949 683
Email: gawilcox@blayney.nsw.gov.au



Bacon and egg rolls around the rubbish bins for Anne Haylor, Marite Jansons, John Hayler, Bill Coote and Steven Smith at the working bee on 25 August 2012.

PRICES (incl GST)

FPT hire	\$180.00/hr
Foxbat/Eurofox hire	\$110.00/hr
TIF	\$80.00
Flying membership	\$75.00
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

FOR SALE

2 PAIRS OF DAVID CLARK HEADSETS

David Clark headsets set the industry standard for passive noise cancelling at the high end of the market.

David Clark H10-30 Pilot's Headset: The gel earmuffs have gone soft and need replacing (\$25 on eBay). Otherwise, the set is in excellent condition. This is a good entry level headset for you or your passenger. A bargain at \$125.

David Clark H10-40 Pilot's Headset: This is the one with the Electret Mike and it really is in tip top condition. You won't be disappointed. Another bargain at \$200.

Go on, twist my arm then. Both sets for \$300.

If you are not happy with your purchase I will give you a full refund. No questions asked. This refund applies up to 3 months from date of purchase.

Contact Bob Needham on 02 6585 3418 or bobneedham@induna.id.au or see him at the club most Friday evenings and Sunday mornings.

BAR ROSTER

October

5th Gavin Roberts
 12th George Northey
 19th Ray Lind
 26th Jack Terp

November

2nd Bill & Lyndal Coote
 9th Glenn & Marite
 16th Peter Ford
 23rd Richard O'Neill
 30th Rod Farley

December

7th Bruce Dunlop
 14th Rod Davison
 21st Barry Williams

CALENDAR

20th October
Tri-Club Competition
 Royal Newcastle Aero Club
 Rutherford

3rd November
Race Night at Clubhouse

10th/11th November
Gloucester Fly-In

1st December
Presentation Dinner

NEW MEMBERS MAY-AUG

Joshua Barnett
 Nathan Boyle
 Roy Cousins
 Russell Delforce
 Wayne Duncan
 Alice Haworth
 Anne Hayler
 Sue Hill
 Tim Hitchins
 Matthew Johnson
 Fred Lips
 Matthew Mullins
 David Ramage
 John Ross
 Steve Smith
 Andrew Spalding
 Wayne Vardanega
 Dylan Williams
 Terry Williams

HDFC COMMITTEE 2011 - 2012

Bill Coote - President/GA Operations

Ph: (h/w) 6559 9953 (m) 0428 599 953
 E:bill@becominghealthy.com.au

George Northey - Vice President/Ultralight Operations/ CFI Recreational Operations

Ph: (h) 6582 7997 (m) 0414 956 665
 E:gn@hdfc.com.au

Rod Davison - Vice President/Activities Coordinator/PR

Ph:(h) 6585 3835 E:roddi194@yahoo.com.au

Lyndal Coote - Treasurer/Public Officer/Website

Ph: (h) 6559 9953 (m) 0427 116 372
 E:lyndal@scootermarketing.com.au

Ray Lind - Club Captain/Senior Flying Instructor

Ph: (h) 6582 0830 (m) 0428 820 698
 E:lindflight@hotmail.com

Bruce Dunlop - Secretary

Ph: (w) 6559 5444 (m) 0414 594 223
 E: bruce@brucedunlopcomputers.com.au

Marite Jansons - Clubhouse Manager

Ph: 6585 1555 E: maritej@bigpond.com

Glenn Cleary - Hangar Manager

Ph: 0409 485 668 E: glennpc@bigpond.com

Peter Ford

Ph: 6582 0846 E: pford@mac.com