

PRO[®]wash

Hastings District Flying Club NEWSLETTER

President's Report



The success of this year's Fly and Spy and Open Day events is all down to team work and excellent leadership from Rod Davison. Regarding the Fly 'n' Spy, thanks, in particular, to Rod and Damian Buchtmann for an excellent competition; to Richard O'Neill and Tania

McKenzie for dinner; to Bruce Dunlop for lunch. First place went to the dedicated team of Northey and O'Neill flying the club Eurofox, closely followed by David Cooke and the Bakers in David's Bonanza, and Paul Nossiter and teammate Wal in third place. On the day the real winners were every one who participated.

The Open Day was also a great success with many club members helping out. Seven TIFs were flown.

The club has taken possession of a brand new Foxbat LSA aircraft, registration 24-7395. It has already proved popular with students, pilots and instructors. The old Foxbat 24-4422 has gone to a hangar in Taree where the Sydney Recreational Flying Club from The Oaks, south of Sydney, is carrying out its restoration. The club at the Oaks already has a similar Foxbat aircraft and plans to run the two side by side.

This prompts me to raise the question of what do we do with the Eurofox. Although it is relatively new, the Eurofox will probably need to be replaced within the next 12 months as the rigors of pilot training to take their toll. The old Foxbat had done 2,000 hours of training and, in that time, made 6,000 landings before the nose leg gave way. The Eurofox has currently completed 1,100 hours of training and has developed a leak in its fuel tank which requires major effort to access and repair it.

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April 2010

The Cessna 172, which the club has owned for 8 years, is running well but maintenance is costly and it will require an engine change within the next 12 months. The current engine has less than 200 hours to run before an overhaul is required.

So the committee is giving careful thought to the way forward with aircraft and asks members to provide feedback on a proposal outlined in this newsletter.

A new aircraft has moved into the hangar. Bob Barnett has completed his RV7 and is now able to take up his reserved spot. Tony Earle has been away on an extended trip in the RV12 with wife Bridget as passenger. On their return Bridget has vowed to start pilot training.

As I have said, the Eurofox has developed a fuel tank leak and will be off-line while George and his team undertake repairs. After just a few weeks the new Foxbat radio stopped working and had to be replaced. It is now back in the skies with a new radio. Thanks Microair for your rapid replacement of the unit.

The 2010 Flying Scholarships are launched this month - details later in the newsletter.

The club calendar is, as usual, full to overflowing. In May we have the usual flying competition and lunch on the third Sunday. The following weekend, May 22nd, Royal Newcastle Aero Club is hosting the Tri-Club competition at Rutherford. A fly-in to the Camden Haven strip is planned for Saturday 29th May and a restaurant night on 12th June. I hope members find the time to attend at least one of these activities.

The breakfast schedule has been put on hold till day light saving returns later in the year.

Finally, Adam Booker has resigned from the committee due to work pressures. I'd like to acknowledge the tremendous contribution he has made to the club, particularly on the RAAus side, and thank him on behalf of all members.

Happy Subaruing

Bill Coote

Hastings District Flying Club operates out of 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 of the month - visitors are welcome. The club owns 3 aircraft that are available for hire by flying members - a Cessna 172 for \$154 incl GST per VDO hour, a Foxbat and a Eurofox for \$105 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

Club Captain's Report



Our January flying concluded with the last of the pilots flying the Mini Navigation Trial. Next time I would like to see pilots from **RA** as well as **GA** fly the same course as there is absolutely no difference in the navigation requirements and skills in either type of aircraft. Flying the short navigation exercise (approx. 0.9 hrs) is a great way to keep up your flight planning skills and dead reckoning navigation ability in a fun and challenging way. All of the pilots who fly the exercise will vouch for its benefits in keeping up their currency.

Our last Navigation Trial required the pilots to fly a very accurate heading and by time be able to recognise two silos on separate legs. This took place to the north west of YPMQ partially into the hills. We concluded with some instrument flying followed by the very popular and exciting River Bash flying south along the Maria River. Passengers who accompanied some pilots loved it too.

The navigation trial results were:

1st Rod Davison (303) Rod was a bit lucky with how his Nav. turned out considering an early error which he recognised and corrected before it got out of control, 2nd Bruce Dunlop (273) 3rd Vaughn Durkin 206). Congratulations to all of the Navigation Trial participants who all flew very well.

GA Competition Results

February

The **February** Competition was flown on a beautiful fine, clear day. We had 10 pilots fly in the **GA** competition. Fine weather generally means lots of air traffic to contend with and this day was no exception. Our pilots all flew to a high standard with the competitive aspect making everyone do their very best flying. The results were:

Instrument Climb to 2500'

1st Mike Coulter (81), 2nd Bruce Dunlop & Barry Williams (73), 3rd Bill Coote (68)

Forced Landing from 1500'

1st Ray Lind (85), 2nd Rod Davison (77), 3rd Bruce Dunlop (73)

Blind Circuit with Spot Landing

1st Rod Davison (128), 2nd Ray Lind & Bruce Dunlop (92), 3rd Mike Coulter (84)

Overall

1st Rod Davison (258), 2nd Ray Lind & Bruce Dunlop (228), 3rd Barry Williams (181)

It's also wonderful to see so many of our pilots competing in both the **GA** and **RA** competition which really shows the depth of experience and talent we have in our club pilots. Rod Davison had an amazing day of success by winning both of the competitions for the day.

March

Our **March** Competition was also held on a beautiful flying day. This, once again, tended to keep the air judges extremely busy and alert while maintaining situational awareness and making a cacophony of radio calls. The **GA** competition had 12 pilots fly the Cessna which was just freshly out of a 100 hourly service. The results were:

Forced Landing from 2,500'

1st Mark Whatson (85), 2nd Rod Davison (60), 3rd Richard Bentley (56)

Instrument Climb to 3000'

1st Bruce Dunlop (92), 2nd Lyndal Coote & Rod Davison (89), 3rd Mark Whatson (87)

Steep Turns

1st James Lummus (90), 2nd Rod Davison & Vaughan Durkin (85), 3rd Ray Lind, Rod Farley & Jack Terp (80)

Overall

1st Mark Whatson (232), 2nd Rod Davison (224), 3rd Ray Lind (208)

Congratulations to Mark Whatson for some very accurate and confident flying.

Our **RA** competition for March had five (5) pilots fly on the day. The competition was won by Rod Farley.

(cont Page 3)

Flying Competition Results

GA Competition (Cont from Page 2)

April

April Competition, a beautiful day, 12 pilots.

River Bash

1st Ray Lind & Bruce Dunlop (80), 2nd Vaughn Durkin, Rod Davison, Rod Farley & Richard Bentley (75)

Forced Landing from 1500'

1st Rod Davison (95), 2nd Ray Lind (89), 3rd Bruce Dunlop (73)

500' Circuit & Spot Landing

1st Bruce Dunlop & Mike Coulter (100), 2nd Ray Lind (85), 3rd Rod Davison (80)

Overall

1st Ray Lind (254), 2nd Bruce Dunlop (243), 3rd Rod Davison (240)

RAAus Competition Results

April 6 pilots

River Bash

1st Ray Lind (85), 2nd Rod Farley & Rod Davison (75)

Forced Landing from 1500'

1st Ray Lind (85)

500' Circuit & Spot

1st Barry Williams (90), 2nd Rod Farley (84), 3rd Ray Lind & Rod Davison (65)

Overall

1st Ray Lind (225), 2nd Rod Farley (159), 3rd Barry Williams (155)

March 2010 5 pilots

Forced landing

1st Rod Farley (65), 2nd Rod Davison (46), 3rd James Lummus (37)

Spot Landing

1st Rod Farley (88), 2nd Rod Davison (67), 3rd Bruce Dunlop (60)

Steep Turns

1st James Lummus (70),

2nd Bruce Dunlop & Rod Davison (65), 3rd Rod Farley (55)

Overall

1st Rod Farley (208), 2nd Rod Davison (167), 3rd Bruce Dunlop (155)

February 2010 6 pilots

Spot Landing

1st Damian Buchtmann (82), 2nd Neil Files (69), 3rd Rod Davison (62)

Forced Landing

1st Rod Davison (84), 2nd Neil Files (52)

Overall

1st Rod Davison (146), 2nd Neil Files (121), 3rd Damian Buchtmann (82)

Safe flying,

Ray Lind

The Sad Truth - Only in Aviation

Position Vacant

Pilot - "I must be mad airlines"

Would you like to fly for us. We can offer you a job flying our 40 year old aircraft. The starting wage will be around \$35,000 per year and you will be required to work 12 hours a day, 5 days a week, including irregular hours. You will require to spend between \$80,000 and \$150,000 before we can employ you, and even then competition will be fierce. Jobs are not guaranteed. You will be required to also spend thousands to come and see us for an interview which cannot be done over the phone. You will then wait around in town for a call, this can take anywhere between 4 weeks and 16 months. We recommend a job at Coles. Do not leave town during this time. Please don't email or post your resume, only drop it in person. Come see us at "middle of nowhere where rent and living expenses are ridiculous" airport between 9 and 10 on Friday only.

Jimi Ludriks, PO Box 2315, Kununurra WA 6746 Australia

PS: 13th April - Jimi has now secured a job with Slingair

2010 FLYING SCHOLARSHIPS (2 ON OFFER)

NOW OPEN

(Application forms available on website homepage)

Applicant Criteria

Applicants must be

- Aged between 15 and 20 years
- Submit their most recent school report
- Outline why they would like to learn to fly
- Take a trial flight to assess aptitude at a cost of \$66

Successful candidates will be required to:

- Pay \$1,000 up front to match the \$1,000 scholarship, this \$2,000 being used to pay for flight training (The total estimated cost of training to achieve a Recreational Aviation Pilot Certificate is \$4,500, including items listed below, but this could vary depending on individual student ability)
- Join the HDFC at a cost of \$55 per annum
- Join Recreational Aviation Australia (RA Aus) at a cost of \$160 per annum
- Acquire an Aviation Security Identification Card (ASIC) \$160 per year (may not be required if <18 years)
- Be responsible for obtaining and studying the associated theory material
- Complete scholarship training within 12 months

Training

Flying training will be in the ultralight Foxbat aircraft under the tutelage of one of the club's Recreational Aviation Instructors. The training will lead to a RA Aus pilot certificate. Lessons can be arranged during the week or at weekends.

Applications

- Will only be accepted on the official HDFC application form
- Close on Friday 21st May 2010
- Trial flights will be completed by Monday 7th June and scholarship offers will be made by Friday 11th June
- Applications should be posted to: HDFC Scholarship, Hastings District Flying Club, PO Box 115 Port Macquarie NSW 2444

Further enquiries

Phone Rod Davison on 6585 3835 or email roddi194@yahoo.com.au

VH-PMC Victa Airtourer

I recently received a request for information about VH-PMC from Keith Stewart.



Jimi Ludriks found this photo on the internet with the following footnote.

This Airtourer was built as VH-MUI. Later in life it was converted (by AESL in New Zealand?) into a model T3 which has the 130hp engine. The spats were probably added at the same time. Geoff Goodall took the above image at Jandakot, WA in July 1975. Just over a year later (Sept 1976) it was written off in a crash 40 km south of Perth.

I subsequently received this update on its history from Keith Stewart.

"Many years ago, I was a Qantas 707 pilot [later, 747] with previous, proper, ex military flying training including serious aerobatics.

In uniform with our stripes, we had to be very straight as we flew from SYD to Europe and back. Or to USA and back.

BORED, three of us bought VH-PMC and kept it at Bankstown - two pilots plus a solicitor who bought many flying magazines every month but over the years had not many actual flying hours. [He knew 'everything about flying' and kept telling us what we should do.] Great fun to take it west and fly upside down etc.

We costed it at Au\$6.80 per hour wet including fuel, insurance and allowance for 100 hourly checks. I'd also use it to fly to Cooma to go skiing. If weather was bad, it had no IFR instruments. So I'd borrow a Cessna 182 or 180 with an ADF and do a coastal crawl down south with lots of spare fuel, and then go inland and do an ADF let-down at Cooma. [I had a legal IFR rating, of course.] Other pilots at Bankstown would give me a hard time. But I was a professional pilot. We had a problem with one oleo - undercarriage leg. So I got it changed.

Our third member; the solicitor, took it to Scone for a court case. Returned to Scone airport late, did a rough flight plan and set off for Bankstown late in the day. He had no night flying experience or rating. Headwind and a dark evening back at Sydney. Arrived about 20 minutes after last legal light, and it was REALLY dark. Runway lights were on and he approached. Rounded out too high and pancaked it with a heavy landing. We'd not yet paid for the new oleo. A few metres higher and he might have nosed in and gone 'SPLAT'.

"We sold it." Keith Stewart

Lyndal Coote

What Should We Do With Our Aircraft?

The HDFC has reached a point where a decision must be made as to which aircraft to keep, which to sell and what, if any, aircraft to purchase as a replacement. The committee would like to hear your views on the subject by 12th May (in time for us to discuss at the next committee meeting). Please post your comments to HDFC PO Box 115 Port Macquarie or email Rod Davison on roddi194@yahoo.com.au or call Bill Coote on 0428 599953

Current proposal: Sell the Cessna 172 and the Eurofox and buy a new GA-style recreational aircraft

Here are some facts for your consideration.

250 individuals have been financial members of HDFC within the last five years. Some are now unfinancial, others with licences are not current, and a few are social or junior members. Financial membership at the April committee meeting totaled 182.
--

GA operations		RAAus operations	
41 GA pilots on the club white board		74 RAAus pilots on the white board	
40 members hired FPT in the 12 months to end March 2010 95% were flights within 50 nautical miles of YPMQ,	40	42 members hired RAAus aircraft in the 12 months to the end March 2010 16 are active/current students 12 are active GA pilots 11 are RAAus instructors 6 hold RAAus pilot certificates	42
20 members are active in monthly comps	20	10 members are active in monthly comps; 8 of these are current GA pilots .	10
14 members have used FPT for BFR or check rides or to regain currency	14	16 members are active/current student pilots	16
28 of the GA pilots currently flying FPT are not RAAus members	28	12 of the members flying RAAus are active GA pilots. Some are thinking of transferring to RRAus pilot certificates.	12
The club organized flights in FPT to 8 destinations during the year and 11 members hired FPT to fly to 11 destinations during the year	19	The club organized flights to ? destinations during the year.	?
FPT made a loss of \$2,900 for the 9 months to the end of February 2010.		The Eurofox made a profit of \$5,400 for the 9 months to the end of February 2010.	
FPT is 37 years old and will require engine, prop and interior replacement sometime soon, and provision has been made.	30+	The "old" Foxbat and the Eurofox have proved fragile and don't appear to be up withstand the rigors of pilot training for more than 3 years.	<3
A recent return trip to Temora took 8 hours in the Cessna and at \$155 per hour cost each of 4 occupants \$310.	\$310	A similar return trip to Temora in the Eurofox might take 8 hours and cost the 2 occupants \$420 each. This trip may take longer if slowing for weather	\$420
Purchase Price \$67,000 Value today \$45,000 (estimate) Engine provision \$25,000 Total value \$70,000 about even after 8 years Life - more than 3 more years Wholly owned by HDFC Regular maintenance costs are rising significantly		Purchase Price \$115,000 Value today \$60,000 (estimate) Engine provision \$13,000 Total value \$73,000, down \$42,000 in 2 years Life as training aircraft appears to be no more than 3 years Balance of loan to purchase \$58,000	
We can: Arrange to put FPT on line with a flying school to restore AFRs. Review the hire rate, bring closer to commercial. Use the allocated funds to replace the engine and prop. Restore the interior. Replace FPT with a more modern GA aircraft		We can: Repair right wing tank Repair right wing trailing edge (Sell the Eurofox to repay the loan Consider a replacement	

What Should We Do With Our Aircraft? (cont)

SELLING FPT

For the sale of FPT

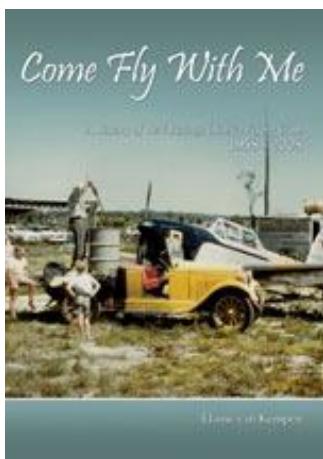
- FPT is aging and expensive to maintain (\$17,000 in 2008-09 looks similar in 2009-2010)
- The engine has less than 200 hours to run before overhaul, a replacement will cost about \$35,000
- The propeller has less than 400 hours to run, a replacement will cost about \$6,000
- The interior needs refurbishment at a cost of about \$8,000
- There is a possibility that all 100 series Cessnas may be subjected to a voluntary SIDS* program in the future. This would be prohibitively expensive.
- The number of flights using 3 or 4 seats is low
- Most flights are local (< 50kms from YPMQ), not requiring a GA aircraft
- FPT can not be used for AFRs at the moment because the club no longer has a GA Test instructor
- The cost of retaining a GA license is increasing and some pilots are thinking about swapping to RAAus because of this

Against the sale of FPT

- There will be no club GA aircraft available for members to fly
- There will be no 4-seater club aircraft available for members to fly
- Some pilots are unable to move to Recreational Aviation because they cannot fit into the aircraft
- FPT is more comfortable to fly in turbulent conditions and is suitable for a wider range of conditions
- Inertia based on the sentimental value of keeping doing what we are used to
- Keeping a GA aircraft may pay off in the long run because Bill Lane has expressed an interest in using FPT for AFRs
- Keeping FPT will retain those GA members who don't wish to fly the RAAus aircraft

* SIDS. Cessna's Supplemental Inspection Documents. Corrosion Prevention and Control Programs

**IF SUBMISSIONS INDICATE SIGNIFICANT INTEREST IN THE PROPOSAL,
A SPECIAL GENERAL MEETING WILL BE HELD TO DISCUSS IT
ON WEDNESDAY 9TH JUNE AT 6PM AT THE CLUBHOUSE**



NOW ONLY \$25

**DON'T MISS
THIS GREAT READ!**

**FOR THOSE OF YOU WHO DIDN'T COMPETE
IN THE FLY 'N' SPY TRY THIS QUICK SAMPLE QUIZ**

1. What Cessna Model number is equivalent to the Wauchope Railway Station platform length (in metres)?
2. At Kendall there is a road bridge near the rail bridge. What is the sum of the speed limits at the end of the bridge?
3. Construction of the Pacific Highway duplication follows the railway line (sic south of Kendall). Name the major contractor building this highway.
4. A bitumen runway is adjacent to the railway and highway. Use runway numbers to name a past year. In what century?
5. Apart from rocks and water what is on either side of the breakwall cement path at Harrington?
6. In the pool area of the caravan park there are coloured shade sails. Which NRL team has the same colours?

Answers: Page 9

gNat's Flight to Natfly



On the Sunday morning after 'Fly and Spy' we decided to take off on our long-planned trip to Temora and Natfly. Why so early you may ask? Well, as the weather has been so unpredictable over the last three months as far as the cloud base on the Great Dividing Range was concerned, we felt we should go when the forecast was CAVOK. Some of our members may ask why we called our RV-12 aircraft 'gNat', as in the logo to the left. Bridget's father's name was Nat, short for Nathaniel. He passed away last year and, as her inheritance helped pay for the aircraft, we named it in memory of him - gnat being a flying insect.

After some delay due to fog, Bridget and I took off from Port Macquarie and set a course for Scone, climbing to our flight level of 6500ft. We were very lucky to have George (the auto-pilot, not the instructor) with us in the cockpit as this made the flight very relaxed, giving us more time to look out for other aircraft and check our track

and, of course, admire the scenery. From Scone we flew to Orange, via Mudgee. At Orange we were met by a cousin of Tony. After the tight security at Port Macquarie Airport we were surprised to be able to drive onto the airport to refuel with Mogas.



Our railway carriage

Two days later we flew to Temora where we were bombarded by swarming grasshoppers. What a mess the plane was – it took two hours, with bucket, hose and elbow grease, to restore it to a presentable condition. We were met by our home-stay host and driven 25km to the converted Sydney Circle railway carriage that we stayed in for five days.

We believe there were about 700 recreational aircraft, from all over Australia, at Natfly 2010, celebrating 100 years of powered flight. We met people who had taken three days to fly from Western Australia and a man who flew from Gympie, travelling at an IAS of 70 knots!

We found many of the forums extremely interesting: 'Reading the Sky'; 'Sharing the Passion' (by Dick Smith); Building RV-12s; 'Services Available to RA-Aus pilots' (from Air Services, Australia); 'Understanding Search and Rescue'; 'Looking for Trouble for New Pilots and Owners'; 'Partners of Pilots Emergency Program'.

It was interesting to meet Jerry Van Grunsvan, brother of Dick who is the founder of Van's Aircraft. Although he is not a member of Van's Company he gave a power-point presentation on building RV-12s. Our plane was parked near the hangar used for this presentation so that people could inspect the plane afterwards.



Jerry Van Grunsvan



Leaving Temora at first light

At first light on Sunday we took off for the christening of our youngest granddaughter at Mungindi. This was the longest leg of our journey, being 350 nautical miles. The last 50 miles of our flight was over country that had been severely flooded during the last couple of months. The thought of the possibility of doing a forced landing in that country was rather scary, as the ground was still very water-logged.

Two days later we left the property to refuel in Moree. This was our first Avgas refuelling. After spending two

days in Armidale, waiting for favourable weather, we were able to fly down the Macleay Valley with moderate turbulence. Whilst in Armidale we caught up with two more of Tony's cousins – it is good to have relatives in country areas.

We were very happy to land at Port Macquarie after travelling about 1,000 nautical miles. We learnt a lot from our first long-distance flight in our RV-12.



Bridget and Tony Earle

BAR ROSTER

May

7th Jack Terp
14th Rod Farley
21st George Northey
28th Adam Booker

June

4th Bruce Dunlop
11th Doug Jones
18th Rod Davison
25th Bob Small

July

2nd Barry Williams
9th Jone Maguire
16th George Northey
13rd Bill & Lyndal Coote
30th Tania McKenzie

* If you can't make your turn, please try to swap with someone else

NEW MEMBERS FEB-APRIL

Neil Blake (Flying)
Reg Connors (flying)
Tom Dickson (Flying)
Keith Dickson (Social)
Leeton Mason (Flying)
Clint McCrae (Flying)
Stephen McKerrow (Flying)
David Nelson (Flying)
Alex Pursehouse (Flying)
Alison Steinmetz (Flying)
Thomas Strickland (Flying)
Andreas Richter (Flying)
David Toulson (Flying)

PRICES (incl GST)

FPT Hire	\$154.00/hr
Foxbat/Eurofox Hire	105/hr
Flying Membership	\$55.00
Social Membership	\$33.00
Junior Membership	\$11.00
Hangar Rental	\$150 or \$100
Shirts	\$35.00
Caps	\$16.50
Cloth badges	\$4.00
Anniversary Key Ring	\$4.00
Come Fly With Me (from club)	\$35.00

CALENDAR

May

Friday 7th
Sunday 16th
Saturday 22nd May
Saturday 29th May

New members night & sausage sizzle
Monthly flying competition & lunch
Tri-Club Competition at Royal Newcastle
Camden Haven fly-in

June

Friday 4th
Saturday 12th
Sunday 20th

New members night & sausage sizzle
Dinner (TBA)
Monthly flying competition & lunch



Q1. 182. Q2 110. Q3 Thiess Q4 1634, 17th Q5 White lines Q6 Paramatta

HDFC COMMITTEE 2009 - 2010

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Hastings District Flying Club NEWSLETTER

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Bowen Therapy - The Alternative Touch



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Fluid retention & joint pain

Marite Jansons - 6585 5720 or 0438 685 667

Which Way is up
please, Rod Hall?

