

## President's Report

January 2014



Welcome to 2014. A year of consolidation for our club following the sale of the Cessna and Eurofox last year. The arrival of the CTLS will see an all Recreational Aircraft fleet catering for the majority of our members. However, GA aircraft will continue to be provided through David Massey and Christian Corse. At the moment members have the

choice of a Cessna 182, Piper Warrior, Liberty XL or a Decathlon. An ample choice with no reason not to go flying.

Delivery of the CTLS continues to be delayed. This is most frustrating as I know many are eagerly awaiting its arrival. Latest information is the aircraft is being shipped late January with a 7<sup>th</sup> March arrival in Melbourne. Meanwhile the Foxbat is performing a sterling job keeping up with demand. It recently underwent a comprehensive 2,000 hour inspection including the removal of the wings.

All pilots are expected to show care and respect for their club aircraft and should contribute to keeping them neat and tidy. This includes regularly washing the aircraft. Bill Coote is the go-to man for detailed information on method and equipment.

The runway extension and widening is now complete. Apart from the one-off QANTAS 737 charter charity flight to Melbourne, it will be interesting to see if any airlines elect to introduce jet services. Following consideration of submissions including that of the HDFC, Council has in the short term adopted Option 1 of the Port Macquarie Airport Master Plan 2010 Addendum Report. This would involve the relocation of GA1 and is therefore of major consequence to our club. Communication with key stakeholders has been promised, but I do not envisage any changes for many years.

Those interested in the new Recreational Pilot Licence will be interested to know CASA has deferred implementation of legislation relating to the new

licencing system to September 2014. This is largely due to industry bodies seeking clarification regarding certain anomalies which appeared in the proposed legislation changes.

CASA will conduct another Avsafety Seminar at our club on the 18<sup>th</sup> March called Safety Matters. This will include an update on changes to the licencing system.

Leading up to the Christmas break social activities dominated. The Annual Presentation Dinner recognised member achievements.

Congratulations to all award recipients, especially Pilot of the Year, Alex Pursehouse. Alex is a trike pilot but just because his mode of aerial transport is different to most does not make him any less of an aviator. Alex shares the same passion and enthusiasm for flight and is deeply involved in club activities.

Thanks to Clyde and Sue Stubbs for hosting the club at their wonderful property, Dexfield Park. The Pizzas coming from the oven were delicious. Then a week later food was again the main attraction at the club Christmas party. A large crowd enjoyed the camaraderie this club is renowned for and the party proved a fitting finale to the 2013 HDFC calendar.

Fly 'n' Spy will be conducted on Saturday 23<sup>rd</sup> March. All aviators are invited to fly in so mark your diaries

### CONTENTS

Club Captain's Report	Page 2-4
Pilot of the Year 2013	Page 5-6
Pilot Proficiency Day	Page 6
Spitfire Smile by Glenn Cleary	Page 7-9
Around the Cape in 8 by Alan & Deb	Page 10-13
HDFC Open Day 2013	Page 14
First Solo by Tim Hitchins	Page 15-16
Pizzas at Dexfield Park	Page 16
Instructor Profile—David Massey	Page 17
From Airbus to Foxbat	Page 17
Presentation Dinner Photos	Page 18
True Story by Bill Coote	Page 19
The FPT Era	Page 19
Wing Tips	Page 20

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 one aircraft available for hire by flying members—a Foxbat for \$120 incl GST. A monthly pilot proficiency day and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

## President's Report (cont)

and spread the word. Port Macquarie-Hastings Council is again providing \$500 for the Presentation Dinner prizes. Also another one for the diary is the Camden Haven Camp Out, happening on the 1<sup>st</sup>/2<sup>nd</sup> March.

In closing I would like to welcome our club captain Ray Lind back into the air. Ray is now cleared for flying duties following his operation six months ago.

Happy new year to everyone and see you at the club.

Rod



## Captain's Report

Our 2013 Pilot Proficiency Days saw some excellent flying overall and this was reflected in our outstanding pilots announced at our presentation evening. In an attempt to get even more pilots involved in these important days for 2014 we have introduced an incentive scheme where each pilot flies for a greatly reduced cost of \$100 an hour. This also applies to our club Navigation Trial which is still current for any pilot who wishes to participate and maintain their currency.

### OCTOBER 2013 PILOT PROFICIENCY DAY

Our October Proficiency flights were held at Kempsey airport. YKMP is a wonderful place to do some flying because it's so quiet in comparison to YPMQ. Kempsey Flying Club invited us up to compete in their perpetual Tom Dick trophy which involved an enlarged River Bash activity incorporating airmanship, accurate flying up the Macleay River and a Spot Landing. Seven (7) of our pilots competed as well as Alex Pursehouse who flew in his Trike Microlight Aircraft. The weather was perfect and although Kempsey took the trophy for the day, all of our pilots had a great day of flying. We commenced with a tasty barbecue breakfast followed by a briefing and then the quick flying activity. David Mitchell and Ian Goldie flew the beautiful C182, Clyde Stubbs flew his smart little C150 and the rest flew the mighty little Foxbat.

The perpetual Tom Dick Trophy was won by Graham Smith from Kempsey with 135pts. For our HDFC activity we had David Mitchell 1st on 130, Clyde Stubbs 2nd on 125 and Bruce Dunlop 3rd on 120pts. We finished off with a lovely, healthy lunch followed by a very brisk flight home with a good 20kt tailwind. What a great way to spend the day; with good company, challenging flying and lovely food.

### NAVIGATION TRIAL

Wet weather earlier in 2013 played havoc with our Nav EX but a few valiant pilots managed to fly the challenging little course which involved a flight from YPMQ towards Lansdowne with a diversion to Long Flat and return to YPMQ. The winners were: 1<sup>st</sup> Rod Davison 310pts, 2<sup>nd</sup> Ed Godschalk 295, 3<sup>rd</sup> Vaughn Durkin 228pts. We are at present running our 2014 Nav Trial and the details are on the website or you can call Ray Lind on 0428 820 698.

### 2013 HDFC PRESENTATION NIGHT

Our presentation night was a wonderful celebration and recognition of many hard won achievements by our student pilots and also our more experienced pilots. We hope that all of our pilots receiving an award on the night took away very fond memories to mark all of their important achievements.

#### FIRST SOLO (Mug and Certificate)

First solo is a very exciting, challenging and memorable time for all pilots. The following pilots all achieved this wonderful feat in 2013.

**Matthew Connors, Phillip Oliver, Tim Hitchins, Nicolette Fleissgarten, Nick McKeown-Ward, John Navin, Andrew Spalding**

#### PILOT CERTIFICATE (*Wings*)

**Matthew Connors, Dylan Williams, David Ramage, Bruce Dunlop**

## Captain's Report (cont)

### CROSS COUNTRY CERTIFICATE

**Ben Hansen, Ed Godschalk**

### PASSENGER ENDORSEMENT

**Matthew Connors, Dylan Williams, Ben Hansen, David Ramage**

### SCHOLARSHIP WINNERS

There were three scholarship winners for 2013 so we hope that this wonderful assistance help from HDFC can springboard these young men into an exciting flying career. We look forward with great interest to following their progress.

**Mitchell Paterson, Darcy Carney, Jackson Boswell**

### GFPT

**Ed Godschalk**

### OTHER FLYING ACHIEVEMENTS

**Alan Bradke**—RV12 flight to Cape York.

**David Massey** in his Liberty flew over to the Kimberleys and Perth.

**John Hayler** and **Christian Corse** flew in a Baron from the USA to Aust. They received PLAQUE AWARDS for this incredible achievement.

### STUDENT PILOT OF THE YEAR

All of our students worked very hard to gain their qualifications...it doesn't just happen...it can only be achieved by hard work and perseverance. Many problems are encountered along the way to gaining your pilot's certificate and this often takes a great deal of courage and fortitude by the student to overcome any particular difficulty encountered. Our student pilot for 2013 has developed into being a very competent flier...he has become an excellent club member, often seen doing major electrical work around the hangar and clubhouse. He recently did a marathon x-country flight with George in the Eurofox up to Mackay. Our Student Pilot for the year 2013 was **Dylan Williams**.

### PILOT PROFICIENCY DAY CHAMPIONS

There are great benefits for our pilots including maintaining currency and gaining new skills from participating in the proficiency days each month.

### FORCED LANDING CHAMPION

The Forced Landing is always practiced on our proficiency days. In the early days of proficiency checks, pilots were lucky to just make it back to the runway. Now they can show amazing accuracy. After collating winners for both RA and GA, we arrived at our very skilful and accurate winners: 3<sup>rd</sup> Bill Coote 11pts, 2<sup>nd</sup> Rod Davison 13pts, 1<sup>st</sup> **Bruce Dunlop** 18pts

### RA PROFICIENCY CHAMPION

For our Pilot Proficiency Days, we introduced the 10 POINT BONUS for all landings and this has been very successful in making pilots more aware of trying to achieve a perfect landing as well as trying to gain scoring boxes on the ground. Our proficiency days are sometimes lightly attended due to also of busy lifestyle commitments but this flying is really imperative for our pilots to maintain their skills sufficiently. It's also a great social event, including a beautiful lunch. Winners: 3<sup>rd</sup> on 7 pts Glenn Cleary, Jack Terp and Bruce Dunlop, 2<sup>nd</sup> Bill Coote 10 pts, 1<sup>st</sup> **Rod Davison** 15pts.

### GA PROFICIENCY CHAMPION—Vern Polley Memorial Trophy

2013 had been rather historic for GA in that this unfortunately was the last time that we'd be using C172 FPT. Christian Corse does assure us that he'll have a Piper Warrior available for hire so the GA pilots will be able to continue their proficiency checks. So for our Vern Polley Memorial Trophy the results were: 3<sup>rd</sup> on 6 pts Rod Davison and Ray Lind, 2<sup>nd</sup> 9pts Jack Terp, 1<sup>st</sup> **Bruce Dunlop** 13 pts.

## Captain's Report (cont)

### PILOT OF THE YEAR

Members of our club fly all sorts of aeroplanes: from jet airliners through to fighter jets, General Aviation aircraft and Recreational aircraft of many types. No matter what type of aircraft you fly you are a pilot. Every one of these craft has greatly different and always challenging flying characteristics...some differ more than others. Our pilot of the year flies an aircraft which is totally different to those which most of us fly. He is one pilot who still sits out in the open air regardless of the weather and manages to fly in and out of fields the rest of us can only dream about. I am of course talking about Alex Pursehouse in his Trike Aircraft. Alex attends fly in events all over the country. Because of the rather slow speed of the Trike Alex usually drives to the fly in event carrying his trusty aircraft in a trailer. He then simply reassembles his machine and off he goes...usually gaining lots of attention with the amazing short field take off and landing abilities of his craft. Alex always attends HDFC fly in events, also he very generously always offers to take any brave soul for a fly. Alex is a true aviation enthusiast and is always very happy to give his time to help out with the club involving proficiency days, social functions, working bees as well as attending fly ins. Our Pilot of the Year for 2013 is a very deserving **ALEX PURSEHOUSE**.

### JANUARY 2014 PILOT PROFICIENCY DAY

Our January Proficiency Day introduced the new format of our days where we don't differentiate between GA and RA. Both aircraft types fly exactly the same sequence. This was also the first time where each pilot flew on the greatly reduced cost of \$100 an hour in the Foxbat which we are doing now for each Proficiency Day and also the annual Nav Trial.

We had ten (10) pilots participate in a great day of flying. We welcomed Matt Connors in his Pioneer aircraft for the first time and also Randy Bable in his Cirrus aircraft. Also Graham Smith joined us flying the Foxbat for the first time. It was the perfect day for proficiency checks with challenging gusts of wind and a slight cross wind to contend with. This type of flying regains the pilot's currency very quickly.

Flying activities were:

#### River Bash

1<sup>st</sup> Jon Maguire 58, 2<sup>nd</sup> Ray Lind 56, 3<sup>rd</sup> Bruce Dunlop 54pts

#### Forced Landing (A020)

1<sup>st</sup> Jon Maguire 88, 2<sup>nd</sup> Glenn Cleary 74, 3<sup>rd</sup> Bruce Dunlop 53pts

#### Spot Landing (A005)

1<sup>st</sup> Bruce Dunlop 95, 2<sup>nd</sup> Randy Bable, Ray Lind 80, 3<sup>rd</sup> Jon Maguire 65

#### Overall

1<sup>st</sup> Jon Maguire 211 (easily with the highest points), 2<sup>nd</sup> Ray Lind 193, 3<sup>rd</sup> Bruce Dunlop 192pts

HDFC looks forward to another safe year of flying for all our pilots that is filled with outstanding achievements and a feeling of great pride in maintaining high levels of skill in all forms of flying.

Safe flying to everyone.

Ray Lind

Club Captain

## CONGRATULATIONS FOR THESE ACHIEVEMENTS SINCE THE PRESENTATION DINNER

**Nicola Fleissgarten**  
RAAus Pilot's Certificate

**Stephen Smith**  
Senior Instructor

**Greg Connors**  
First Solo

**Matthew Connors**  
RAAus Pilot's Certificate  
Passenger Endorsement

## Pilot of the Year Award—2013

How it all began. In something like 1995, a school teacher from Wauchope High School who had a passion for aviation, encouraged his students to sample aviation for themselves.

And as things go, one thing leads to another and families get involved – particularly one Father's Day when the high school students and their teacher invited some dads to come along for a fly. So, you see, a seed was sown and a memory was formed of what a great bunch of people are involved with the Hastings District Flying Club.

Years go by and financial and family commitments dictate that the seed doesn't grow much, it's just lying there dormant; the kids grow up, the mortgage is paid and time finally becomes more plentiful. So travel becomes possible, and on a trip in November 2008 to Broome WA, another opportunity to fly presents itself in the form of a Trial Introductory Flight in an open cockpit Microlight (trike). **Oh what an experience!** The experience of flight with the thrill of the open cockpit giving your senses a super charge. Now the seedling starts to flourish; homework is done and plans are made, resulting in the purchase of my first aircraft – an Airborne Microlight XT582 – a 2-stroke with a Rotax 582 engine along with a Student Pilot's Licence. Following along close behind were my Radio Endorsement, Passengers Endorsement and my Cross Country Endorsement, then the realisation that the endorsements are under the same rules, regulations and licensing as 3-axis with only a conversion required to fly fixed wing. So another round of

studies found me joining up with the HDFC and under instruction from George and Ray up to the stage of going solo in our beloved Foxbat – now this baby has power and the ability to fly somewhere, use half the amount of fuel as my 582 trike, and you don't get wet when it's raining. Those of you who are aviators, ex or current, can probably see the problem developing – the love and passion of the open cockpit sense flying, with the practicality of a fixed wing aircraft, but all is not well, as a lot of the controls are completely reversed, and although this has never presented a problem, even under Ray's watchful eye, I felt it was time to make a decision one way or the other.

The dilemma is, we're now active members of the HDFC, but the freedom of flight with the trike wins out, particularly as there's now a brand new partially enclosed cockpit trike XT912 with a Rotax 912 available for purchase. If I have to tell the truth, I believe this will probably be a departure from the HDFC as it's a big step from what the club is used to and far from its norm.



Trikes at Camden Haven



Flying up the coast.

Seasons come and go and after a few away trips with HDFC, and some very adventurous long-standing members taking TIF flights in a trike, the inclusion of a trike being accepted into the normal HDFC line-up means the gap between trikes and 3-axis doesn't seem quite so wide any more, and to hear comments from John who has 20,000 hours flying to be heard to say, "I'd never really flown until I'd been in a trike, these things are amazing!"

Nothing could have prepared me for the total surprise at the Presentation Dinner, when I, as a trike pilot, was awarded the HDFC Pilot of the Year for 2013. I think this says volumes about the spirit of true aviation that exists within our HDFC when a long-standing traditionally 3-axis club can recognise another form of aviation at this level.

## Pilot of the Year 2013 (cont)

The presentation itself was conducted appropriately by the very same school teacher who planted the seed all those years ago, and now has a full grown tree on his hands to contend with. You guessed it, it is our President Rod Davison, whose speech made me blush, but let me know just how accepted and respected I am as a pilot and member of our HDFC. So in closing, I thank all of my fellow aviators and club members for their well wishes and as some of you know, I am working at closing the gap; who knows, one day we might even have combined club events with one of my trike clubs.

Thank you once again for the honour.

Alex Pursehouse—Microlight eight, zero, two, niner.  
8029



Alex Pursehouse—Pilot of the Year 2013



Alex and Stephanie landing at  
Camden Haven Airstrip.

## Pilot Proficiency Day

This is an opportunity to brush up on flying skills with a coach/mentor in the right hand seat. Points are awarded but the emphasis is on proficient flying by all participants. The HDFC runs a monthly pilot proficiency day over 11 months of the year plus a navigation trial over December and January. The proficiency days are an excellent way to maintain and improve flying skills. Most sessions are of 20-30 minutes duration and participants fly with a Check Pilot.

- Both GA and RA aircraft participate in the same routine.
- Pilots may fly their own aircraft provided the check pilots are happy.
- Aircraft hire rate for the proficiency exercise will be reduced to \$100/ hour. A sequence is usually between 0.4 and 0.5 hours.
- Student pilots are encouraged to participate and will not be asked to perform a sequence that they have not already undertaken in a lesson.
- Each proficiency day will have a 1st, 2nd and 3rd point system which will be used to determine annual awards.
- Air judges will have a 10 point handicap before any other handicap is applied. Monthly winners have a 10 point handicap for each time they win.
- There are three main annual awards:
  - ◆ Most Proficient Pilot
  - ◆ Forced Landing Proficiency
  - ◆ Spot Landing Proficiency
- A countback system will be used so that a different pilot is successful in each category.
- A barbecue lunch is held on the day.

## Spitfire Smile—Glenn Cleary



Glenn and Frank

Last October I grabbed a weekend out of a very busy life and went to New Zealand to fulfill a lifelong dream, to fly in and possibly fly myself - well let's say have a bit of a steer of a MK IX Supermarine Spitfire.

My father flew Spitfires in 165 Squadron in England during WW2, he also flew P47 Thunderbolts in 261 Squadron in Burma in the later years of the war. From entries in his log book, he was much better at dive bombing than he was at air gunnery.

A quote from the book – *Air War Against Japan 1943–1945* by George Odgers – “No. 261 Squadron flew its last sorties with Hurricane aircraft on 16 June 1944. After conversion to Thunderbolts, it was back in action from Kumbhirgram, and on 16 September flew its first bombing sortie against the Japanese at Mawlaik. A few days later Flight Lieutenant Gibson and Pilot

Officer Cleary went on a mission to Indaw where they made a successful strike on oil storage dumps. When they left the target red flames and a column of black smoke, rising hundreds of feet, indicated successful bombing. On the 1 October the squadron flew twenty two sorties in support of the army, Gibson and Cleary again taking part. They bombed and strafed targets in the Pinlebu area.”

As a child and teenager I remember Dad and his mates in the Air Force Association sometimes sitting around telling war stories, not so much of the horrors of war but of the comradeship and the funny things that happened to those young men, most of them in their early twenties. Whenever the subject of flying Spitfires came up all of those men smiled a certain smile, I call it a Spitfire smile.

David Cook also had the calling to experience the Spitfire and went to NZ a few months before me to have a flight in ZK-WDQ, a two seat MK IX operated by Warbirds NZ out of Ardmore airfield about 40km south east of Auckland. When I saw David soon after, I asked him “how was your flight?” he looked at me and smiled that Spitfire smile, said it had been a great experience and no matter what, I should just do it. So I decided yes I would, for myself and the memory of my Dad.

I knew it would take all of my lolly money for the next year or so but an experience not to be missed. So over the following few months emails back and forth to Warbirds NZ, arrangements were made for a weekend late in October to have a flight in ZK-WDQ. I landed in Auckland late Friday afternoon, I had been keeping an eye on the weather forecasts and it looked good for the next day. I had already made a booking for the flight and when I got to my motel I rang Frank Parker, my chief pilot/instructor and operations manager, to check on the aircraft condition and weather - he gave the green light on both. He suggested I come out to the strip mid morning and have a look around.



Instrument Panel

Ardmore is the home of NZ Warbirds, where they have a very interesting museum and hangar full of a number of different types of warbird aircraft being maintained and restored for air shows etc. Ardmore was built in 1943 at the request of the American government for the war effort in the Pacific and housed a couple of P40 Kitty Hawk squadrons for operations and training of NZ pilots late in the war. I arrived at the airfield around 10am and soon found Frank, he showed me around and I could feel his pride in the operation he and others were running.

## Spitfire Smile—Glenn Cleary (cont)

I wanted to film as much of the flight as possible - the only trouble was to secure the camera to my person as you cannot have a camera flying around the cockpit if you happen to drop it in the middle of a loop. I just wanted to turn the camera on and forget it - knowing that it would be a good record of the flight and most importantly, safe - so as not to interfere in the operation of the aircraft.

I needed to somehow tie the little camera to my head so it would record what I was seeing. It came with a mounting frame but I was a bit worried about drilling a hole in my forehead to bolt the frame into place. Maybe it was the old mechanic in me but with a pair of pliers and some aircraft safety wire I sewed the mounting to my cap - knowing my headset would keep the cap on my head. So I mounted the camera, made a few adjustments and the problem was solved - Capcam was in place, everywhere I looked the camera would follow, a bit jerky but not bad.

Frank and I went up to the office for a bit of a chat, things like, my flying experience, how would I feel about what he called grandfather aerobatics, I had no worries about that. Frank then explained to me that the insurance company and the NZ aviation authority would say that I was not allowed to fly this aeroplane, OK, then he asked me what I would like to do, I said I would love to have command for maybe 30 seconds just to feel the machine, he said under his instruction we can do better than that. What I really wanted to do was a couple of wingover turns, nothing too radical, just tight enough to feel a little of what Dad felt.



On the apron

Frank handed me a flight suit, I put it on and we had a quick look at a map and a bit of a plan, an aerobatic area, then a couple of gorges for a river bash, north to Tamaki Strait to do a bombing run on an island then a low, fast run around the coast to find an unsuspecting barge to do a strafing run on, sounds like a whole lot of bloody good fun, let's go.

We walked out on to the apron and there was ZK-WDQ (MH-367 RAF Designation) built in July 1943, a MK IX Spitfire powered by a Rolls Royce Merlin 61. This aircraft ended service in 1945 and was scrapped in 1948.

Most of this aircraft and components of several others saw the rebirth of a

two seater - built in the USA - flying again in November 2006 and first flight in NZ in May 2008, it carries the livery of Squadron Leader Colin Gray, NZ highest scoring WW2 Ace. There are very few two seater Spitfires in the world today. The Merlin 61 with a two stage supercharger develops 1450hp at sea level and 1370hp at 24,000ft. VNE around 400knots, a bit faster than a Foxbat.

When you look at it, the aircraft is a thing of beauty, in the air and on the ground. The elliptical wing and tailplane fit to the fuselage lines so well it just LOOKS like a fighter. Frank took me on a pre-flight walk around, very interesting, the exhaust horns ring like a bell when flicked with your finger, if they don't they are usually cracked. We checked undercarriage, radiators and coolers, flight controls surfaces etc, you know the drill, what we all should do. I was surprised to learn it has a four blade wooden prop made in Germany.

Next was to strap on a parachute, the chute hangs low because you sit on it in a metal seat frame. I climbed in, adjusted the seat and put on the five point harness, snug but comfortable enough. Frank handed me my Capcam, put it on with my headset in place and there I was in the cockpit of a MK IX. Frank was in the front doing checks, I was looking around at instruments. I was confident I knew what I was looking at, sitting in there I could see that

## Spitfire Smile—Glenn Cleary (cont)



this aircraft was built with strength, it was neat and well set out, once again it was military it FELT like a fighter.

Frank called for an intercom check, the push to talk is on the instrument panel, called back all OK, We had the canopy open but it was getting hot so I was glad when Frank called “clear prop” there was a moment of silence and then I heard the starter engage maybe turned over once and kicked back just a bit before continuing to turn over and fire into life. A plume of smoke flowed from the stacks down the side of the fuselage the smell of oil and fuel and the crackle of the exhaust filled the cockpit, the Merlin was awake. We taxied out and lined up just short to do checks, close the canopy, all OK, we moved onto the strip and lined up. Frank pushed the revs up, did a magneto check, bit of a drop on both, then he opened the throttle, that

produced an immediate push in the back as we started to roll and a symphony of sound from that beautiful Merlin. The tail came up and as we ran down the strip she started to tippy toe and we lifted into the air, I was flying in a Spitfire.

We climbed out, gear up, flaps away, then turned cross wind to continue climbing for an overhead departure to the north to the aerobatic area. The weather was just short of perfect and the view of Ardmore airfield under that magnificent elliptical wing was marked in my memory forever, I had my Dad’s wings in my pocket and I knew he was with me. We leveled out at 2000ft and Frank got us straight and level and trimmed, he then asked me to follow him through as he did some very gentle nose up and down and some gentle roll left and right, he then asked me to do the same and said those magic words “your control”. I finally had my boyhood dream, I just wanted to light up the sky with it, turn it inside out, but no I proceeded to do some very gentle direction and attitude changes, Frank was happy and said take us over to those hills a couple of miles to the east, no worries I thought to myself I can do anything I’m flying a Spitfire, I pushed PTT and said “wilco”.

We arrived at about 3000ft over farm land with a row of hills to port - Frank took over and pulled the nose up through the horizon put in a bit of left aileron and she rolled 45deg. to the left and the nose dropped gently back through the horizon, a little back pressure on the ring and she came around 180deg and then leveled out, Frank said now you do the same, try one to the left and then to the right. So I did, and loved it, the spitfire has a control column with a ring and I liked the way it fitted into my hand, the feedback on the controls was a gentle firmness and you could sense that it would just go wherever you pointed it and however hard, for me it was very exciting, exhilarating, and emotional all at the same time. Frank took over and started a sequence of aerobatics, an aileron roll, a barrel roll and a loop, I can tell you at the bottom of that loop at 220kts the “G” forces were strong, I hadn’t felt anything like that in the Foxbat.

We went on to do a brilliant river bash through a rich lush gorge, low and fast some high angle banked turns, great fun. Off to the bay for a 270kt dive bombing run on an island then to pull out stay low and fast around the bay to find that barge to machine gun. In everything we did with the Spitfire it felt accurate and strong. We headed back into the circuit, base, then final, we touched down with a bit of a skip and rolling in I told Frank I envied him his job but also thanked him for a benchmark flying experience. We taxied in and pulled up, that beautiful Merlin just ticking over, Frank cut the fuel and switches and that silence was there again, and in that emotional and dare I say it, spiritual, moment I found myself smiling that Spitfire smile.

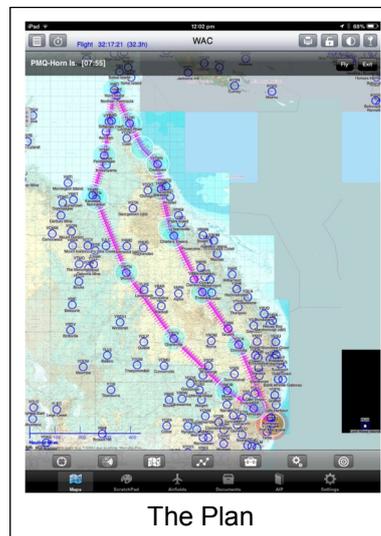
Yes the camera did work, I had to cut the movie time down a bit and I will put it on You Tube, Lyndal will put the link on the club web site.



## Around the Cape in 8—Alan & Deb Bradtke

Our eldest son, Jonathon is now based at Horn Island in the Torres Strait flying helicopters, so it seemed the right place to start our 'longer' trips in the RV12. Tony (who built the RV) & Bridget picked us up bright & early Thursday 26-9-13 and delivered us to the airport, ready for our planned trip north to Horn Island.

Alan had been carefully studying the weather and the various routes that we could take. Our first leg was direct to Chinchilla. It was quite a hazy morning and this was to be the case throughout our trip. We cruised at 8½ thousand feet with a few bumps along the way. Approaching Chinchilla we wondered what all the neat little cleared areas were for. It almost felt like a welcoming committee waiting for us at our first fuel stop, seemed to be people and mini buses everywhere. At first we thought they were workmen on their lunch break, with even more people in the small but updated terminal building. It was actually Queensland Gas Company workers awaiting a return flight to Brisbane – the terminal was very busy, but we managed to find a seat and had some of our packed lunch (a wise move!). We found out what the neat little cleared areas were – Coal seam gas wells.



The Plan



Coal Seam Gas Drilling (Fracking)

When we arrived Alan telephoned the local contact for fuel (having previously arranged this). George arrived and it seemed to be taking a rather long time for refuelling – the pump motor wasn't working! Alan & George checked a number of things but to no avail! Fortunately the Rotax engine hums just as well on mogas, so Alan talked George into taking him into town to get some fuel. George was really helpful and drove him around (in his restored 1963 Falcon ute) to his and some mates' places to pick up some drums. One was suitable and another one Alan purchased meant we would have enough fuel to get to our first overnight stop. George wasn't quite finished yet as he wanted to give Alan the 'guided flood tour'. What was planned as a 1 hour stop became 3! When we finally took off from this tiny strip the cross wind was about 20 kts from the left, um, interesting!!

The next leg to Emerald was darting rain and thunderstorms, fortunately they were isolated and not severe so we could pick our way through. On arrival in Emerald we refuelled and then rang Kerri from Central Palms Motel who was happy to pick us up. Just as we left the airport Kerri said there was a warning about a severe storm due to hit in the evening – Alan was a bit worried that he hadn't secured the RV well enough for that, so Kerri offered to return us to the airport so he could tie it down more securely. After finally finding someone to allow us access airside, the RV was secured, and we set off again. Kerri was not going to be outdone by George though and gave us the rundown on Emerald including the 'guided flood tour'!



Departing Emerald Day 2

DAY 2 saw us pass over much the same countryside on our way to Charters Towers. Joining there midfield crosswind, we found ourselves head-on with a glider, we took evasive action to the right, but it turned towards us, so we turned HARD left! On landing we found out the Air Cadet was on his first solo! There was a lovely old clubhouse/terminal, a remnant from the 2<sup>nd</sup> World War when 15,000 American airmen were based in Charters Towers. Fortunately we still had some left over packed lunch! Alan wasn't too happy with the fuel here – thought the drum which it was pumped from was a bit dirty and it definitely had water in it!

We took off but there was a strange whistle coming from behind us, we couldn't see any reason for it, the canopy was locked down, nothing hanging out, so Alan just went straight to downwind and landed, he checked the plane over but everything looked normal.

## Around the Cape in 8—Alan & Deb Bradtke (cont)



Atherton Tablelands

We started up again and that's when Alan's headset started to play up. Lots of fiddling and swapping of headsets – but it finally worked well enough to continue. (It turned out to be just the plug socket). The whistle was gone, Alan was glad to see the back of Charters Towers!

Scenery started to improve as we headed towards the ranges again. Passed close to the Bruce highway and I thought back to our trip last year on the motorbike to Airlie Beach. It was beautiful scenery as we passed over the ranges and could see the plateaus, valleys and ocean below and to the east. We were flying lower crossing the Atherton Tablelands (absolutely gorgeous) and then over the Daintree. We passed to the west of Port Douglas and Mossman on our way to Cooktown – our 2<sup>nd</sup> night's stop.

Not another plane in sight as we landed at Cooktown airport. A helicopter, en-route to Cairns flew in while we were refuelling – from Horn Island, not the same company that Jono works for but the pilot knew our son. Fortunately we had Optus reception and could ring Vera from Milkwood Lodge who was happy to come and pick us up (airport is a little way out of town). It turned out Vera and her husband had been in aviation all their lives. She was wonderful and took us into town at our convenience and pointed out places to see and eat. Milkwood was a gorgeous place to stay with excellent service. We watched the sunset before having dinner at the Bowling Club and then caught the courtesy bus back to Milkwood.

DAY 3 Only one leg, we donned our PFD's and set off for Horn Island overflying Lockhart River. This leg required flying over Princess Charlotte Bay, staying within 10 miles of land (most of the time!). It's all part of the Barrier Reef so mostly shallow with islands dotted around. This was the longest leg of the trip 340nm (630kms) but with the prevailing SE winds required only 52 of the RV's 76 lts of fuel (average of 8.25 lts/100kms). The north eastern part of Cape York north of Lockhart River starts to flatten out with some big meandering rivers, and as we found out a few days later was typical of the gulf country on the west coast.

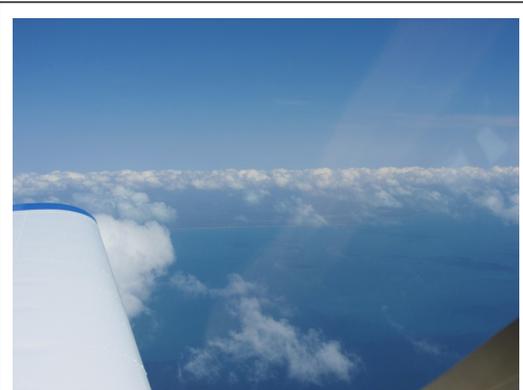
We arrived at Horn Island shortly after midday. Downwind, base, and final on 14 requires flying over the brilliant crystal clear waters of the Torres Strait, a great sight after three odd days and 14.7 hrs on the clock.

On the ground we were refuelled by a lovely and chatty Maori girl, she managed to get me some tie down ropes - which I had forgotten to pack! (apparently this rope had a council connection!).

We got chased down by "the girl from AQIS" (quarantine), who knew!! I rang the Airport Manager to ask if I could "park for three nights", "no problem ... by the way there's a beach party on tonight, there's a pretty new French girl in town she'll be there." "No, but thanks anyway". He must have thought I said "party for three nights!"



All alone at Cooktown airport



Over Princess Charlotte Bay—if you look closely you can see the coast

## Around the Cape in 8—Alan & Deb Bradtke (cont)

DAY 4 Jono shouted us a Helicopter scenic tour of the area and local islands, it was Deb's first time in a chopper and to have our son flying made it even more special. We flew back to the mainland, over the tip of Cape York then a short distance down the eastern beaches, plenty of 4WD's around who had made the long trip. We then headed back to the cape to land on the beach and walk the couple of hundred yards to get to the northern most tip of the Australian mainland. The walk to the tip is a bit rough, hilly and rock strewn. As we were making our way there we passed a young family, Dad and daughter moving along quite smartly, about 20mts behind came Mum red faced and finding it a bit tougher, as we walked past she asked if we had come in the helicopter to which we replied in the affirmative, she just said "that's the way to do it". It got me thinking about the great effort most people make to get to this place, it was like we had somehow cheated, but I also felt very privileged.



Turning final 14 Horn Island



We made our way back to the chopper, Jono reversed out then took us to another beach with a café where we had a lovely lunch. After lunch we flew over many of the islands in the area including Thursday Island (TI).

DAY 5 We spent most of the day sightseeing - caught the ferry to TI and took a guided

tour of the island learning about its history etc. Captain Bligh named the island Thursday Island, as that was the day he and 18 of his loyal crew arrived there. This was during their epic journey of 3600 miles in a 7m (23ft) launch after being set adrift following the mutiny on the Bounty.

DAY 6 It was time to head home, I readied the RV, got clearance from AQIS and was about to board, when we thought we saw a familiar face. It was an old Navy mate who now flies for the Queensland Police based in Cairns. He and I had done a motorbike trip around Aus in 1982 and he had shared a house with Deb and I- BC (Before Kids). So I had to help him pick his jaw up off the tarmac when I said "What are you doing here Linesy?" It's a small (aviation) world!

Took off from busy Horn Island, and quickly picked up the west coast and headed direct to Crab Is. @ 1000', "there are crocs everywhere" we were told, so we circumnavigated the Is. Not a croc in sight!

Next stop Weipa only 127nm, but we needed to fuel up for the next leg to Karumba. Another refuelling girl again extremely helpful. We didn't have any food with us so we enquired if we might be able to get something, as it was a long time to Karumba. "there is a vending machine in the terminal but QantasLink are due in about 30 mins". The vending machine was in the "Secure" side of the terminal, there were already two security people who seemed very cautious about letting us through to the machine but graciously did so, now we could buy Mars bars and chips at \$4.50 a pop. By the time we bought 4 items from the machine there were now 6 security people, all watching us like hawks!! Horn Island to Weipa to Karumba was partly over water so we had the PFD's on - probably thought we were suicide bombers!!!



Crab Island

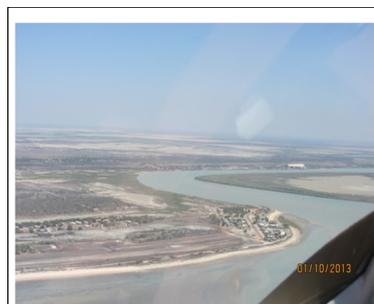
## Around the Cape in 8—Alan & Deb Bradtke (cont)



Typical of the Gulf country down the west coast of the peninsula

Next stop Karumba, no fuel but much nicer than Normanton, so we planned to stay the night there. Got to Karumba only to find a 20kt (my estimate) crosswind from the left on 03, no problem! What I learnt is that it is easier to land the RV-12 in a 20kt crosswind, than to take it off! The only other plane on the field was a rather weathered looking Jabiru from Tasmania! (The next morning there were also three R44 helicopters). We had no phone reception (Telstra works) but we were able to walk the couple of hundred yards to Karumba Point which had all we needed. The main town is further away.

For dinner we had “world famous” fish (local barramundi) and chips, it was good! Life was good!



Downwind 03 Karumba

DAY 7 We had to cover 620nm to get to Charleville, the little Rotax engine had run for 6.4 hrs by the time we made it. It was a short 19nm to Normanton, then 302nm to Winton, our two fuel stops. The most memorable part of this day was that for the last hour of the Winton leg and the whole of the Winton/Charleville leg, I felt like I was doing the Macarena in a washing machine (bumpy). And Deb just sat there reading her Kindle! I think it was bumpier my side!

Taxiing up to the bowser in Charleville we were greeted by Pete who runs an American style FBO service there - fuel, café, charter, brilliant service! We had been unable to phone ahead to book accommodation, Pete jumped on the phone organised our motel, and even gave us a car to get to and from town, the next morning he printed out wx, notams, etc, and wanted no payment. The water in Charleville stinks, but the people are friendly and cannot do enough for you, and that goes for the whole Qld outback (the people not the water!).

DAY 8 By about halfway to Moree the countryside was looking more familiar - St George, Dirranbandi, Mungindi, cotton country, I had been here before. We were making good time, with a quartering tail wind - the GPS was showing 166kts at one point. Got to Moree, refuelled, threw the Charleville water out of our drink bottles and filled up with nice cooled filtered water from the terminal. Brisbane Centre had been banging on about the weather on the last leg, amended forecasts, sigmets and what have you. I decided to go to the local authority and rang Terry Green – 60% cloud cover, likely rain. “Ok will head to Armidale and see how it looks there”, we overflew and it looked good so we continued on heading towards Willawarrin. As it turned out we had no problem, the worst of it was south of Port Macquarie but moving up the coast.

We landed about 1pm, roughly 7 days 5 hours after we had departed, we had flown 2,900 nm (5,370 km) and the running time on the Rotax was 30.1 hrs.

I hosed down the plane, put it in the hanger, and we headed home – mission accomplished!

Alan & Deb



From the beer garden of the Sunset Hotel Karumba Point



Three mile final PMQ, laying off a bit of a south westerly!

## HDFC Open Day 2013

Perfect weather for a perfect day. The 2013 HDFC Open Day proved highly successful and enjoyable. Allowing the public to inspect our facilities and aircraft, the event achieved its goal with three new members and strong interest in flying training.

Sixteen aircraft were displayed, ranging from Rod Hall's L39 jet to the Airborne trike owned by Alex Pursehouse. The historic Chipmunk created much interest while the crowd was appreciative of the formation arrival of the RV-6 and RV-7 flown by John Hayler and Bob Needham.

In the clubhouse photographic displays of club activities, characters, aircraft and history provided further insight into the club. The Hastings Radio Modellers provided a large and impressive display of aircraft and also had good enquiry.

Most pleasing was the support and contribution of club members. In particular Jon B, Ed, Phoebe and Dennis on the information desk; Ray and Bruce working the BBQ; Ed and Justine providing coffee; Peter, Jon B, John H, George and Ed as tour guides along with numerous other members. Sorry to those I missed.

Club spirit was also alive and well in the lead up with 15 members attending the preparation working bee. Special thanks to Col Hayler who turned up two weeks late but did a great job resweeping the hangar floor. Council also helped by removing rubbish and organised the tree pruning.

Open Day 2014 will be conducted later this year. See you there.

Rod



## First Solo—Tim Hitchins



It was a sunny Saturday morning in mid April. There was a light breeze from the southwest, the conditions couldn't have been more perfect for flying.

After rolling the little yellow beast from its hanger, we jumped in and began the pre start checklist. "Clear prop" were the words that echoed across the tarmac just before the engine roared to life.

A few minutes later, after run ups and various radio calls we were airborne, on the way up to experience the most amazing feeling I believe that a person can experience - the earth falling away from you as you soar towards the clouds.

Towards the end of our normal circuit I was still prepared for more circuit training and thus was still calling "Runway 21 touch and go." A light crosswind greeted us on finals which was great practice for what was to happen only about ten minutes later.

After a smooth touchdown under the watchful eye of Ray, I was lining up for our next takeoff when he said "I think that'll do, Tim, let's head back to the taxiway." My adrenaline then began flowing as I knew what was about to happen...

After the short backtrack up the runway I made my clear of runway call, just as Ray said, "turn left here." He turned to me and said "Are you ready?" I said "As I'll ever be." We then together performed one last run up check before Ray unbuckled his harness, unplugged his headset and closed his door.

From then I knew I was on my own. A quick visual check of the airspace around the field, then I was lining myself up on the runway. I knew my trusty GoPro camera was recording my every movement so at the end of the runway I looked across at it and simply said, "Well here goes!"

"Port Macquarie Traffic, Foxbat 7395 rolling runway 21" were my next words followed almost immediately by the Foxbat jumping into the air after no more than about 40 or 50 metres. The rate of climb was the thing I noticed most, it was incredible that just one person made such a difference to the aircraft! It was the quickest climb to 500' that I'd ever experienced with a sweeping left turn to look at the glistening ocean. ASPT were the only four letters crossing my mind as I levelled off at 1000'.



After a few seconds of straight and level flight I looked to the left and saw the sun shining off the enormous white roof of Settlement City, my first checkpoint to aim for. After checking the airspace was clear I called my downwind turn and began the brief journey north over the edge of the industrial area. My focus then turned to my before landing checklist, the all important BUMPFH checks which allowed me to ensure I was as prepared as possible for the approach to the airport.

After checking that I was perfectly lined up between the river entrance and Blackman's Point, I once again banked left, the views of canal homes filling the view in my left door. It was at this point that my first solo descent began. Flaps one, reduce power, maintain 60kts were all flooding to mind.

Less than a minute later I found myself once again on the radio, this time to inform local traffic that I was turning onto final approach. This is where I expected things to get interesting!

## First Solo—Tim Hitchins (cont)

As I descended over the soccer fields I checked the windsock one more time which told me the wind was steady and maintaining its direction - a great sign for me. The runway kept getting larger in my view as I descended towards the surface. The flare and touchdown was one of the smoothest I can remember doing, the flight went brilliantly.

After a backtracking call I began completing my after landing checklist as I taxied back towards the club hanger absolutely ecstatic about the achievement I had just made. I was met on the tarmac shortly after by Ray, who had a smile on his face that almost matched mine. We opened up the hangar and pushed the plane back in, the last step to a morning of aviation that I will never forget.

I'd like to say a huge thank you to my absolutely brilliant instructor, Ray Lind, for his continuing support and enthusiasm towards my flying, and aspiration to become a commercial airline pilot.

Tim Hitchins

## Pizzas at Dexfield Park

Dexfield Park from Bonny and Clyde fame is now the home of Clyde and Sue Stubbs. However, this hideout is a beautiful property including airstrip, house, hangar and guest house near Wauchope. The mission was to fly or drive in to sample the delicious pizzas created in Clyde's pizza oven.

A wide range of flying machines attended including a bunch of Trikes flying from Camden Haven and led by Alex Pursehouse, to a thoroughly modern gyrocopter piloted by George from Tamworth. Roy Cousins, aged 91 years, arrived in the Foxbat, ably assisted by his instructor and mentor, Bob Needham. Aerobatic flights were on offer from John Hayler while the less adventurous enjoyed scenic flights in Clyde's Cirrus.

It was a great day and mission accomplished thanks to Clyde and Sue.



## Instructor Profile—David Massey

### 1. How long have you been flying and what encouraged you to start?

I was fascinated with aeroplanes as a teenager – growing up in the UK I can remember going to Farnborough Airshow in its heyday and I was hooked. I was also involved in radio controlled models in my late teens but never thought I would have the money to fly. Then in my late thirties we sold a business and I had both time and money and took a short full time course in learning to fly a Cessna 152.

### 2. Why did you become an instructor?

After getting my PPL, I was encouraged by the owner of the flying school to build hours and become an instructor and I was instructing within a year of gaining my PPL.

### 3. What qualities do you believe a student needs to be successful at any level in aviation?

It is really interesting to see the variety in backgrounds of people learning to fly and also the diverse age groups – however, the one theme that seems to persist with the students that actually see it through is that they “always wanted to do it.” Everyone faces some challenges with flying, either learning to land or the theory and therefore determination is needed by all.

### 4. What's your scariest moment as an instructor?

I think that one of the challenges as an instructor is allowing a student to make mistakes and see how far they take this mistake before correcting it themselves. This inevitably leads to you / the aircraft being in situations you would not put the aircraft into yourself. In reality this is not so scary after a while, but you still have to have your wits about you.

### 5. What is the most interesting or challenging plane you have flown?

I have flown about 75 types of aircraft (owned 20!) of all types, I really like old bi-planes. There is some magic about flying them and the wind around you. The Waco stands out because of the sheer size and the Stampe for its control feel and manners.

### 6. Do you have a most memorable flight you would like to tell us about?

I had a very memorable flight in a Steram through France/ Switzerland etc. and can remember flying high in the Alps on a crystal clear day. The other flight that stands out in my logbook is a 16hour flight from Hawaii to San Francisco in a PC750.

### 7. Finally, if money was no object, what would be your dream plane?

I have no wish to own a Gulfstream although a small Citation would be good fun for a while, but what would I really buy – probably a TBM 850. If I was then allowed another aircraft, maybe an Extra 300 and a Piper Cub!



## From Airbus to Foxbat

*At the club presentation night, John Hayler was our keynote speaker with an interesting comparison between the Airbus and the Foxbat. John recently retired from a 34 year career as an airline pilot and here is a short summary of his light hearted, but entertaining presentation.*

**Airbus A330-300 series with Rolls Royce Trent engine:** Weight =383 Foxbats, Fuel=1051 Foxbats, Fuel flow=356 Foxbats, Paint=8.3 Foxbats, Cargo=66 Foxbats, PAX=300 more than Foxbat

**Performance-** at 90000hp Airbus is 6x faster, can fly 8x higher and 16x further. The handling characteristics can be compared to that of a C182/206. Don't be fooled into thinking it's simply sitting behind a green auto pilot light, a lot of skill is still needed.

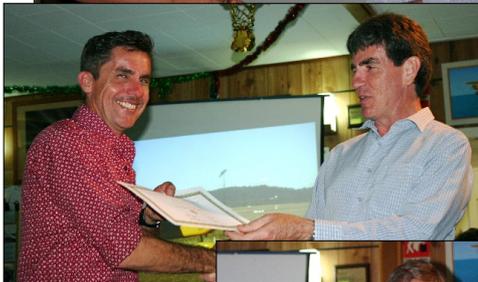
### John's quotes of the night

“When discussing Airbus handling, it's important to understand that the French invented gravity and wrote the laws of aerodynamics.”

“The biggest similarity - push stick forward houses get smaller, pull stick back, houses get bigger.”

“No matter what you fly, the answer to safety is never put your plane anywhere your brain has not already been five minutes before.”

## Presentation Dinner Photos



## True Story—by Bill Coote

### With the benefit of hindsight (if only you had asked me yesterday)

When I was a boy living in Bathurst my father, my brothers and I worked at restoring 1928 Bull Nose Morris Cowleys. There was a junk yard in Bathurst run by Mr Snudden and his son which contained cars from the 20s and 30s. On one occasion when visiting Snuddens, looking for a lower control arm for a 1928 Morris Cowley, we were told “If only you had asked me yesterday. I just sent my last one to the crusher.”

What a wonderful thing hindsight is.

After four years of building, I completed my COOT model A Amphibian, arranged a final inspection and transported the aircraft to Taree Airport for testing. The empty weight had been determined and the position of the centre of gravity identified. I then compared the CG location with the designer’s recommended envelope. “It all fits,” I said. I tested it using a rule of thumb method.

*When the nose is lifted from the ground such that the water rudder is touching the ground the aircraft should just balance on the main wheels.*

“Still all good,” I said. So on with taxi testing, only to find that when airborne the nose came up when the throttle was closed and went down, with vigour, when the stick was pushed forward. What ensued is called pilot-induced oscillation. It only stops when the aircraft grinds to a halt. “That’s not good,” I said and went home to do some more research.

What I discovered, with the benefit of hindsight, was that every plans-built experimental aircraft is different and when determining CG you have to do the maths. I did the maths and, with the benefit of hindsight, was able to correct the CG problem. “Yes, that’s right,” they said in the US. “If only you had asked us yesterday.”



COOT 19 Nov 2013

## The FPT Era—Rod Davison



At 5pm on Friday 8<sup>th</sup> November 2013 with David Mitchell at the controls and Rod Davison as passenger, Cessna 172 FPT made its final flight on behalf of the HDFC. A low pass over the clubhouse seemed appropriate. Current owner, Christian Corse, offered the kind gesture before the aircraft leaves for a new life in Coonamble.

The flight brought to an end an important part of HDFC history. Purchased in 2002 after a 15 year hiatus from GA aircraft ownership, its arrival marked a revitalisation for the club. Michael Coulter was the driving force behind its acquisition and he clocked up many hours, the last being to Narromine in September.

When talking of FPT one thinks of David Mitchell. David donated the paint for a respray in 2005, which not only updated the scheme but offered airframe protection. Then in 2011, David organised the installation of a new interior including leather seats. The aircraft looked good but with declining utilisation and the looming engine replacement and SID’s compliance, the committee made a decision to sell the aircraft. A difficult decision in light of all the fond memories which have accumulated over the past 11 years.

FPT – We will remember you.

## Wing Tips—For Your Information

### Aircraft Washing Program

You may or may not know that our Foxbat aircraft has recently been resprayed. This process was slow and expensive but was necessary because filiform or underfill corrosion was found on the surface of the aluminium skin under the original paint. We believe the way to avoid this problem recurring is to wash the aircraft more frequently.

The primary purpose of washing is to reduce corrosion occurring in the airframe. Other reasons for washing are safety related - being able to see through the windows clearly - but washing is also an opportunity for a thorough inspection. The washing program should take two paths.

#### DAILY RINSE WASH.

The aircraft should be rinse washed by the pilot before the first flight of the day.

#### FORTNIGHTLY THOROUGH WASH.

A roster of willing washees will be administered by Bill Coote. If you are prepared to become a washee, please let Bill know. It is expected that members on the washing roster will be called upon maybe two or three times a year.

A hose with a fine spray nozzle, bucket, chamois/sponge and detergent is provided for aircraft washing.

**NOTE: A pressure washer is not to be used for aircraft washing** as water under high pressure will drive dirt and contaminants deep into lap joints and cavities, can penetrate seals and exacerbate paint loss.

Use only the detergent provided by the flying club as this has been approved for the purpose by the CFI and the maintenance personnel.

#### Washing Procedure:

1. Close the aircraft doors
2. Cover the Pitot tube and the static tube.
3. Lightly rinse the entire aircraft using a fine spray from the hose.
4. Dilute a small amount (1 teaspoon) of the detergent in a bucket of water and wash all badly soiled areas using the sponge and plenty of soapy water.
5. Lightly rinse the entire aircraft using a fine spray from the hose.
6. Return all equipment to the storage area and complete all pre-flight checks before going flying.

### CALENDAR

Saturday 8th February

#### Twilight Cruise

6-9pm

San Michelle Cruises

Departs: Hollingsworth St Wharf

Only 30 places

\$35/person incl fish & chips dinner

BYO, ice provided

RSVP Bruce Dunlop by Mon 3rd

Sunday 16th February

#### Pilot Proficiency Day & lunch

Saturday 1st - Sunday 2nd March

#### Camden Haven Camp-Out

BBQ lunch Saturday \$10/person

Flying activities

Camping and 2 cabins available

Camden Haven Airfield

Sunday 16th March

#### Pilot Proficiency Day & lunch

Tuesday 18th March

#### CASA AvSafety Seminar

HDFC Clubhouse

Saturday 22nd March

#### Fly 'n' Spy and Dinner

Saturday 12th April

#### Restaurant Night

Details TBA

Sunday 20th April

#### Pilot Proficiency Day & lunch

#### THANK YOU

Allan Mettam has donated two books to our library.

*Like Snow on the Desert*—Ron Walesby

*Solo Woman*—Gaby Kennard

Feel free to borrow these books.

## PRICES (incl GST)

Foxbat hire	\$120.00/hr
CTLS	\$130.00/hr
TIF	\$80.00
Flying membership	\$75.00
Social membership	\$35.00
Junior membership	\$11.00
Hangar rental	\$170.00
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

## 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  
P: 0438 204 417

**New email address for Propwash submissions:**

[newsletter@hdfc.com.au](mailto:newsletter@hdfc.com.au)

## BAR ROSTER

### January

31st Bill & Lyndal Coote

### February

7th Bruce Dunlop  
14th John Hayler  
21st Rod Davison  
28th Barry Williams

### March

7th George Northey  
14th Ray Lind  
21st Jack Terp  
28th Ed Godschalk

### April

4th Glenn & Marite  
11th Bill & Lyndal  
18th Peter Ford  
25th Richard O'Neill

## NEW MEMBERS NOV-JAN

Jan Allen  
Ross Allen  
Tim Amor  
John Brigden  
Jesse Connors  
Peter Gallagher  
David Gleeson  
Ian Moss  
Joanna Oreb  
Alex Pryde  
Grahame Smith  
Helen Smith  
John Southern  
Christopher Watt

## 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.

Lyndal Coote, Treasurer

## Wanted to Rent

Patrick Eichenberger (pictured with Bill Coote), a Swiss professor, seeks furnished, nice beachfront or near beach apartment or house in Port Macquarie for himself, his wife and their two children (aged 4 and 2). Rental required for six months from 1 Oct 2014 to 31 Mar 2015. No agent, no intermediate. Please contact [padraic1@gmx.net](mailto:padraic1@gmx.net)



## 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 Club Captain Ray Lind at lindflight@hotmail.com

Student pilots should provide their details to the CFI George Northey at George@northeys.com

Details required include:

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

## Camden Haven Camp Out

Saturday March 1<sup>st</sup>

Fly/drive in for the day or stay overnight. Limited cabin accommodation available, BBQ lunch provided @ \$10 per head.

Prepare your own evening meal and Sunday breakfast. Flying, water and land activities will be enjoyed.

## Fly 'n' Spy 2014

Saturday 22<sup>nd</sup> March 2014

Organise your team now.

\$10 entry per aircraft

Prizes:

1<sup>st</sup> \$300, 2<sup>nd</sup> \$200, 3<sup>rd</sup> \$100

Last - *The Cabbage!*

Presentation dinner at 6pm

\$20 per head

Sponsored by

Port Macquarie Hastings Council



PORT MACQUARIE  
HASTINGS

## DECATHLON AVAILABLE

For tailwheel endorsements and aerobatics.

Contact David Massey for details.

## HDFC COMMITTEE 2013 - 2014

**Rod Davison - President/Activities Coordinator/PR**  
Ph:(h) 6585 3835 E:roddi194@yahoo.com.au

**Bill Coote - Vice 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

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