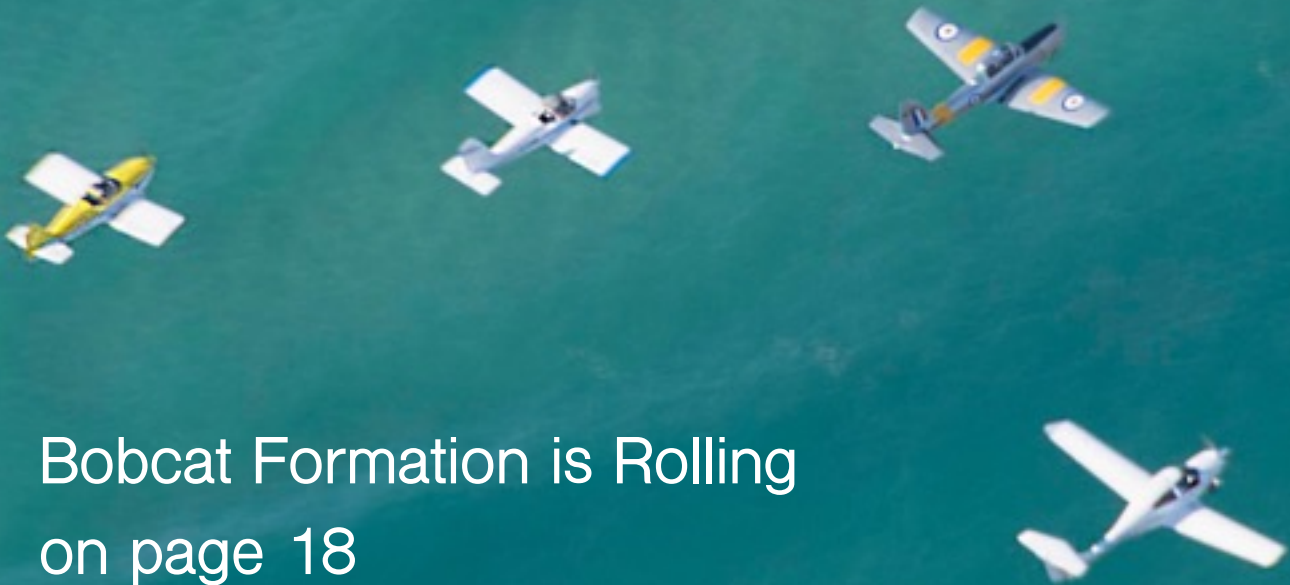




PROPWASH

HASTINGS DISTRICT FLYING CLUB NEWSLETTER

AUGUST 2015



Bobcat Formation is Rolling on page 18

photo courtesy of Mary Pavicich





Ed Godschalk

Editor's Wrap - My Trip

Welcome members, to the latest edition of Propwash. It has been busy, both around the club and personally since the last edition. There's plenty of club news which will be covered in Rod's report as well as some interesting bits and pieces from club members throughout the newsletter.

Justeen and I have just returned from our trip to Scandinavia, Holland and Italy where one of the highlights was a visit to the Volandia Aviation Museum at Malpensa Airport (Milan's main airport). There was plenty of aviation history and a chance to experience a flight simulator where my briefing was "hop in and go!". Oh well, at least I landed safely with my ex Alitalia Airlines Captain calmly offering advice to keep things on track.

I also had to take the opportunity to play in the Captain's seat (on the ground of course) of the Airbus A320 when my pilot nephew picked us up in Amsterdam for our leg down to Italy.



All in all, it was a lot of fun and now it's back to YPMQ for some flying, a little closer to the ground! Anyway, grab a cuppa and enjoy the read.

Cheers

Ed

E: editor@hdfc.com.au



Veronica Lind

Social Media

You might already be aware that there were 2 HDFC Facebook pages set up in 2010 and I have been maintaining them since late last year. Why two?

Public Facebook Page - <https://www.facebook.com/HDFCgroup>

Anyone can view content, comment, post and add photos. You need to like the page to follow HDFC. Please invite your Facebook friends to like this page.

Members only Facebook Page - <https://www.facebook.com/groups/HDFCgroup/>

You need to be invited or request to join this Page as it is reserved for members, their friends and family. The public can view content on this page, but only members can comment, post and add photos. If you're a member of our club and would like to join this Facebook page, please go to <https://www.facebook.com/groups/HDFCgroup/> and request to join. Club events are also posted here, so it is a good way to know what's happening around the Club. Questions? Please send them to marketing@hdfc.com.au



[Like Us on Facebook](#)



Rod Davison

President's Report

A new Foxbat is on its way. Due for delivery in October, it will replace our current Foxbat 24-7395. With approximately 2,900 hours on the airframe and five years old it is time for renewal. An impeccable maintenance history and around 1,000 hours to run on the engine contribute to what will be an excellent acquisition for prospective buyers.

Cost of the new aircraft is \$99,195 including GST fly away from Moorabbin. It will be funded by club savings as well as proceeds from the current Foxbat sale. Di and myself will provide bridging finance during the changeover.

Meanwhile, there will be a \$5 increase in the hourly rate of both club aircraft. This is necessitated by the continual rise in external costs which are beyond our control. Hopefully the small increase will not impact on member ability to afford their passion and utilisation will remain robust. A quick check of flying rates at other establishments will confirm the HDfC commitment of providing affordable flying to its members.

Club membership stands around 165. As we move into the new membership year we aim to at least retain current members and hopefully recruit new ones. You can help by spreading the HDfC word to all aviation enthusiasts. Numbers count when negotiating with other aviation bodies and local council. Even those members not involved in our daily activities are vital when it comes to retaining a vibrant aviation community in Port Macquarie.

**The Hastings
District Flying Club
offers accessible,
affordable and fun
flying!**

HDfC offers accessible, affordable and fun flying. As well as the flying activities member benefits include hangarage, use of clubhouse facilities, newsletters, a diverse range of regular social activities and simply a meeting place for enthusiasts of all things aviation. Please continue supporting your club with prompt payment of your upcoming membership statement.

The AGM will be held on Wednesday 19th August commencing 7pm. All committee positions become vacant and a new committee will be elected. Interested members wishing to nominate for any of the positions should complete the nomination form on page 17 and return to the Secretary at least one week prior to the meeting. All members are urged to attend the meeting, not only to vote for a new committee, but to hear all sorts of interesting things like club operation and finances and aircraft purchase.

Life Membership is bestowed upon those who have served this club with enthusiasm and dedication over a long period of time. It must be voted upon at an AGM by the members. ***At the August AGM your outgoing committee will move that Life Membership be awarded to Ray Lind. Show your appreciation and support for Ray with an affirmative vote at the meeting.***



Congratulations to Jimi Ludriks and Mathew Baker, both former HDfC scholarship recipients. Jimi is being promoted to First Officer with Cathay Pacific while Mathew is following a similar path being accepted into flight training with the same airline. HDfC is proud to have been part of the formative years of these young aviators. Now in its 10th year our flying scholarships have provided support and encouragement to twenty youngsters. Applications for the 2015 scholarships are now open with a closing date of August 28th. [See the website for full details and spread the word.](http://www.hdfc.com.au/#flying-scholarships/c18w)





Rod Davison

President's Report ... con't

Clubhouse renovations are progressing well with the roof and exterior painting completed. A plasterer has been engaged to renew the ceiling in the next few weeks. New fans will be installed at this time. A personal thanks to all involved. A full report appears on page 6 in this newsletter.

Spirits have been dampened somewhat in the last month with the deaths of Roy Cousins and Chris Hayler. Roy was our oldest student pilot at age 92 and was admired for his sincere and unpretentious character. Roy's instructor, Bob Needham, organised a fitting farewell which included a missing man formation fly past during a service at the HDFC. See photos on the Celebration of Leslie Royston Cousins on Facebook >

Christine Hayler lost her battle with Non-Hodgkin Lymphoma in Sydney. Chris is the wife of Col Hayler and mother to Paul, both HDFC members. The HDFC sends its sincere condolences to the respective families.

Life Member, Cedric Stephens, has been admitted to Ameus Nursing Home at Greenmeadow. Cedric's physical health has deteriorated in recent months and he is now confined to bed. His mind is still active and as usual is always on for a yarn. Call in and say hello. He will appreciate your company.

It's trendy to be seen in HDFC apparel. The new hoodies are popular on these cold winter days. Thanks Veronica for organising the supply. We also now have a full stock of club shirts embossed with the updated club logo. Become part of the fashion set by contacting me for your HDFC gear.

Safe and enjoyable flying.

Rod

E: president@hdfc.com.au

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Mary Pavich's photo on the Bobcat Formation graces this issue's Propwash cover. Photo was taken about 2000 ft in the air. Have a couple of beers on us, Mary! Congratulations!

Michael Bullock has also taken some amazing Bobcat Formation photos. Check them out on Facebook.

Captain's Report



Ray Lind



Follow me on Facebook

July 2015 Pilot Proficiency Day

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.

Luckily, once again after carefully monitoring the suspect weather, we were able to go ahead with our July Proficiency Day. Despite winds of up to 14 kts it was still reasonably comfortable flying in our small aircraft and we ended up having nine (9) pilots take advantage of these excellent exercises.

A huge thank you goes to Bruce Dunlop for helping out with the air judging and collating the final scores. As a result we kept both of the aircraft flying continuously and finished up early in the afternoon.

Partial Engine Failure / Stuck Throttle

With the Foxbat, power is reduced to 3000RPM early downwind while for the CTLS power is reduced to 3500RPM for the partial power to have any effect. This is a very valuable exercise in dealing with this type of engine problem.

1st Craig Whiting 30 pts
2nd Caleb Butterfield, Ray Lind 20 pts
3rd Ivan Daniel, Bruce Dunlop 10 pts.

River Bash

1st Caleb Butterfield 53 pts
2nd Rod Davison, Ivan Daniel, Bruce Dunlop 50 pts
3rd Ray Lind 48 pts

Forced Landing (A020)

1st Caleb Butterfield 69pts
2nd Ray Lind 60pts
3rd Rod Davison 50 pts

See you next month for even more excitement as we fly out of beautiful YCMH on the grass strip. We'll be having a BBQ lunch on the river bank beside the airstrip. Our activities there will include a Flour Bomb drop as well as a Spot Landing. Our flying here is hosted by the YCMH pilots and owners.

Happy Flying!

Ray Lind (cfi@hdfc.com.au)

Overall our highest scoring pilots were:

1st Caleb Butterfield 162pts
2nd Craig Whiting 129 pts
3rd Ray Lind 128 pts.

Congratulations to all of those pilots who participated and did so well in retaining their piloting skills in these exercises.

Check out Camden Haven Flying Day on Facebook
<http://on.fb.me/1IR7QoN>



HDFC Clubhouse Renovations

A \$15,000 grant from the Community Building Partnership Program kick started our 2015 Clubhouse makeover.

First up was removal of the outdated sign on the front wall. Alex Pursehouse organised the new one now taking pride of place on the hangar. The approximate cost of \$850 was funded by the club.

East Coast Roofing provided the preferred quote for a new colourbond roof. This work was completed mid May at a cost of \$13,498.

Next was the exterior painting. After much debate re colours, work proceeded in July. Following donations from Inspiration Paints and Dulux the cost was reduced to \$248 from club funds. A well attended preparation working bee was followed by 2 days of painting.

A huge thanks to the following painting volunteers:

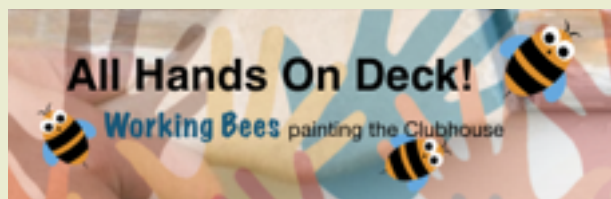
Glenn Cleary, Glenys Pearson, Ralph Lummis, Neil Files, Grahame Smith, Ivan Daniels, John Hayler, Rod Davison and Helen Smith for lunch.

A job well done.

A quote of \$4750 has been accepted to renew the interior ceiling in the next few weeks. Surplus grant funds after roofing is \$2729 (allowing GST adjustments) so club funds of around \$2000 will be required.

A decision regarding lights and fans is yet to be made but we will probably just replace the fans. The carpet stains are not a good look detracting from the overall clubhouse appearance. Carpet replacement was part of the original grant application. However, only receiving 50% of that requested means this will have to be put on hold unless an affordable solution is forthcoming.

The renovations will be officially opened during our club Open Day on the 28th November. Once again, thank you to everyone involved in this project.



More photos on Facebook

HDFC Clubhouse Renovations ... con't



inspirations paint®

Inspirations Paint supports HDFC. Please support them!

UK Aviation Museums

When travelling it is always good to get your aviation fix.

This is not always easy when travelling companions don't share your enthusiasm. So I must thank my wife, Di, her sister and mother for allowing 3 days of aviation indulgence on our recent UK trip. England has several world renowned aviation museums which should be on every aviation enthusiasts itinerary.

Those visited were the Imperial War Museum Duxford, The Shuttleworth Collection and Brooklands.

If you cannot personally visit these museums then the next best thing is to check out their websites.

Duxford is www.iwm.org.uk

Shuttleworth is www.shuttleworth.org

Brooklands is www.brooklandsmuseum.com

I also have lots of photos for anyone interested.

Rod

UK Aviation Museums ... con't

IWM Duxford

This is an operational airfield steeped in history. It houses a very large collection of both flying and static display aircraft. Flying days are regularly held with my visit coinciding with the VE Anniversary Airshow. Arriving early, leaving late - this was aviation heaven.



Now watch this video on RIAT 2015: Vulcan XH588 Formation Flight with Red Arrows

<http://bit.ly/1gz8pHB>

UK Aviation Museums ... con't

The Shuttleworth Collection

A unique collection of flyable historic aeroplanes dating from the birth of powered flight and extending into World War 2. Founded in 1928 by Richard Shuttleworth at Old Warden airfield, the collection represents the story of the flying machine. This is truly a world class aviation museum.... con't page 19



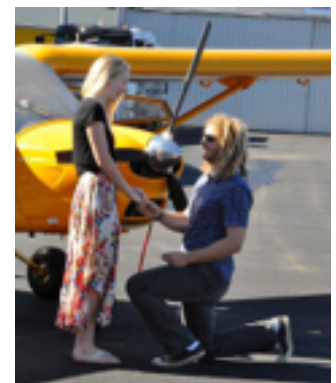
Congratulations



Ivan Daniel's first solo was on 7th May and achieved his RA Aus Pilot Certificate on 11th July 2015. More on Facebook >



Long overdue - Tim Hitchins receiving his Pilot Wings from CFI, Ray Lind



Chris Watts proposed to Sage in the Foxbat on 9th May 2015. Read more >

Jimi has had an interview to progress to 1st Officer with Cathay Pacific, and has been successful. The transition and training will begin in early 2016 and take about 3 months. I can't believe what he has achieved, but it would never have been possible without the encouragement, trust and support he got as a teenager from HDFC. I sincerely thank you all for taking an interest in Jimi and all the other young pilots at HDFC. Thanks!

... Marcus Ludriks (Jimi's Dad)



A Life Changing Experience

Below is an article which appeared in the 1990 Winter Edition of the Aviation Safety Digest. The author was HDFC member Chris Higgins.

Aviation Safety Digest
 137 **15**


A hole in one

WE PLANNED to fly from Port Macquarie to Scone in a Cessna 172.

I think it was about 7:30 am when I called the Coffs Harbour briefing office. They didn't have a TAF for Scone so as a rough guide, I asked for Tamworth's.

When I submitted the flight plan, Scone's TAF came through and I noted it. The forecasts looked reasonably good so I decided to go to Scone.

We departed Port Macquarie 27 minutes after ETD and the forecast looked as accurate as they usually are — for this time of the year. There was hardly any cloud at Port Macquarie and the sun was shining brightly. Scone was an hour's flight away with only two oktas at 1000 feet and two oktas at 2500 feet.



I couldn't see any cloud at all on our track as we departed PMQ.

From visual fixes, I kept a log of groundspeed and time intervals. At 1045 (local) the cloud had developed to four oktas with tops to 4000 feet. The wind for 5000 feet was VAR/10 knots and at 7000 feet, it was 150/10 knots. I felt that the wind was stronger than forecast and that the cloud was orographic. A groundspeed check confirmed that we were getting an extra five knots so I concluded it would be clear on the other side of Barrington Tops. I looked behind me and the cloud dissipated to nothing on the coast.

My last visual fix was only about five minutes later. I just couldn't believe it! I was on top of eight oktas. We were cruising at 8000 feet and there was about three thousand feet between us and the cloud.

I called Sydney on 124.8 and for an 'actual' for Scone. They replied, 'Scone TAF update, are you ready to copy?'

He said something about an INTER and then a TEMPO and I copied down the worst of it. It didn't look so good so I advised my passengers that I might have to divert to Tamworth. They were disappointed and so was I — for not looking as professional as I should — for not getting them where they wanted to go.

From Scone we headed to Tamworth via Werris Creek (NDB) and the cloud tops were far below. We could see Willow Tree through a very big hole in the cloud and I was able to do a slow rate, descending turn and amend the flight plan again for Scone.

We were just on VMC minima all the way towards Scone but there was a break in the heavy rain and I could see a town which I believed was Scone. (It turned out to be Murrumbidgee.) Still not accepting the fact that it may not be Scone, I turned toward the lower country to the West to maintain VMC. A quick check of my map confirmed that I still had about 15 miles to run and that I was on the north-western side of the Liverpool Ranges. I didn't accept this. I still don't know why. It seems obvious now.

I quickly checked behind to see if there was a way out and I found to my dismay that cloud was completely blocking the valley that we had come through. The cloud hadn't rolled in from any particular direction — it had just formed!

I looked around in front of me and the valley came to an abrupt end behind which was a hill-side enshrouded in cloud!

I quickly got onto the 'clocks' and saw that I was in a 30 degree banked turn to the left. I levelled the wings on the Artificial Horizon, applied full power and climbed. I transmitted some sort of garbled PAN call and noticed trees flashing past less than fifty feet below the aircraft. I thought I had killed us all.

A Life Changing Experience ... con't

16 Aviation Safety Digest 137

Back on the panel, I saw that the aircraft was climbing at an amazing 1500 fpm. My aircraft is fitted with a coarse pitch prop and rarely climbs at more than 500 fpm. Our weight was about 1900 lb. The airspeed was 55 knots, so I lowered the nose slightly and settled on 65 knots only to see an average climb rate of just under 500 fpm.

My passenger in the right seat screamed out, 'Hang in there, get us out of here!'

Sydney FS said something about control of the aircraft and I replied, 'Affirmative!'

We had climbed from 2800 feet to 4300 feet by this stage. I thought we would be visual by 5000 feet but we weren't until 6500 feet. We continued to climb to 8000 feet.

The tops were building up so rapidly I just could not believe it. It was like time-lapse photography — and more cloud was appearing as if from nowhere.

I climbed to 9000 feet and the tops were at eight. I climbed to 10000 feet and the tops approached nine. I finally cruised at 10300 and still there was less than 500 feet separation. I was told that we were 68 miles from Port Macquarie.

I remember forgetting all my radio procedures. I said to Sydney FS, 'There's a hell of a lot of cloud up here, you know. I don't see how I'll ever get down visually.'

They asked me to check the wings for damage and to see that the doors weren't popping. Now don't you think I would have noticed that? I could only presume that they thought the aircraft had spiralled. I explained that I made the PAN call because I had entered cloud, well below lowest safe altitude, as a non-instrument rated pilot and that I had not lost control altogether.

They then persisted by saying that I should not make any steep turns and that I should make a flapless landing at my destination. I asked where that was to be and there was a long silence before being told either Port Macquarie or Coffs Harbour.

I was given radar headings for PMQ and was told that if I saw a hole large enough to let down through it and land at PMQ. I thought there would be no chance of that. Then other traffic was saying that I didn't have enough fuel to get to Coffs! Yet I had 160 minutes remaining.

The first hole that I saw in the cloud all the way from Scone was right over the top of Port Macquarie — not the township, just the aerodrome — and as we descended the hole closed over again. Another aircraft noticed this as well.

We landed safely at PMQ.

The reason for the FS concern about possible structural damage to the aircraft, was because in the PAN call, the pilot said that he was out of control and that he had been in cloud. Talk about the lucky country ☐

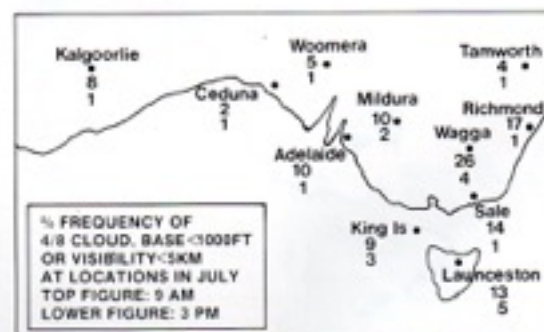
Aviation winter weather

Bureau of Meteorology

WINTER FLYING requires a special 'weather eye', even in the tropics where there are traps for the unwary pilot. This article discusses separately winter weather conditions in southern Australia, and northern Australia, with additional comments on northern Queensland. It provides a broad overview only and does not take into account 'local weather', which is usually strongly influenced by small scale topography.

Southern Australia

At this time of year southern Australia is usually under the influence of the westerlies and their associated cold fronts, or a stabilising airmass which often forms after the cold front. Adverse conditions are relatively frequent on winter mornings in the highlands and valleys of southeastern Australia and the WA Goldfields area. They are also prevalent at locations fairly close to the coast (eg Richmond NSW, Sale, Mt Gambier).



The typical westerly flows often create mountain waves, but the incidence in any location is dependent on the orientation of the mountain range and the wind direction. These can occur in higher latitudes in any month, but are more likely over SE Queensland in late winter and early spring.

A Life Changing Experience ... con't

Twenty five years later Chris reflects on what was "a life changing experience".

This is an email I received from Chris after requesting his permission to print the article in Propwash. We can all learn from this experience.

Rod



I've finally got time to sit down and write. I'm on a flight to a maintenance service center for Citation, sitting in coach on Delta Airlines.

It seems like only yesterday that I blundered into the trap of going between two ridge lines believing it would open out into a valley and not reverse itself

back into the peak of a mountain with no way out but to climb.

It was an idiotic thing to attempt to do in such poor weather, but I was 19 years old, impulsive and low on experience.

In many ways, it was a life changing event as the realization of the huge responsibility of being a pilot in charge of the welfare of passengers as well as those who are innocent of our craft that live in the flight path. Since then I have flown leaders of politics, business, sports and entertainment all around the world, from as far away as Barbados to Milan, Italy, Costa Rica and Hawaii.

Interestingly, whenever I come to a mountain airport in snow like Aspen or Telluride in Colorado, I check everything very closely with respect to single-engine climb gradients, alternate weather, braking action reports and fuel remaining. I diverted recently from Aspen and didn't attempt the approach because they were reporting below minimums and icing.

When we got to Rifle, Colorado from our diversion in Aspen, the passengers thanked me for being considerate only of their safety. I should have diverted in VH-AKU too!

Don't try and be a hero. It's not worth it.

The girl you haven't met yet and the kids you will never have if you don't come back ... it's unbelievable that we made it out.



I can't believe that was 17,000 hours ago.

If Bob Needham hadn't been my instructor with his focus on survival and use of maximum angle versus rate of climb airspeed, we would have all died that day, the trees were really that close!

I feel pretty stupid looking back on it, and I think we can all agree that it's a good thing to feel stupid about.

Chris

#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 >

Up Close and Personal with the Blimp



The morning dawned dark and cold. Just another day to brave the chill of a winter's morning and head out to the airport and give an early flying lesson. However, this morning was even earlier as it was still dark! I wasn't doing flying training but instead we were taking Ben, Veronica's son out to catch the early plane for his return journey to Singapore.

After saying our farewell to Ben and beginning our drive back home for breakfast, Veronica spotted the huge sausage like object moored to a makeshift mast near the old grass runway. It had only flown over our house the day before so it peaked both of our interest levels.

We drove up to the security fence and started peering through like two shivering little orphans, awe struck as we realised how imposing this huge machine was. Suddenly one of the handlers approached us from his nearby caravan and apologetically explained that we couldn't go any closer because this was a 'security' airport. Luckily I had my ASIC with me and he immediately cheered as he realised he could break the monotony of his long night in caring for this huge machine.

Steve was our guide's name and he just loved talking about his overweight and demanding charge. As we walked closer, the machine loomed even larger above our heads as it was slowly moving in tune with the invisible air currents.

Every hour, Steve had been monitoring the temperature of the outside air, checking the pressure of the helium gas in the gas bag as well as checking the air pressure in two air bags called ballonets (forward and aft ballonets). Petrol powered blowers were running to keep the ballonets charged with the correct quantity of air.

He explained that this machine is correctly named a 'Blimp' or 'Non rigid airship'. Our 'Blimp' had no supporting skeleton and retained its shape purely with the pressure inside. I've just been reading the history of the early 'Rigid airships' including the German Graf Zeppelin and it's truly amazing how many successful passenger voyages around most parts of the world these ships did. That is until the tragic end of the era with the Hindenberg at Lakehurst, New Jersey May 6 1937. This occurred after 18 unblemished crossings of the Atlantic. The Hindenberg was of course using extremely flammable Hydrogen gas to gain its buoyancy whereas the 'Blimp', floating so serenely above our heads used very expensive Helium.

Our hearts quickened even more as Steve invited us aboard and we climbed up steep stairs into the little cabin or gondola.

As large as this ship is, it can only carry one pilot and 4 passengers. The cockpit instrumentation is set out exactly like a light aircraft but there is no control column. The pilot's seat has a large wheel attached, not unlike a wheelchair and this wheel

Up Close and Personal with the Blimp ... con't

controls the elevator. It has rudder pedals like an aeroplane and these control the rudder fins in the conventional way. It's other major controls are the throttles which control the twin engines also attached to gondolas. Steve assured us that it was extremely easy to fly but I think the pilot would have to be much more mindful of the weather and strong winds than we are in the Foxbat.



Some other interesting facts that we discussed are as follows:

- A thirteen (13) full time crew operate the 'Blimp'
- Every hour through the night the temperature of the bag must be checked, increase/decrease air pressure in the ballonets with the air blowers and helium will need to be added. Helium has very tiny molecules which slowly escape through the gas bag so an expensive top up is necessary. This showed as tiny bubbles of the gas all over the outside skin of the bag.
- The 'Blimp' is always at the mercy of the wind. It can travel at up to 50 knots forward speed with a tailwind but it's not unusual for it to travel backwards with a strong headwind.
- It's hugely expensive to operate....in the vicinity of \$500 000 a month!



- Has to be tethered to a mooring mast because of its susceptibility to the wind. The attachment is through a metal rod in the nose supported by battens.
- The most well paid members of the crew are the ones who have to climb though the ballonets up onto the top of the bag to carry out repairs.
- When the 'Blimp' is flying, the pilot uses blowers from the engines which changes the pressure in the forward or aft ballonet. Air is heavier than the helium so in this way the 'Blimp' can gain a nose up or nose down trim.

Wow! What an experience to be able to sit in the pilot's seat and contemplate flying a machine such as this. We would have loved to go for a fly in the 'Blimp' but unfortunately they don't do joy flights as such. The whole operation is geared as a

Up Close and Personal with the Blimp ... con't



Ray Lind in the pilot's seat of the Blimp

clever marketing strategy and in this case they advertise 'Appliances Online'. Very big money involved in brand advertising.

We both felt very privileged to be able to just briefly experience such a totally different facet of aviation. I'm sure everyone in Port Macquarie will look forward to the return of this serene and majestic ship and be able to see it sitting quietly over the township. While we were flying later, It was interesting to hear the pilot of the 'Blimp' give his calls every so often when conflict could occur : "Port Macquarie traffic, Juliet Romeo Whiskey, loitering over the Lighthouse area, one thousand two hundred, Port Macquarie traffic".

Checkout all the photos on the Blimp on my Facebook page which had caught the attention of over 5.5k viewers!

<https://www.facebook.com/raylindflight/posts/855988741144862>

Ray Lind



Will you miss this Fox?

www.hdfc.com.au

Highlights

That's Real Formation

Taken on the 9th May 2015 near Camden Haven. Anson and Bob Needham in the RV8 flying line astern formation on David Cook in the Chipmunk. More photos on Facebook - <http://on.fb.me/1Dkome1>

Read the story on page 18



Celebrating the life of Leslie Royston Cousins

Checkout the photos on Facebook >
<http://on.fb.me/1gz8KKw>



Hoodies

register your interest with Veronica Lind so that she can notify you once offer is available

E: marketing@hdfc.com.au

HDFC most fashionable



Events

Annual General Meeting	19th August 7 pm
Camden Haven Flying Day	16th August
Aus-Fly, Narromine	4th - 6th September
Tri Club at Newcastle	12th September
Fly In and Fly & Spy	24th - 25th October
HDFC Open Day	28th November
Annual Dinner	5th December
Christmas Party	18th December

As well as the usual Sausage Sizzle's and PPD & lunches

Details on events will be posted on Facebook and on HDFC website. So keep checking.

**Annual General Meeting on
19th August 2015 from 7 pm**

Please refer to Notice of AGM 2015
on the following page

Reminder: Club Membership Fees

The new membership year is now commencing. All existing members (except those joining in the past 2 months) will shortly receive a statement showing the membership renewal amount. Flying and Social membership fees remain at \$80 and \$35 respectively. HDFC seeks your valuable ongoing support and would appreciate prompt payment.

Banking details are mentioned on page 21.

Hastings District Flying Club
ABN 69 000 251 836



NOTICE OF 2015 ANNUAL GENERAL MEETING

To be held on Wednesday 19th August 2015 at 7pm at the Clubhouse, Port Macquarie Airport.

Agenda

1. Apologies
2. Confirmation of Minutes of the 2014 AGM
3. President's Report
4. Financial Report
5. Appointment of Auditor for the financial year ending 30 June 2016
6. Membership fees for 2015-16
7. Election of Office Bearers and Committee for the year 2015-16. Note: All members of the current Committee will retire on August 19th although some may wish to stand again. Nominations correctly completed on the form below must be received by the Secretary, or posted on the club noticeboard, by Wednesday 12th August 2015.
8. Discussion of matters which members may legally present, notice of such matters being provided to the President seven (7) calendar days prior to the meeting.
9. Appointment of Ray Lind as a Life Member.

No member is entitled to vote at the AGM unless all moneys presently payable to the Club have been paid in full.

This agenda and an audited copy of the 2014-2015 Annual Accounts will be posted on the Club notice board seven (7) days prior to the meeting.

Bruce Dunlop - Hon Secretary - secretary@hdfc.com.au

July 2015

NOMINATION FORM

I, _____ hereby nominate _____
(Full name of proposer) (Full name of nominee)

For the position of **PRESIDENT**

VICE PRESIDENT

SECRETARY

TREASURER

COMMITTEE MEMBER (4)

For the financial year 2015-2016

(Signature of proposer)

(Signature of nominee signifying acceptance)

PROXY FORM

(Any financial member can hold the proxies of two (2) only other members for the purpose of voting, in the absence of those members, at an AGM or Special General Meeting)

I, _____ a financial member of the HDFC Inc hereby appoint _____
or the President of the HDFC, as my proxy to vote on my behalf at the Annual General Meeting and at any adjournment thereof, unless I attend the meeting in person or this proxy is revoked by me in writing.

Date: _____ 2015

(Signature of member)

(Signature of proxy)

Bobcat Formation is Rolling

This call can be heard on the PMQ CTAF frequency most Saturday mornings at approximately 08.30 local time. The four aircraft line up on the runway in a carefully briefed order, Bobcat One gives an exaggerated nod of head which is the signal to roll. One and Three start the takeoff run already in their echelon positions followed three seconds later by Two and Four also in their pre briefed echelon position. The two pairs join within a minute and usually go into a diamond or box formation as we clear the circuit area.

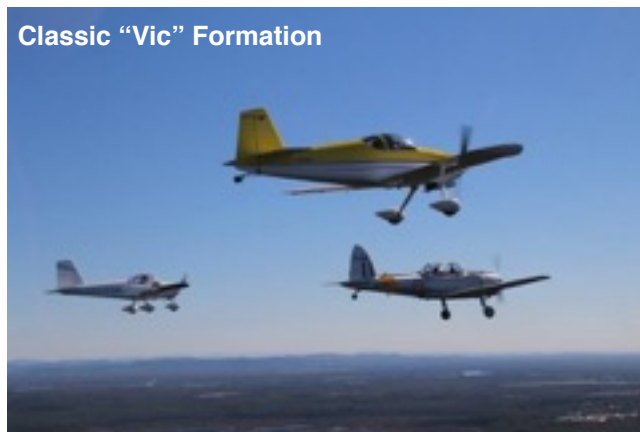
The echelon is the classic dog fight formation whereby a pair of aircraft cover each other but still have a clear line of fire straight ahead. The 'echelon' position is when the second aircraft flies at a point slanting roughly 45° back from the lead aircraft. For example, if you had three aircraft, one in the lead, the second in 'echelon port' and the third in 'echelon starboard', the formation would look like a Vee or arrowhead shape, also called a 'Vic'.

As we track away from the circuit area Bobcat Three calls for a formation change into the 'trail' or line astern position. Again, this is very carefully briefed on the ground and the various aircraft MUST move in a very specific sequence otherwise bad things could happen. From the ground, this would look like a long string of aircraft trailing rearwards, but in the formation itself the aircraft are vertically staggered as it would be impossible to fly directly in the wake of the proceeding aircraft. The trail position is the easiest way to expeditiously turn the formation around although it is just as common to turn the formation maintaining the echelon configuration. However, turning in echelon is a very demanding maneuver on the pilots as the inner aircraft now has a smaller turn radius to fly, and must therefore slow down to hold station, whilst the outer aircraft has a larger radius and must speed up to hold position.

After various formation and lead changes, we head back to PMQ for a formation landing which is a very exhilarating and challenging event especially due to the wide difference in the approach speeds of Dave's Chipmunk and John's slippery little RV6.

The 'fun factor' is off the scale doing this, not to mention how it drastically improves one's aircraft handling as very fine, accurate and smooth control is absolutely essential to flying safely in a multi ship formation. A

Classic "Vic" Formation



Dave and Anson 'line astern'



Bobcat Formation Landing. From the left, Alan, Dave and John



Bobcat Formation is Rolling ... con't

specific formation endorsement is required and usually entails up to nine hours of intensive training with an instructor before being signed off. Do yourself a favour and give it a go!!!

Bobcat One :- David Cooke - Chipmunk

Bobcat Two:- Alan Bradtke - RV 12

Bobcat Three:- Greg Kemp - Diamond 20

Bobcat Four :- John Hayler - RV6.

Bobcat Five :- Anson Needham - RV8.

John Hayler

UK Aviation Museums ... con't from page 9

Brooklands Museum

Brooklands is the birthplace of British motorsport and aviation, the home of the Concorde and the site of many engineering and technological achievements such as the Barnes Wallis bombs. The unique collection of Vickers/BAC built aircraft include the Wellington Bomber, Viking, Varsity, Viscount, Vanguard, VC10, BAC one Eleven and Concorde.



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

HDFC Club Visits

HDFC is always keen to host visits from community groups and schools. Two such recent visits were the New IDAFE and Beechwood Primary School. During these visits it is quite evident there is still a genuine interest in aviation especially from the younger generation. The enthusiasm is infectious and it is a pleasure to answer the myriad of questions, the majority of which we take for granted. Community involvement can only lead to a better understanding and acceptance of aviation in a time when there is increasing negative neighbourhood pressure on airports and their operations.



Rod

Beechwood Primary School



New IDAFE



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>

ROSTER

PPD LUNCH ROSTER

AUGUST

16 - Anne Hayler

SEPTEMBER

20 - Di Davison

OCTOBER

18 - Di (Vince) - tbc

NOVEMBER

15 - Veronica Lind

BAR ROSTER

AUGUST

7 - Rod Farley

14 - John Hayler

21 - Dennis Stacey

28 - Bruce Dunlop

SEPTEMBER

4 - Ray Lind

11 - Alex Pursehouse

18 - Ed Godschalk

25 - Glen Cleary

OCTOBER

2 - Barry Williams

Always check the website for roster updates and details

<http://www.hdfc.com.au/#!/roster/cwvj>

Notices ... (cont)

AIRCRAFT WASHING ROSTER

Fortnight Beginning	Team	Phone
29/6/15 to 13/7/15	Rod Davison	0419632477
	Graham Smith	0408409966
13/7/15 to 27/7/15	Ray Lind	0428820698
	Tim Amor	0418296380
27/7/15 to 10/8/15	Glenn Cleary	0409485688
	Dylan Williams	0434234775
10/8/15 to 24/8/15	Mitchell Paterson	0487836901
	Rod Davison	0419632477
24/8/15 to 7/9/15	Ivan Daniel	0428840244
	Russ Delforce	0414710440
7/9/15 to 21/9/15	Ed Godschalk	65844339
	Craig Whiting	0406025416
21/9/15 to 5/10/15	Jan Burgess	0450223446
	Ross Allen	0404207199
5/10/15 to 19/10/15	Dave Frewin	0490531666
	Michael Drinan	0419612326
19/10/15 to 2/11/15	Dave Toulson	0418668355
	Steve Smith	0405775192
2/11/15 to 16/11/15	Caleb Butterfield	0473070177
	Jack Kalchbauer	65838332
16/11/15 to 30/11/15	Bruce Dunlop	65595444
	Robert Stanborough	0419206656
30/11/15 to 14/12/15	Richard O'Neill	0427812635
	Ken Trotter	0428664300

WELCOME: NEW MEMBERS

June

Michael Bullock - Flying
 Michael Wilkinson - Flying
 Adam Hoitink - Flying
 Julian Booth - Flying
 Kerry Fennamore - Social
 Jessica McCloskey - Social

July

Geoff Litchfield - Social
 Lachlan Davidson - Flying
 Damian Bennie - Flying

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)

PRICES (including GST)

Aeroprakt A22LS Foxbat	\$125/hr	Check the web site for air craft hire details
Flight Design CTLS	\$135/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	Check out HDFC online store!
Broad brim hat	\$20	
Cap	\$16.50	
Cloth badge	\$4	
Anniversary key ring	\$4	
Come Fly With Me book (from club)	\$10	

EXPRESSIONS OF INTEREST WANTED

Ever thought about owning a RAA registered LSA but cant afford the costs on your own?

We are looking for aviation enthusiasts to form and join a syndicate of up to four.

Interested people should contact either Craig Whiting or Ivan Daniel for more information

Contact details

Ivan Daniel: email: ivan@audiovisualnetworks.com.au | mobile 0428 840 244

Craig Whiting : email: craig.whiting@mac.com | mobile 0406 025 416



www.hdfc.com.au



PO Box 115 Port Macquarie NSW 2443

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	editor@hdfc.com.au
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 \$125/hr and CTLS for \$135/hr (including GST). A monthly pilot proficiency day and lunch is held at the Port Macquarie Airport on the 3rd Sunday of each month.

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