

PROP WASH

HASTINGS DISTRICT FLYING CLUB NEWSLETTER

The Australian International Airshow 2015 p 9





Ed Godschalk

E: editor@hdfc.com.au

Editor's Notes

Hello aviators, friends and families of the Hastings District Flying Club! Welcome to the 2nd edition of the 2015 Propwash. We have been really busy in the first quarter of the year, so check out all the stories here. Again, we at Propwash are always looking for any items of interest to be contributed by our members, so feel free to contact me if you have anything to share. Happy reading and safe flying!



Veronica Lind

E: marketing@hdfc.com.au

HDFC Timeline - Do you know what happened in April?

In 1981, Jim Munday who was flying a Piper Commanche had to do a forced landing, crashing on the plane's belly. Luckily, no one was injured.

During Anzac Day in 1993, Vern Polley, Harry Bellot, Doug Radford, Terry Green and Cedric Stephens did a dawn fly past for the Anzac Service at Port Macquarie and Wauchope.

Tim Hitchens did his First Solo in 2013. Read his story - <http://goo.gl/WQfK0z>

HDFC Timeline - First Quarter 2015



A very rainy Australia Day - 26 January 2015.

More photos on Facebook - <http://goo.gl/xxcbYv>



Working Bees - February 2015.

More photos on Facebook - <http://goo.gl/3Ucxwt>



Camden Haven Day Out hosted by the Needhams - 31 January 2015.

More photos on Facebook - <http://goo.gl/vxX0Lw>



Rod Davison

President's Report

Much can happen in three months and that is certainly the case with our club since the last Propwash.

In January George Northey was an important pillar of our club. He devoted much of his time fulfilling his duties as HDFC CFI and maintaining our aircraft. Then George's life took an unwanted and unexpected twist. He was found on his Lake Innes property in a disorientated state suffering amnesia. Clearly this event has had a major impact on George's life and also on our club.

In recognition of George's huge contribution, our club conducted a 'Helping George' campaign during March and April. The response was tremendous and I would like to thank all who came on board with donations and support of fundraising activities. It certainly reflects the respect and friendship George shares in our club and the wider community. We all hope and pray George makes a full recovery. Read more about the "Helping George" campaign on page 31?

Meanwhile we have strived to maintain normal club operations. Neil Schaefer, RAAus Assistant Operations Manager interviewed and flight tested Ray Lind who is now the new CFI. Congratulations Ray.

During his visit Neil performed an audit on our Flight Training Facility and was very impressed, with only a few recommendations for improvement. Prior hard work headed by Ray and Steve Smith on the flying side along with Glenn Cleary and Alan Bradtke with maintenance ensured a tick of approval from the governing body.

Well done all round.



With George's sudden illness comes the realisation how vulnerable the club can become with the incapacitation of key personnel. It is vital for the long term survival of the club that we look to the future and ensure systems are in place whereby new people are trained to fill key roles. Flight instruction and aircraft maintenance are two such areas. With this in mind I would love to hear from anyone interested in obtaining an RAAus Instructor Rating or becoming a Level 2 aircraft maintainer.



Ray Lind, newly appointed HDFC CFI with Neil Schaefer, RAAus Assistant Operations Manager

John Hayler and I attended an airport stakeholders meeting in March. Council presented the new site and hangar leases as well as an update on the airport master plan. The lease stipulates a maximum tenancy of 5 years for GA1 sites and 5 plus 5 years on GA2 sites. We stressed the HDFC was a not for profit community organisation deserving of special consideration and were assured this would be the case.

Council are also presently preparing a grant application to upgrade the terminal.

However, long term the plan is to build a new terminal in the vicinity of the current weather station. Environmental constraints are a major concern and much of the current work is in overcoming these hurdles for future development.



Rod Davison

President's Report ... con't

I also attended the monthly meeting of the Hunter Valley Recreational Flyers at Cessnock aerodrome in early February. It is an impressive set-up with a clubhouse and eight hangars owned by various syndicates. About 50 aircraft call it home. They are a friendly bunch sharing the same passion and concerns. Notably, the aging pilot population comprising the flying club scene does not auger well for the future of these establishments.

Meanwhile, the HDFC will continue to encourage the younger generation into aviation through its scholarship scheme in the second half of this year. However, the committee recently decided to offer another separate scholarship to Joanna Oreb.

Joanna recently soloed at age 15 under the guidance of her grandad instructor, Bob Needham. Her display of the required manipulative skills, mature attitude and motivation to succeed weighed heavily on our decision. Also her family support and contribution to the HDFC over a long period was recognised. Good luck Joanna.

New IDAFE is an organisation catering for disabled students. The HDFC was pleased to host a recent visit allowing the students to inspect our facilities and aircraft at close range. Again it was great to see the interest and enthusiasm aviation can generate in the younger generation when we care to reach out.

HDFC reached out to the wider community with an excellent article in the latest Focus magazine. This followed hot on the heels of the club featuring in the Australian Flying magazine article entitled 'Strangers on the Flightline'. Thanks to Ed Godschalk for organising the Focus article. Scott, the author did a fantastic job promoting the club in a positive light. Read the Focus article here - <http://goo.gl/SMvZ2r>

Communication in our club is at an all time high thanks to modern technology. The need for a quarterly Propwash newsletter has been questioned. The committee has decided to continue its production for the near future but I would like to hear member thoughts.

Do you want Propwash to continue?

Send your thoughts to president@hdfc.com.au or post your comments on our Facebook Group with a hashtag #Propwash

If you have not joined HDFC Facebook group, here's the link - <https://www.facebook.com/groups/HDFCgroup> This Facebook Group Page is reserved for communications amongst HDFC members and is separate from the HDFC public page.

Our Foxbat is now 5 years old. That means mandatory replacement of all hoses and carburettor maintenance. This is the reason many of you missed your flying during the last couple of weeks. Inconvenient I know, but very necessary. Glenn Cleary and Alan Bradtke have worked tirelessly to ensure the aircraft complies with all regulations and was returned to service as quickly as possible. An unserviceable aircraft makes one realise how much flying the club actually performs. Our aircraft are vital and we need to look after them.

Congratulations



Jack Kalchbauer
First Solo
12 January 2015



Grahame Smith
RAAus Pilot Certificate
17 January 2015



Chris Watt
RAAus Pilot Certificate
28 February 2015



Tim Amor
First Solo
6 April 2015

President's Report ... con't

Finally, more well deserved recognition and congratulations.

- Veronica Lind is a marketing machine! Her volunteer work for this club is unbelievable. The very successful 'Helping George' campaign came to life through Veronica's expertise.
- Mary Pavicich has produced panel posters of our two aircraft. These are now an important resource in aircraft familiarisation and flight training. Her photographic record of Avalon Airshow 2015 was also top notch.
- Numerous busy bees helping in the recent working bee. It is gratifying to witness the positive spirit that permeates our club.
- Recent social activities such as the Australia Day BBQ, Camden Haven Valentines Weekend, and the Waterfront Restaurant night happened due to the organisation of many club members. Deserving particular mention are Alex and Stephanie Pursehouse as well as John and Anne Hayler.

Thank you everyone for this great club to which we belong.

Safe and enjoyable flying,

Rod
E: president@hdfc.com.au



On the morning of 13 March 2015, Amber and Peter Ford welcomed Eloise Laurel. Their little darling girl is very healthy and doing really well. Weight 3.4kgs (7.6lb) and length 48.5cm.

Our heartiest congratulations to the Fords!

Ed Godschalk, Bruce Dunlop, Craig Whiting and Caleb Butterfield
Constant Speed Endorsements and Conversions onto the mighty Flight Design CTLS
February and April 2015

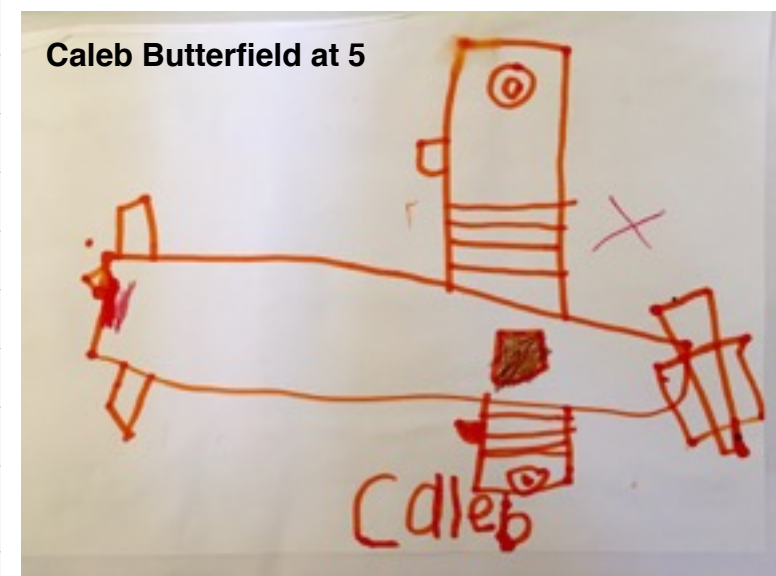
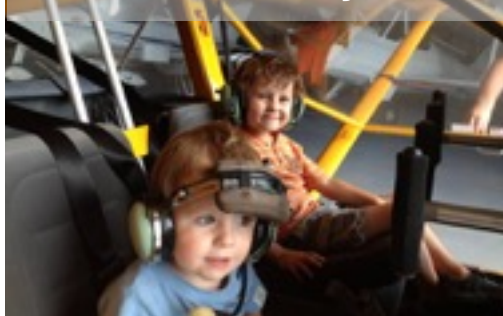
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Most pilots dream of flying since they were very young.

Here are some of those moments.

Send your Aviation Dreams photos to marketing@hdfc.com.au

Noah and Darcy Lind



Captain's Report



Ray Lind

E: captain@hdfc.com.au

IMPORTANT ACTION REQUIRED - Check that your RAAus membership is current:

From our recent Flying School audit, we have been requested to check ALL pilots RAAus membership currency. Please scan or photograph your membership card and email to CFI@hdfc.com.au. You could also see Ray Lind at the club to photocopy your card, if that is more convenient. It is illegal for Pilots with non current RAAus membership to fly RAAus registered aircraft. Pilots can update or reactivate their RAAus membership by submitting this form.

Link to form --> <https://www.raa.asn.au/wp-content/uploads/2012/02/Application-for-Membership-reactivation-Nov-2014.pdf>

Pilots are urged to also update their flight information on the clubhouse whiteboard after each flight.

We had a disappointing response to the abandoned Navigation Trial exercise for this year. The weather did interfere with one possible participant and time constraints influenced another but this trend is also starting to occur for our Pilot Proficiency Days. The truth is that we have a very limited number of current and experienced pilots who are able to carry out these exercises. HDFC has become a very successful Flying Training School but our pool of experienced pilots has diminished greatly over the years. What we really need is for our newly qualified students to gain in their experience by participating more frequently in the club activities. Remember our flying activities are designed to improve piloting skills and to aid in the confidence and competence of all pilots. Please take advantage of the discounted flying for all of these Flying Days and at the same time learn and enhance your important skills.

Our Pilot Proficiency Day flying continues to cost each pilot only \$100 an hour so with each exercise lasting about .5 of an hour, it makes it a very inexpensive way of keeping yourself totally current. Also, with our absolute emphasis on perfect landings now rather than focusing on box scores, we have decided to use the CTLS in these exercises as well but only for those pilots who have received their endorsement.

January 2015 Pilot Proficiency Day

For our bright, sunny flying day we had six (6) pilots carry out the flying activities. We commenced with a low level bad weather circuit combined with a Spot Landing followed by the River Bash coordinated flying exercise at 600'. We then climbed to 2000' for our return to the field and finishing with a Forced Landing. All of these points go towards the Annual Results for our Pilot Proficiency Days and our annual trophies.

Low Level 500' Circuit

1st Glenn Cleary, Rod Davison 70pts, 2nd Ray Lind 65.

River Bash

1st Rod Davison 57, 2nd Caleb Butterfield 56, 3rd Bruce Dunlop 53.

Forced Landing (A020)

1st Rod Davison 69, 2nd Jon Maguire 49pts.

Captain's Report ... con't

Overall our highest scoring pilots were:

1st Rod Davison 196, 2nd Ray Lind 145, 3rd Jon Maguire 140.

February 2015 Pilot Proficiency Day

Our February Pilot Proficiency Day was held at Camden Haven Airfield as part of the club Camping Weekend. On the day we had eight (8) pilots compete in the rather rough conditions due to the north easterly wind blowing over North Brother. More pilots would have competed if the conditions had been a little less daunting. It's always exciting to fly at a different airfield especially a beautifully kept grass field like Camden Haven. Jon Hayler and the Camden Haven team had also arranged bottles of champagne for the winners. All points gained on the day go towards the Annual Results for our Pilot Proficiency Days and annual trophies.

Flour Bomb

1st David Mitchell - only 5m from the target, 2nd Bruce Dunlop, 17m, 3rd Jon Maguire 18m from the target.

Spot Landing

1st Bruce Dunlop and Ian Goldie 40pts, 2nd Peter Ford 20pts.

Overall our highest scoring pilots were:

1st Bruce Dunlop, 2nd Ian Goldie, 3rd Peter Ford, David Mitchell

March and April 2015 Pilot Proficiency Days

Unfortunately, due to challenging weather conditions, we had to cancel Pilot Proficiency Days for March and April.

Happy Flying!

Ray Lind



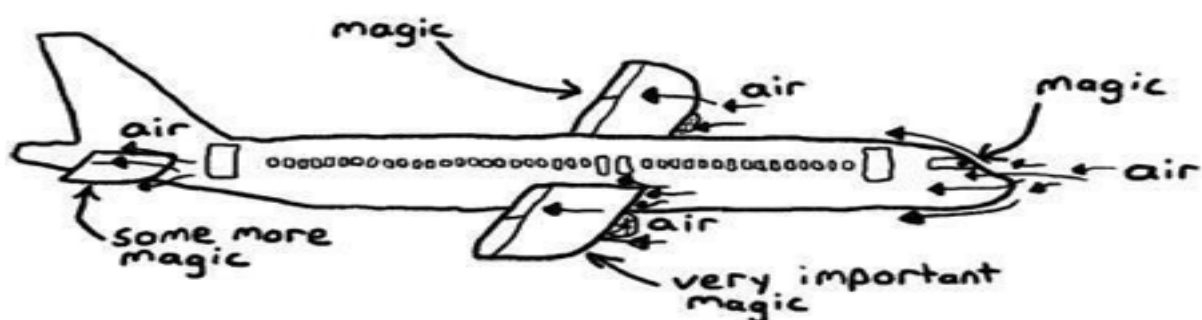
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Bruce Dunlop and Ian Goldie at Camden Haven Airfield



how planes fly



Australian International Airshow by Rod Davison

Want to buy a missile? Maybe a military UAV is more your style?



There was a huge range to select from at Avalon in late February. It was the Australian International Airshow and aviation enthusiasts attended in force.

Despite the emphasis on the military heavy metal and expensive business aviation sector there was still plenty to entertain the ordinary aeroclub type.

I took the opportunity to inspect several new LSA designs with a view to flight training. A new Foxbat was listed at \$92,000 while a Brumby 610 Evolution cost \$125,000. Leo, our CTLS distributor had his demonstrator on sale for \$175,000.

All the major LSA and GA companies were represented as well as the various Aviation Interest Groups and Type Clubs.

The flying display was world class. The WW1 Dogfight proved a crowd winner. Another stand out for me was the crazy low level aerobatics by an American trio known as the Immortals. I still can't understand how they are still alive.

Australian International Airshow ... con't

Fellow club members and travelling companions, Mary and Caleb, also enjoyed the airshow. Caleb took the opportunity to gather career information while Mary scored a free Foxbat cap from her new friend, Peter Harlow. She also captured an excellent photographic record of the show which is displayed on the club facebook page.

Another aviation memory logged. Lets all plan to visit again in 2017.

More photos by Mary Pavicich on Facebook - <http://goo.gl/OgtDmj>



Watch the Australian International Airshow on YouTube

<http://goo.gl/46aFcZ>



Rowan, my youngest son, is into Groupon. For the non initiated Groupon is an online shopping site offering discount shopping, accommodation and activity vouchers. So it was, Christmas 2014, I receive a Boeing 737 Jet Simulator Flight voucher.

Now I must say flight simulators and myself do not get along. Last year I crashed the space shuttle Atlantis three times whilst visiting the NASA Space Centre in Florida. Then many years ago I had the opportunity to fly circuits on runway 16R Mascot in the Qantas 747-400 full motion simulator. I ran off the taxiway before even reaching the runway. I refuse to own a PC flight simulator.

So, it was with trepidation I approached the simulator in Newcastle. It was decided due to an upcoming trip to the UK via Dubai that I perform a flight from Abu Dhabi to Dubai.

Knobs, buttons and flight computers predominated. Following a successful take-off (phew!!!) and Standard Instrument Departure it was on with the autopilot and more knobs and buttons. For the next ten minutes nothing much happened apart from feeding information into the flight computer for arrival into Dubai. On final approach into Dubai the autopilot was disengaged and things got real. The palms became sweaty as the Earth gets bigger and you realise you don't want to kill all those people sitting behind you. Without autothrottle and with instructions from the instructor a reasonable approach was flown to a smooth touchdown. We were on the ground in Dubai and everyone was alive. Amazing!

The Newcastle simulator is not full motion and possibly lacks the reality of those operated by the airlines. To get an idea of flight simulator use in the airline industry I asked ex Cathay Pacific Airbus A330 Captain, John Hayler, to give us some insight. His article, Real Simulation follows.

Real Simulation by John Hayler

The first practical use of flight simulators was at the commencement of World War II when it was realized that instrument flying was of crucial importance to the operational capability of any Air Force.

A generic simulator called a 'Link Trainer' (see photo) was used and it basically consisted of a large wine barrel that could swivel on two axes, pitch and yaw. The flight instruments inside this device reflected the control inputs of the pilot who had to interpret their information and do his utmost to 'keep the shiny side up and the greasy side down'. By today's standards, very rudimentary and difficult 'Instrument approach to land' procedures were practiced which enabled aircraft to land in poor visibility and low cloud bases.



A link trainer used by the South African Air Force. A real little gem discovered last year in the back of a hanger in Zimbabwe.

This is still true of today's modern Sims except that most airlines use very 'type specific' devices that exactly replicate the cockpit and handling characteristics of the aircraft in their fleet. Today's modern airliners from the Airbus and Boeing stable are very complex aircraft to operate and crews converting onto them need many hours of exposure and practice in normal, abnormal, and emergency procedures before being released to 'the line' with full fare paying passengers.

For example, if a pilot already employed by Cathay Pacific, converts from a B747 to the B777, they would do about forty hours of sim flying before getting anywhere near the real aircraft. During this conversion, they would initially spend ten to twelve hours in the 'cardboard bomber' which is a Fixed Base Trainer. This is bolted to the floor and doesn't fly in the sense of a full motion simulator, but has a fully functioning cockpit. The time is spent familiarizing the crew with

Real Simulation ... con't

Normal and Standard Operating Procedures, checklists, warnings, switch positions and indications as well as actioning the many abnormal and emergency checklists from the QRH... quick reference handbook.



In Cathay, we had nine Sims manufactured by CSE costing approximately \$30 million each.

They are Level 4 standard, with six axis motion 'cabs' mounted on long telescoping hydraulic jacks and have high definition 3D color visuals projected onto screens in front of the pilots giving them a 180° field of view. All the airports that the crew will fly into can be programmed into the visual, showing all the taxiways runways buildings and terrain surrounding the airport. The Sims even faithfully replicates the physical forces acting on a pilot in flight. For example, when the thrust levers are advanced to full power for takeoff, unbeknown to the pilot, the whole sim cab tilts backwards which the balance mechanism in the ear interprets as a horizontal acceleration force. The sim cab very slowly returns to a level attitude at a rate below normal human sensory perception, thus you actually experience the forces involved during takeoff. Positive 'G' forces are experienced when the sim cab rapidly moves upwards, and vice-versa for negative G's. Things like severe engine vibration, burst tires and turbulence are physically felt in the cab when programmed in by the instructor. Nontoxic smoke is pumped into the cab so that the crew has to actually don oxygen and smoke masks whilst dealing with critical emergencies like smoke in the cockpit.

Various flight maneuvers that are way too dangerous to try in the real aircraft are regularly practiced in the sim. You would not want to really stall a B777!!! Further examples are multiple engine failures, loss of hydraulic and electrical systems, emergency descents following explosive decompression, practicing escape procedures in cases of micro bursts and collision avoidance with other aircraft to name a few.

About 80% of the sim time used by Cathay was involved in recurrent check and training for its operational crew. In GA, one has to do a flight review every two years, in Cathay we had to do it every six months to keep our ATPL license current. This consisted of two sim sessions of four

Real Simulation ... con't

hours duration each. The first day in the sim dealt with the 'aircraft rating' in which proficiency had to be demonstrated to a high standard in procedures like engine failure on takeoff and other engine-out maneuvers like a missed approach. A LOFT (line orientated flight training) scenario was always introduced in 'real time' on actual routes and airports Cathay used whereby some minor problem was introduced which rapidly escalated into a time critical major problem. A fuel leak would be a good example here. The crew usually had a few options open to them, some better than others, so it was a matter of judgement, co-ordination and above all good Airmanship and Threat and Error Management in order to cope with a rapidly deteriorating situation.

The second day in the sim dealt purely with the instrument rating renewal. Again, this was all done in 'real time' with little or sometimes no external visual reference. It involved a fair amount of hand flying where the Auto Pilot or Flight Directors could not be used. Each type of approach was flown into an actual airport like Heathrow or JFK New York, incorporating GPS, ILS and VOR instrument approach procedures. We always ended up in a diversion to the alternate airport, usually with a low fuel state.

Very tight flying limits had to be flown:- +/- 50 ft, +/- 5 kts, +/- 10*, otherwise that part of the exercise had to be repeated. Should these limits be exceeded again, the whole instrument rating test was deemed to have been failed, and a second attempt had to be made at a later date. Should this second attempt end in a failure, the pilot was dismissed, but if the second attempt was ok, the pilot was released back to line flying duties.

Cathay had a 'two strikes and you're out' policy, so even if a few years down the track you failed an instrument rating again, chances were very high you would be applying to another airline for

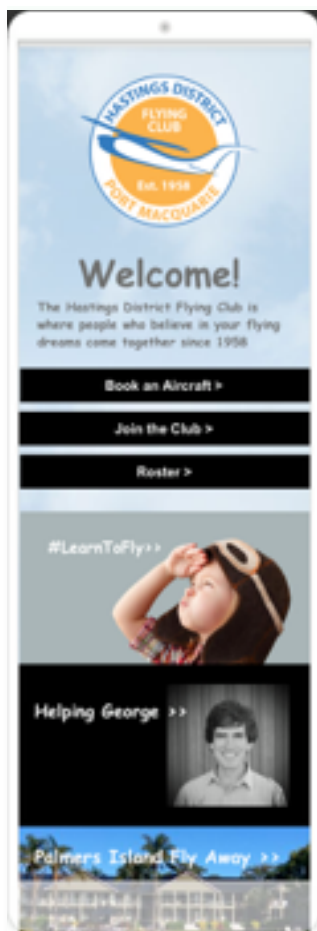


Real Simulation ... con't

a job. One can imagine how stressful these sims were on the pilots, and I logged a total of 980 'fun filled' simulator hours during my career in Cathay and Air Zimbabwe.

That said, I do recall an amusing incident involving one of our Senior Check Captains who always used a telescoping antenna from a portable transistor radio as a pointer because the instructor's station is towards the rear of the sim. One day he was sarcastically tapping the Captain's Air Speed Indicator with his pointer due to the fact that an inaccurate approach speed was being flown. The Captain calmly handed over control the First Officer, grabbed the antenna, and broke it into a thousand pieces. It was a very quiet cockpit after that!!!

Certainly the average 'man in the street' thinks that airline pilots do nothing and let the Auto Pilot and computers fly the aircraft. Hopefully you can **now appreciate what is involved in pressing that green Auto Pilot button!!**



HDFC website is mobile friendly

Google Mobile Geddon announced that all web sites had to be mobile friendly by 21 April or risk not being found in searches. You will be pleased to know that the HDFC web site is mobile friendly.

You will notice a straight forward welcome page with key call to action items like ... Learn To Fly, key campaigns example "Helping George", upcoming event and latest news. Links to regular items are still featured on the top of the web page.

Feel free to post your thoughts, photos, flying experiences on our Facebook page. You and your friends are encouraged to LIKE the page so that they can follow all that is happening about flying and the club.

The link is - <https://www.facebook.com/HDFCgroup>

For more information, please contact Veronica Lind of [Vermilion Marketing](#) (E: marketing@hdfc.com.au)

Instructor Profile - Steve Smith



Steve Smith

When I open the drawer in which I keep my 6 log books I wonder where all the years have gone.

No-one in my family ever thought of flying, not even as a passenger. My father was a plasterer! My first career was as a school teacher and my first appointment was to the small country town of Tingha, in northern New South Wales. By 1962 I knew that teaching wasn't for me and one night I just decided to be an airline pilot.

My first flight was in a Tiger Moth at the old Inverell Airstrip and I was hooked. All I had to do was save enough money from my meagre teacher salary to do a few hours each month and I was on my way. Well-known local CFI Trevor Weekes became my instructor. Older pilots may remember him - he had an unfortunate accident in 1982 at Taree.



1962 Commonwealth Scholarship Winners Gary Honour, Steve Smith and CFI Trevor Weekes

Getting the commercial pilot's licence is only the first step in achieving an aviation career. I decided Instructing was an easier path and my first job was at the Orange Flying School which was then owned by Jim Hazelton. I had to do some charter, but landing on roads and waiting around for passengers who expected to get home despite the weather was to be avoided!

Instructing offers a much more stable lifestyle and is more the academic side of the industry. Being an ex-teacher, it seemed to be a natural path to follow.

Anyone can fly and I have only had two students that I would not allow to go solo.

They still enjoyed the experience and I believe there is a level of aviation that will

suit everyone, but not everyone has the ability to become an A380 Captain. With this in mind, I think the best jobs in aviation are in Qantas-Link, but everyone aspires to fly jets.

Perseverance is one of the important qualities for potential pilots. Sometimes students just can't get it right. They need to stick with it and put their mistakes behind them and get on with the job of flying the aircraft. I have seen potential airline candidates trapped in General Aviation for years. Some give up and seek other careers (two especially come to mind; one became a train driver and the other a Spotlight Store Manager). Those that stay in the industry generally make it to the airlines. However, it can be a long, hard road.

As an instructor, I have had plenty of frights, mostly in the Bankstown Training Area. Engines are reliable; failures are uncommon. In 19,000 hours I have only had a couple of rough running engines. Frights stand your hair on end, you react and they leave you with the thought - What

Instructor Profile - Steve Smith ... con't

did I do wrong? For example, while doing short take off and landings at Hoxton Park, I pulled the throttle to simulate an engine failure at 50'. We were doing a maximum angle of climb with a very high nose attitude. The Tobago was doing 60kts and the best glide speed is 78kts. Without the propeller wash over the elevator the aircraft stopped in the air and plummeted towards the earth. Luckily a rapid restoration of power stopped the wheels being driven through the wings! Thank God the engine responded, as it should.



Pulling out the mixture is another way of producing a self-induced sweat. Fortunately the last time I did it there was enough runway to land on. The knob, cable and all had come out of the instrument panel. It's very embarrassing to be towed back to the hangar on a towrope!

The most challenging plane I flew was the F28 Fellowship. After 16 years on the F27 I found it very hard to adjust to going twice as high and twice as fast. I decided to spend extra time as a First Officer in

order to catch up with it. The most challenging plane to land was the Cessna 180. At Orange I would marvel at the crop-duster pilots' ability to do a beautiful wheeler each time. After practicing for many hours I had mixed success.

One of my most memorable flights (there have been many) included flying from Sydney to Alice Springs in the Fokker Friendship. We departed every Saturday afternoon. Flight time could be 5-6 hours which meant flying over the centre of Australia with a setting sun - magic, especially in the winter. Fuel was always critical and to save track miles we flew direct using map reading. We had a roll of joined WAC charts which was rolled hand to hand as the flight progressed. Abeam Broken Hill we did some dodgy fuel calculation. Generally we scraped through. If not, it was Broken Hill, Leigh Creek and Oodnadatta for fuel. Getting a bush re-fueler out of a pub on a Saturday afternoon was always challenging! The passengers loved coming up to the cockpit and we appreciated the company (things were different then). Returning to Sydney the next day was a bit of a let-down. The inevitable tail wind solved our fuel problem and flying towards the more populated areas of NSW made navigation easier. One time we were 30 miles off course but that was not a problem with Cobar and Parkes NDB's coming up.

I have a thing about Turboprops. F27s are hard to find these days. A few circuits in a Dash 8 would be my dream, but I would have to do the landing. The aircraft on my achievable bucket list is the DH82 Tiger Moth. The last one I flew was about 1963. I had a smile on my face for a week. During my next trip to Wanaka in NZ I will shout myself an hour, but it must be in the summer).

Steve Smith can be contacted on T: 0405 775 192 or E: sfrqsmith@me.com



Wing Tips

What happened to "The Bat"



On Friday the thirteenth of March, yes Friday the thirteenth, I started to work on the Foxbat's rough running problem. Smooth running under 1800 rpm, rough then till 2200rpm and from there smooth up to full power around 5200rpm. To me it seemed like a carburetor problem so I went ahead and checked for smooth and full operation of throttle and choke controls, checked for air leaks, fuel leaks, water contamination in the fuel, clogged air filters. All looked ok so I felt the

carbies may have been out of balance, maybe a full mechanical and pneumatic synchronization was needed. The right carbie feeds cylinders 1 and 3, the left carbie feeds cylinders 2 and 4 so you can understand if the carbies are opening more on one side than the other you will have two cylinders working harder than the other two, this will produce a rough running engine, the torque pulses will be uneven, this will cause an increase in vibration and wear on all engine parts and a host of airframe parts. So the first thing we do is make sure all mechanical operations are working together in unison and through their full travel, from their closed stop, to their full open stop. Then comes the Pneumatic synchronization this involves the connection of gauges to measure manifold vacuum. This is a stage of fine tuning of the mechanical movements to get the carburetors to produce a balanced vacuum level on the gauges connected to each manifold through the full RPM range.

After a couple of hours of this and that we felt the engine was running more smoothly although not as good as we thought it should be. As it turned out on the morning of the pilot proficient day, the nineteenth, it was back to its old habits, not running well at all, and on the same day the CTLS had a flat right main tyre, both aircraft grounded. I found a tyre for the CTLS in Queensland, delivered to Kempsey then put on an aircraft to Port and I was able to get the CTLS fit to fly for the next weekend. During that week I did a lot of research on tyres for the CTLS and as soon as I can get them we will be fitting a much better quality tyre on that aircraft. I also did a lot of research and phone calls to Rotax to get a better idea on Bing carburetors fitted to the Rotax engines in both our club aircraft. I decided that the carbies in the Foxbat needed to be overhauled, so I took them apart and found a number of parts needed replacing and put in an order to Rotax. Alan Bradtke came home from holidays that weekend and looking through the aircraft log books we found that the Foxbat was due for a five year time change for all rubber parts in the aircraft, all hoses, fuel, oil, and water, carbie mounts etc. The fuel pump has rubber parts so a new fuel pump required, carbies have rubber parts so a good thing I had ordered an overhaul kit. A lot of work and many days later we had "The Bat" back in the air.

Alan does a lot of maintenance work for the club and I want to thank him for all the help he has given me while we try to take over from all of what George Northey was doing. I also want to




Wing Tips ... con't

thank Greg and Matt Connors we are always exchanging information on maintenance matters. I ask all our club members if you find any fault or have any worries about the aircraft, tell someone, don't think someone knows about it already, we may not.

Thanks Glenn Cleary.

**REMEMBER, THE GROUND IS THE FINAL ARBITER, FOR ALL
DECISIONS MADE IN THE AIR, AND THE QUALITY OF THE
MAINTENANCE DONE ON THE GROUND.**



**Pilot and Yoga Training Camp,
Camden Haven Airfield,
Valentine's Day 2015**

By Maverick (or should that be Goose?)



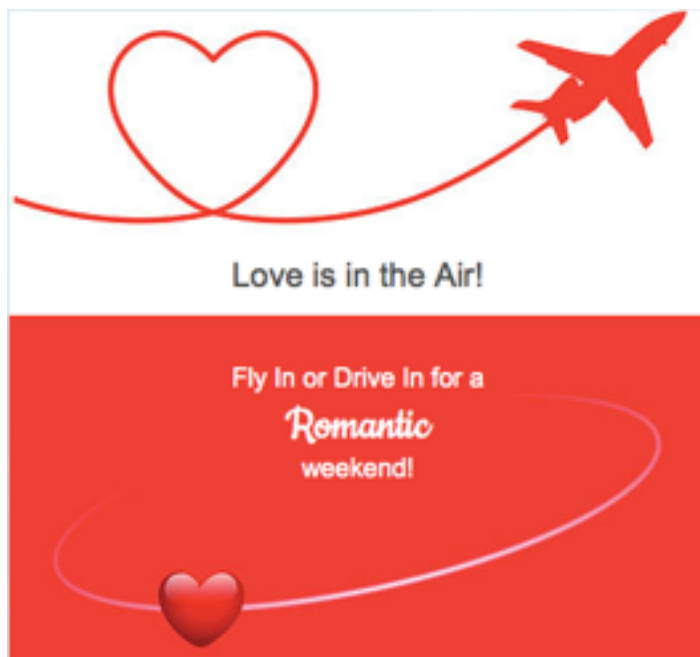
Well, the love in (oops, I mean fly in) turned out to be another fun weekend of socialising, camping and light hearted competition. The campervans and caravans rolled in for prime camping spots dwarfing the hard core campers in the igloo tent.

Pilot and Yoga Training Camp, Camden Haven Airfield, Valentine's Day 2015 ... con't

It wasn't long before Rod started cracking the whip to get the competition on the way. Apparently doing the flour drop at 200 ft was a pingable (just made that word up) offence, but in the words of Maverick, "I was locked in, there was no danger, I took the shot and got outta there!" Somehow, the judges saw it differently so congratulations to David Mitchell for showing his skill in getting closest to the mark and showing the "altitude challenged" how it's done!

Spot landing excellence was shown by winners Bruce Dunlop and Ian Golding who were locked in a dead heat?

The most precise drop of the day was Alex Pursehouse's Rose drop for the lovely ladies who keep this club alive. What an incredible sight, seeing all those red roses raining down onto the runway whereby all the ladies present were able to grab a rose and check a number on the bottom to see if they won the grand prize of a box of choccies. Phoebe-Ann was our lucky winner for the day!



The movie night, was a great set up in the hangar surrounded by planes and pilots watching Top Gun with a fair amount of hooting and laughter, it was like a scene from MASH with their movie nights, but instead of Klinger messing up the reels, we had Glen wanting to roll Jaffas down the aisle and Rod with some eye catching, glowing earrings! (Maybe Klinger was there after all). Thanks for the popcorn Ann and Steph, that just topped the movie scene right off.

The thought that pilots should trust their instruments came to mind the next morning when John Maguire pulled out his portable breathalyser due to his uncertainty about his being under the

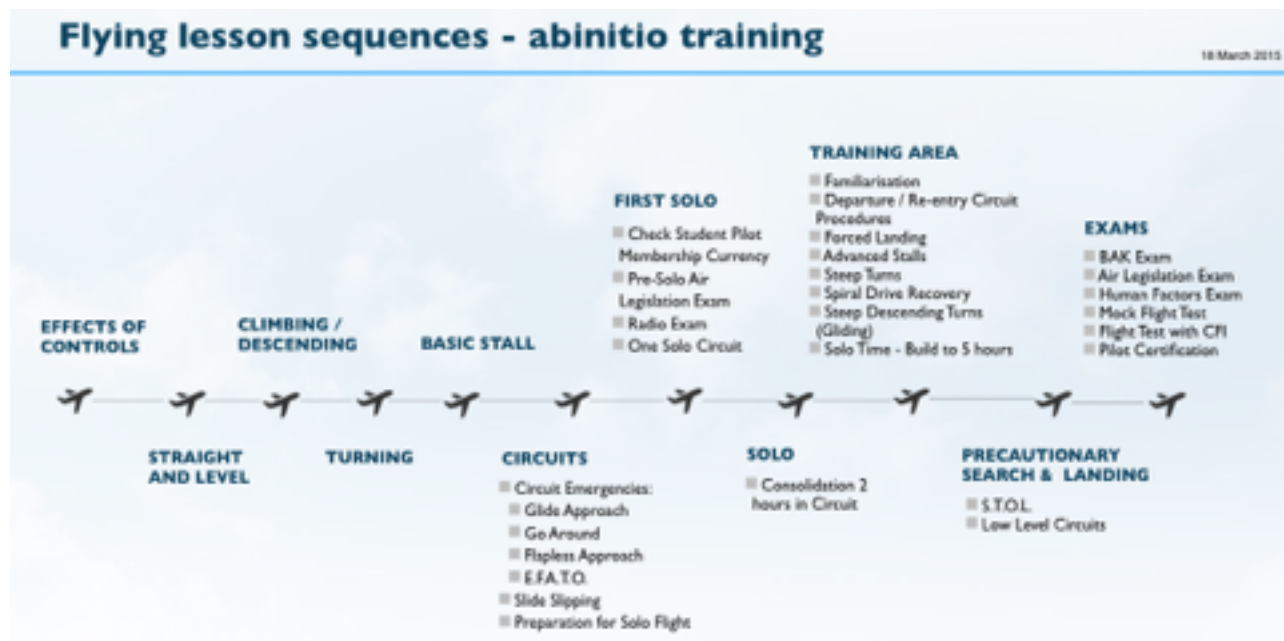
legal limit to drive (and I thought he was drinking ginger beer) and couldn't believe his eyes when the reading came up all zeros. He was not convinced and decided to hang around and rest, just to be sure. I guess that explains why John didn't join the Sue Stubbs, Yoga wake up session before breakfast.

All in all, a great weekend was had with a big thank you to John and Anne Hayler for putting on such a fine show through lots of hard work.

"I feel the need for speed!" See ya!

More photos - <http://goo.gl/4mu9Kj>

#LearnToFly by Ray Lind



This infographic shows the standard training schedule for Ab Initio Flying Lessons used at HDfC

The student can clearly see the order in which he/she will treat each lesson and the infographic also works as a checklist for the instructor. The infographic indicates specific areas and qualifications needed to be gained before moving on to the next training sequence. The student, by using this infographic is taken on an exciting journey covering each training sequence from lesson one on Effects of Controls to the Flight Test and Pilot Certification.

For more information, please contact your CFI (E: cfi@hdfc.com.au)

8 reasons why you should learn flying in the Aeroprakt A22LS Foxbat

1. 360 Visibility: From first glimpse of the Foxbat, you will notice the panoramic views from the cockpit. This design is ideal for student pilot's safety and also viewing pleasure.

2. Amazing take-off and landing performance: This aircraft gets airborne even before the other aircraft's airspeed indicator starts to tick over! Add a 25kt headwind, and you have a VTOL aircraft!

3. Stability: Being a high wing aircraft, it is inherently stable it also gives you the feeling that you are in control of it at all times from the day one of your flying training.

4. Variable cruising performance: You can cruise anywhere between 35kts to 90kts! A great range of speeds to fly for recreational purpose.

5. Fuel Capacity of 110 litres usable: 110lts of Avgas and you can be airborne for over 6 hours.

6. Efficient Fuel Burn Rate: Fuel burn rate to fuel tank capacity is great, reducing the cost of operating significantly lower.

7. Metal Frame: Solid as metal, yet light as a feather.

8. Rotax Engine: uses the renowned Rotax 912 series 100hp engine, most modern and reliable engine in class, very simple construction and ease of maintenance.

Read more about HDfC Foxbat
<http://goo.gl/W969Gh>

Restaurant Night at the Waterfront Restaurant (El Paso Motel) Port Macquarie - 21 March 2015 by Alex Pursehouse

"Oh What a Night!", Yes, the HDFC have been at it again out and about. The story goes that 54 of the dedicated fliers, their partners, friends and families took over the Waterfront Restaurant at Port Macquarie on the 21st March 2015. The promise of a colourful sunset might have been short changed a bit, but everything else more than made up for the promised sunset. First of all there was the light show provided by the magnificent lightning show and the beautifully refreshing rain showers (talk about selling ice to Eskimos), then of course the food which was absolutely great both in quality and price, and whoever thought of set bar prices for all drinks at \$5-- (How good is that?)

The most outstanding thing about the evening was the great conversation, and friendships renewed and strengthened. It's amazing to see such a diversified group get on so well and really enjoy themselves.

Many thanks go the Stephanie Pursehouse and Veronica Lind for organising a well planned and executed evening, we are all fliers and understand the importance of the 5P's.

And speaking of flying, some of the talk and stories around the tables would have had a bystander believe we were all just about NASA quality pilots ready to take on intergalactic flight.

Once again this evening proves to me that we are indeed a diverse flying group from many aspects of aviation with one thing in common - the pure love of flight and the opportunity to share our experiences. To those that came along and participated so noisily, thanks for being part of it; to those who couldn't make it, maybe next time.

Until then, Safe Flying,
Alex.



More photos on Facebook -

<https://www.facebook.com/media/set/?set=oa.10153408141624505&type=1>

The Flying Connors

The Flying Connors are quite unique in that they consist of three generations of the same family who learnt to fly simultaneously.



The Flying Connors (from left)
Matt, Jesse and Greg

Teenager Jesse completed his RAAus conversion with the HDfC after gaining his GA licence with Johnston Aviation. His motivation is a career in aviation. Jesse's dad, Matt, is in his early forties while Greg represents the older generation. Both Matt and Greg are recreational flyers. Here are their stories..

Pilot: Greg Connors

Age: 67

My Motivation to Fly

My association with aircraft like many goes back to my childhood and the motivation to fly probably came about because of five distinct stages involving aircraft.

Stage 1

As a child of about 10 years I regularly watched others fly powered control line models. As I mowed lawns and prepared tennis courts for pocket money I was able to buy a small diesel engine and soon built my own balsa control line model. This of course led to the building of many more models. In 1967 I left home for work in Sydney and some time later I returned to the family for a holiday only to find that my younger brother had sold all of my models and motors for pocket money. I was devastated and given that I still remember this it obviously scarred me for life.

Stage 2

Married with two young boys and Christmas time, yep the boys each got a very small nitro powered plastic control line plane each. My boys were now also involved with aircraft and of course this led to the purchase of gas powered model engines and the construction of balsa control line aircraft.

You guessed it, we then moved to radio controlled aircraft, our 1st RC plane ownership had a very regular pattern about it. Fly it, crash it and carry the numerous broken pieces home in a bucket then spend the next week building it again just to repeat the process over and over. Before long we had more planes, engines etc than your average Model shop. Most of which I still have today.

Stage 3

In the late 90's we were preparing for retirement and at that time I had dreams of touring Australia. But I didn't want to see just the bitumen road and so I thought of buying a ute and caravan. That way I could put a trike in the rear of the ute and see the most interesting places from the air. We did retire, bought a Pajero and caravan and toured Australia but my wife had told me she wouldn't fly in a trike. So off to Narromine fly-in for information gathering and looking for aircraft with folding wings like a gazelle which could be stored at home and thus eliminate the ongoing cost of hangarage.

Stage 4

About 3 years ago Matt, Jesse and I got interested in learning to fly and purchasing an aircraft so we went for a TIF with George with our biggest concern being airsickness, but we all survived and so started looking for a suitable aircraft. This process became so involved the flying idea eventually lapsed.

Stage 5

My wife and I were driving to Port Macquarie one Sunday morning and listening to the ABC. They were at a Fly-in somewhere near Maitland. What was of interest were the interviews with a number of women over 60 who had recently become pilots. After listening to them my wife said that she would like to become a pilot. When we arrived at Matthews there was much discussion on the

subject and by the end of the day Michelle had suggested that Matt, Jesse and I should get our licence and so that day we three met with George and arranged training. Jesse went off to Johnston's as he wanted to become a commercial pilot while Matt and I started with RAA.

My Flying Training

We started learning with George. Matt and I were doing 3-4 sessions a week however I had a skiing accident and was unable to fly for about 6 weeks. When I resumed Matt was well on his way and I restarted training with Dave Massey. My training up to Cross Country was in the Foxbat then I switched to The Alpi Pioneer.

I retired at age 51 but didn't start learning to fly till age 66. I wish I had started when I intended too, that is when I first retired. Had I done that then I am sure the whole process would have been much easier. Learning to fly was perhaps the first thing I didn't have a natural talent for and was challenging. I was used to taking up sports and being good at it.

Learning to Fly for Matt and Jesse appeared to be easy as they both quickly advanced their flying skills as they took less than or about the minimum weeks to qualify to be fully endorsed. However for me it was like going back to school again and very challenging with all the study and new skills training. The theory took a lot of study and the flying advanced in small increments.

Take offs, straight and level flying were achieved in the normal time frame BUT learning to land I found very difficult, especially crosswind landings. This skill seemed to take forever and many hours and landings were required. It was about this time in my flight training I nearly gave up as the study required and the difficulty of cross-wind landing suddenly became too much.

Dave Massey and I were doing 3 flying lessons a week plus tutorials, almost a full time job. I turned up for the usual with Dave Massey and as usual got the Foxbat ready and reviewed my forthcoming lesson but when Dave arrived I was in no state to fly. Dave and I retired to the clubhouse, cancelled the training for the day, then spoke about the pressure I had put on myself. End

result was I had a week off, reduced my weekly lessons to two and then back into it again thanks to Dave and Matt.

I went on to achieve reasonable cross-wind landings and then achieved my solo and Pilots Certificate. My flight test with George, our CFI then, was a startling one for George and I. As most new pilots do I asked around regarding what I could expect during my flight test and got the usual answers. Most common was for George to get you to take-off and just after retracting the flaps @ 200 feet would immediately reduce power for a forced landing. Easy, pick a paddock just ahead etc etc, but not this time. We had just lifted off and were about 50 feet off the ground when George pulled the power. Not expecting this I was extremely startled and after a second or two realised the game plan had changed and quickly did as required and landed on the runway. I still have vivid recollection (scarred for life) of this event and so it turned out to be a valuable lesson on "anything can happen at any time".

I however startled George during steep turns. He asked me to perform some steep turns and I responded. Next he was calling out VNE, VNE. I recovered the aircraft after which he asked 'do you always do these at full power' to which I replied yes that was how I was taught. He replied you only need to do them under power, not full power.

Next was cross-country which revolves around flight time, heading, height and speed. These skills were relatively easy to achieve but reading maps, map to ground or ground to map was not so easy and I found it very difficult. One cross-country lesson was to fly Port Macquarie to



A happy Greg Connors after gaining his Passenger Endorsement in the Foxbat on 5 April 2014

Bellbrook. All was going to plan re heading and time when Dave asked where do you think we are. I replied according to time and heading we should be over Bellbrook but I couldn't see it. Dave quizzed me some more and I kept telling him according to time and heading we must be over Bellbrook. Then Dave said drop a wing and look and there it was directly under us. Had he not told me to drop the wing I would never have seen it, I just didn't see it until then.

In late 2014 I became a fully endorsed RAA pilot after which I applied for a medical so I could advance to Controlled Airspace and Airports. I now have the medical but I am rethinking this step.

Buying an Aircraft

Early in our learning to fly process we (Matt and I) purchased an aircraft. Initially we decided on a GA registered Jabiru 430 and placed a small deposit on it but upon announcing this to club members one Friday night we were overwhelmed with comments of concern. Because of these warnings we investigated further and finally decided to cancel that purchase.

We decided we would like a high wing aircraft but it must have a Rotax motor. We were then presented with very limited options and soon we were looking at low wing Rotax powered aircraft. We liked Alpi Pioneers and had three to look at. Two near new and one new. Two of the three had variable pitch props and retractable undercarriage while the new one was fixed prop and undercarriage. Once again when HDFC members were informed we were advised to keep it simple as we are new pilots and could do without the additional complexities of the prop and undercarriage. Matt was our test pilot and he agreed that simple was best and so we purchased the New Alpi Pioneer with fixed prop and undercarriage.

Dave Massey said to me on a number of occasions that if you can fly the Foxbat you can fly anything. After learning to fly the Alpi I believed him. The difference between the Foxbat and Alpi is like chalk and cheese. The Alpi flies much better and is so easy to land compared to the Foxbat. It really is a joy to fly.

At the end of the day I have enjoyed the experience and fulfilled a long held dream. I have met a great bunch of people, mainly members of HDFC who have been very helpful to our family in our flying endeavours, thanks to you all.



This story continues with Matthew Connors learning to fly on page 29

#LearnToFly with the Hastings District Flying Club. Check our website for more information - <http://goo.gl/P4Q7SI>

Trial Introductory Flight (TIF) vouchers are now available for sale at [HDFC Online Store](#)



Notices

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

JOIN US ON FACEBOOK



Get all the latest news on HDFC Facebook Group? [click here](https://www.facebook.com/groups/HDFCgroup) to join or copy this link to your browser - <https://www.facebook.com/groups/HDFCgroup>

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. Remember, Propwash is only as good as the articles that are submitted.

Please email to editor@hdfc.com.au

WELCOME - NEW MEMBERS

Don Wills - Flying
Kim Prendergast - Flying
Adam Franey - Flying
Ivan Daniel - Flying
Matthew Mullens - Flying
Adele Lingard - Social
Graham Lingard - Social

QUICK LINKS FOR PILOTS

- [Aircraft for hire](#)
- [Aircraft booking calendar](#)
- [Port Macquarie weather](#)
- [Airservices briefing](#)
- [Bushfire information](#)
- [Bonny Hills Webcam](#)

Learn to Fly
with HDFC
... book a TIF today!

Notices (cont)

AIRCRAFT WASHING ROSTER

| Fortnight Beginning | Team | Phone |
|---------------------|--------------------|------------|
| 6/4/15 to 20/4/15 | Dave Frewin | 0490531666 |
| | Michael Drinan | 0419612326 |
| 20/4/15 to 4/5/15 | Dave Toulson | 0418668355 |
| | Steve Smith | 0405775192 |
| 4/5/15 to 18/5/15 | Caleb Butterfield | 0473070177 |
| | Jack Kalchbauer | 65838332 |
| 18/5/15 to 1/6/15 | Bruce Dunlop | 65595444 |
| | Robert Stanborough | 0419206656 |
| 1/6/15 to 15/6/15 | Richard O'Neill | 0427812635 |
| | Darcy Carney | 0409245699 |



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?

Two people are 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

Both the Foxbat 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.

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

Notices (cont)

ROSTER

PPD LUNCH ROSTER

MAY

17 - Marite

JUNE

21 - Veronica Lind

JULY

19 - Anne Hayler

AUGUST

16 - Veronica Lind

BAR ROSTER

MAY

1 - Richard O'Neil

8 - Rod Farley

15 - John Hayler

22 - Dennis Stacey

29 - Rod Davison

JUNE

5 - Alex Pursehouse

12 - Ray Lind

19 - Ed Godschalk

26 - Glen Cleary

JULY

3 - Bruce Dunlop

10 - Barry Williams

JUST FOR LAUGHS



Watch this video - Airplane Difficulties
- <http://goo.gl/e9UU9Z>

CALENDAR OF EVENTS

Check out full events calendar on [web site](#)



17 May, 21 June, 19 July, 16 August
Pilot Proficiency Day and Lunch



2 and 3 May

Palmers Island Fly Away

Check website for details or contact
Alex Pursehouse (E:
social@hdfc.com.au)

JUST FOR LAUGHS



Sixteen reasons why airplanes are easier to live with than women:

- 1) Airplanes usually kill you quickly - a woman takes her time.
- 2) Airplanes can be turned on by the flip of a switch.
- 3) Airplanes don't get mad if you do a "touch and go."
- 4) Airplanes don't object to a pre-flight inspection.
- 5) Airplanes come with manuals to explain their operation.
- 6) Airplanes have strict weight and balance limitations.
- 7) Airplanes can be flown any time of the month.
- 8) Airplanes don't come with in-laws.
- 9) Airplanes don't care about how many other airplanes you've flown before.
- 10) Airplanes and pilots both arrive at the same time.
- 11) Airplanes don't mind if you look at other airplanes.
- 12) Airplanes don't mind if you buy airplane magazines.
- 13) Airplanes expect to be tied down.
- 14) Airplanes don't comment on your piloting skills.
- 15) Airplanes don't whine unless something is really wrong.
- 16) However, when airplanes go quiet, just like women, it's usually not good

Notices (cont)

| PRICES (including GST) | |
|--|----------|
| Aeroprakt A22LS Foxbat | \$120/hr |
| Flight Design CTLS | \$130/hr |
| Cessna 152 VH-IVA (contact David Massey) | \$180/hr |
| Cessna 182 VH-DUZ (contact David Mitchell) | \$250/hr |
| Trial Introductory Flight (TIF) | \$85 |
| Flying Membership | \$80 |
| Social Membership | \$35 |
| Junior Membership | \$11 |
| Hangar Rental | \$180 |
| Shirt | \$35 |
| Broad brim hat | \$20 |
| Cap | \$16.50 |
| Cloth badge | \$4 |
| Anniversary key ring | \$4 |
| Come Fly With Me book (from club) | \$10 |

Check the web site for
[air craft hire details](#)

Check out HDfC online
[store!](#)

The Flying Connors ... con't from pg 25

Pilot - Matthew Connors

Age. 43

My Motivation to Fly

In 2013 my son, Jesse started flying lessons and my father had always wanted to fly and get an aircraft. Dad convinced me to go halves in a plane so that Jesse could learn in it rather than hiring, so I decided to learn as well.

My Flying Training

I learnt to fly in the Foxbat under the instruction of George.

I already had a pretty good idea of the basics of flight, as we had built and flown balsa model aircraft for many years. I had also gone on several flights in small aircraft as a teenager on the shark patrol for Council in those days.

I would like to say that any monkey could take off and fly a plane but the challenging aspect is re-aligning the plane with the ground again.

The Flying Connors ... con't from pg 29

For me the challenge was the last 15 seconds of the landing phase. The theory was quite demanding in quantity, especially the meteorological aspects for the cross country course which I still feel I only know a tiny snippet of the info needed. I know I have so much to learn, especially about the weather and controlled airspace. Only time and experience will help, but for now, I am very happy just racking up hours doing local flights, circuits and cross country. I plan to do some extended travel this winter, possibly to Lightning Ridge, Cooma and North Queensland, plus hopefully a few dashes down to the snow, into Cooma or Jindabyne or perhaps Bright.

Buying an Aircraft

It has been wonderful having an aircraft, but the experience of buying a new aircraft leaves a lot to be desired. We purchased the aircraft almost new, still under warranty presuming anything that went wrong would be promptly fixed by the importer. How wrong we were! I would strongly suggest anyone contemplating a new aircraft purchase, either put it all on red at the casino, or better still buy a 12-18 month old aircraft on which the 1st owner has sorted out all the bugs. It seems most new aircraft owners tell the same story, irrespective of the company involved. We settled on it because it had a high usable weight, long fuel range and Rotax engine, with good cruising speeds. Originally we placed a deposit on a Jabiru 430, and we were going to either water cool the heads or better still replace the motor with a Rotax, but this became too much of a headache, so we forfeited the deposit and went after an Alpi instead.

The Aircraft

Our aircraft is an Italian made, low wing certified ultralight, made primarily from carbon fibre with a Rotax 912ULS. Its performance is excellent with a comfortable cruise of about 115 knots and a very efficient cruise of 105-110 knots. It climbs at about 1300 feet per second one up and lands at about 40 knots with 55 over the threshold.

The Alpi has tiny wings and as such is very smooth in the air even on relatively bumpy days. The flaps

are huge for such a small aircraft and are literally like dropping anchors when stage 3 is deployed. It requires either serious nose down or some power with full flap to maintain approach speeds... generally a little power is best to maintain a nice approach angle.

The inputs required to fly are miniscule and the plane will actually fly ball in the centre with virtually no rudder input. It has foot brakes and a hand brake, with steerable nose wheel so taxiing is an absolute breeze.

All up it is a very nice aircraft to fly. My only complaint now is that being a low wing, it gets hot in summer and being made for the Italian climate and speed with tiny air intakes for both the cabin and cowl, it doesn't like to sit and taxi in summer or it will start to run hot. This can be an issue while waiting for the Johnston crew to backtrack one at a time when runway 03 is in use. I generally pull over and turn it off until I can see an opening. It's only an issue in midday summer heat though. We have just installed additional air vents for the cabin which help a lot, but now we need a lever activated cowl intake for summer, which I will ask Alpi to design.

HELPING GEORGE

Message from Tom and Alison

Many thanks to you all for this benefit night and fundraising; it is a lovely gesture, one that has involved a lot of work and generosity from many people.

When George first learned that you all were organising a benefit, he said he was "overwhelmed and shocked and surprised".

He now feels impressed and privileged that he has such good friends.

Thank you all again.

HDFC Helping George Campaign raised a total of \$14,510 for George Northey!

Helping George



The HDFC 'Helping George' campaign concluded on Thursday night (23rd April 2015) with a Benefit Evening. During the past month club members and friends have displayed overwhelming support for George. Monetary donations as well as Benefit Night prizes poured in while raffle ticket sales were brisk.

The well attended Benefit Evening climaxed fundraising. Approximate final figures subject to audit are:

| | |
|---------------|-----------------|
| Donations | \$4930 |
| Raffle | \$2300 |
| George Trivia | \$120 |
| Auction | \$4210 |
| Dinner | \$2500 |
| T-Shirts | \$450 |
| TOTAL | \$14,510 |



Raffle Results

- 1st Prize: Apsley Gorge painting donated by Liz and Peter Drinkwater won by Helen Gleeson
- 2nd Prize: Cessna 182 Flight donated by David Mitchell and Peter Ford won by Richard O'Neil
- 3rd Prize: \$50 Quaylime Restaurant voucher donated by Gavin Roberts won by David Mitchell
- 4th Prize: Cirrus flight donated by Clyde and Sue Stubbs won by Di Davison

George Trivia Results

- 1st Prize: Chipmunk flight donated by David Cooke won by Ed Godschalk
- 2nd Prize: \$100 Wiggly Tail meat voucher donated by Kerry Buttsworth won by Marite Jansons
- 3rd Prize: \$50 Quaylime Restaurant voucher donated by Gavin Roberts won by Fran Smith

Auction Item acknowledgements

Auctioneer, Mark Watson, did a brilliant job obtaining top dollar for the following items:

- Foxbat painting donated by Barry Williams
- CTLS endorsement donated by Steve Smith
- Camden Haven Airfield accommodation donated by John and Anne Hayler
- Top Gun Jet Flight donated by Rod Hall
- Case of Red Wine donated by Tom Northey
- Car detail donated by Andrew Miedecke
- Hideout at Dexfield Park accommodation donated by Clyde and Sue Stubbs
- Tandem Skydive donated by Coastal Skydivers and Extreme Velocity

- Aerobatic flight donated by John Hayler
- Chainsaw oil donated by Port Mower Service
- Beauty voucher donated by Bonny Hills Body and Beauty
- Go Pro camera donated by Doug Ross

Again thanks to everyone involved. Especially Veronica Lind whose marketing expertise brought this campaign to life.

Rod Davison



Benefit Night Dinner on 23 Apr 2015



Happy Mika the successful bidder of this pretty handbag for \$15



David Mitchell winning the raffle prize of a \$50 dining voucher from Quaylime



Doug Ross so ready for this aerobatic instructional flight with John Hayler on his RV. Doug won this bid on benefit night. Wonder how Bella took to this flight? ;-)



John Hayler and David Cooke having a beer moment

More photos on Facebook -

<http://goo.gl/tPY7my>

HDFC Management Committee & Flying Instructors 2014 - 2015

[More information on HDFC Management Committee by clicking on this web link](#)

[More information on HDFC Flying Instructors by clicking on this web link](#)

For Marketing matters - please contact Veronica Lind of Vermilion Marketing | T: 040.777.9828 | E: marketing@hdfc.com.au

| Name | Position | Phone | Email |
|-----------------|---|--------------|--|
| Rod Davison | President/Activities Coordinator/PR | 6585 3835 | president@hdfc.com.au |
| Ray Lind | Vice President/Club Captain/Chief Flying Instructor | 0428 820 698 | captain@hdfc.com.au cfi@hdfc.com.au |
| George Northey | Leave of Absence | 0414 956 665 | |
| Bruce Dunlop | Secretary | 0414 594 223 | secretary@hdfc.com.au |
| David Toulson | Treasurer/Publicity Officer | 0418 668 355 | treasurer@hdfc.com.au |
| Glenn Cleary | Facilities Manager | 0409 485 668 | glennpc@bigpond.com |
| John Hayler | House Manager | 0414 580 246 | charlievictor44@hotmail.com |
| Ed Godschalk | Propwash Editor/PR | 0400 220 881 | egchalk@gmail.com |
| Alex Pursehouse | Events Manager | 6585 6050 | social@hdfc.com.au |
| Bob Needham | RAAus Senior Flying Instructor | 6585 3418 | bobneedham@induna.id.au |
| David Massey | RAus Senior Flying Instructor | 0403 925 462 | david@massey.nu |
| Steve Smith | RAAus Senior Flying Instructor | 0405 775 192 | sfrgsmith@me.com |
| Dennis Stacey | RAAus Flying Instructor | 0407 006 292 | hastingsair@bigpond.com |



About Hastings District Flying Club

The Hastings District Flying Club (HDFC) Port Macquarie brings aviators, their family and friends together to share their flying dreams since 1958. 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 two aircrafts available for hire by flying members– a Foxbat for \$120/hr and CTLS for \$130/hr (including GST). A monthly pilot proficiency day and lunch is held at the Port Macquarie Airport on the 3rd Sunday of each month.

W: www.hdfc.com.au | **E:** president@hdfc.com.au | **P:** P.O. Box 115, Port Macquarie, NSW 2444 | **T:** 65831695