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Hastings District Flying Club NEWSLETTER

President's Report

April 2008



Arrival of the Eurofox marks a new chapter in our club history. Rugged construction, glass cockpit including GPS and impressive performance make it the ideal training and touring aircraft. The Eurofox joins the Foxbat ensuring aircraft availability to the rapidly expanding membership. There is no doubt both aircraft will be well utilised giving pilots a choice of RAAus machine.

The impact of aircraft maintenance will also diminish. Recent maintenance on both the Foxbat and Cessna saw them out of action for an extended period. The Foxbat "Flydat" display has been replaced by analogue instruments after erroneous readings. Previously two new engine replacements occurred necessitated by the failure of the first new engine. I am happy to say the latest engine along with a new prop is purring sweetly giving new found performance. George Northey and Peter Knowles thoroughly deserve a big thankyou for their time and effort.

Cessna FPT spent a couple of weeks in Kempsey undergoing a comprehensive 100 hourly. New tyres, engine cylinder and serviced compass and carburettor headed the list along with cosmetic work. It is again in top shape ready for your pleasure.

Our club continues to go from strength to strength in its 50th anniversary year. I am very thankful and impressed with the dedicated effort of the committee in providing a range of activities as well as managing club affairs. A busy calendar has included Bundy Bowls, Lake Keepit and Narromine Fly Aways, Fly and Spy and Fly In, Airservices forum, monthly flying comps with BBQ and new member evenings. In the

immediate future we have Heritage Week Open Days along with trips to Gloucester and South West Rocks. The more the merrier so come along and get involved.

Many members also deserve special recognition. Glenn Cleary and Marita Jansons purchased, transported and prepared the food for our very successful Lake Keepit gliding weekend. Catering for 24 people inexpensively was achieved in style. Tania McKenzie is another whose catering expertise is appreciated at the monthly BBQ and other social functions. The Fly-In lunch and Fly and Spy Dinner was scrumptious thanks to the band of helpers led by Bill and Lyndal Coote.

Applications for the Hans Westphal Flying Scholarships have now closed with the selection process in full swing. Successful candidates will be advised by end of April. Thanks to Hans for his generous \$2000 donation allowing this scheme to continue in 2008.

Those visiting the airport around the time of the daily Virgin Blue flight will be well aware of the car parking problems. A submission has been forwarded to council outlining the impact on the GA/Club parking bays and requesting full consultation in the implementation of pay parking for RPT passengers.

In closing it is with sadness we learnt of the death of Robyn Sorensen. Robyn was a well-liked and respected club member who enjoyed coming to the flying club as much as we enjoyed having her. Sympathy goes to her children Freya and Brent.

Until next time, safe and enjoyable flying.



Photo: Paul Grimes - March flying comp

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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 - visitors are welcome. The club owns 3 aircraft that are available for hire by flying members - a Cessna 172 for \$140 per VDO hour, a Foxbat and a Eurofox for \$95. Monthly club competitions are held at Port Macquarie Airport on the 3rd Sunday of the month.

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Club Captain



Before I give my normal flying report I'd like to pay tribute to one of my flying students who was also a teaching colleague and a close family friend. Very sadly, on Tuesday 25th March, Robyn Sorenson quietly passed away after battling an illness for several years. She leaves behind her wonderful children,

Brent and Freya, as well as many friends who feel deeply saddened by this tragic loss.

Robyn probably started her intense interest in flying when Brent started to learn to fly with me in August 2000. Robyn would drive Brent to the airport (he was too young to drive a car at that stage) and watch all his lessons. She listened to all his radio calls and watched his landings closely. It was probably with some trepidation that she watched an early solo flight and saw how well he handled a runway mishap where he had to abort his landing because the aircraft in front suffered a tyre blow out. Brent calmly changed runways and landed safely on the grass strip.

Robyn shared Brent's excitement when he achieved his GFPT in 2002 and, at that stage, decided to have some of the action and excitement for herself. Armed with lots of prior knowledge and meal table discussions, she set out on the adventure of flight, eventually went solo and had lots of very enjoyable training flights. Robyn regularly attended our monthly flying competitions and assisted with the ground judging as well as having a fly herself. She used to love flying in the back when Lyndal Coote competed as well - I think it gave her a sense of the "girl power" thing.

The devastating news of Robyn's illness stopped her flying and we have been robbed of a wonderful friend and pilot.

Robyn has her wings now - they glisten as she flies high above the clouds. She is flying with angels.

2007/08 Navigation Trial

We finally closed our weather-affected mini-navigation trial competition at the end of January. 7 pilots competed in this challenging and very interesting exercise over our local hinterland. The track was from YPMQ via Ellenborough and Rollands Plains to YPMQ. A diversion had to be worked out along the way as well as some instrument flying ending with an inbound track using the NDB. The nav trials usually take about 0.8 hours and get you up to speed for cross country flights if you don't experience these often. The results were:

1st Jack Terp (341), **2nd** Mike Coulter (329), **3rd** Rod Davison (323), **4th** Bruce Dunlop (315)

February Competition - Vern Polley Trophy

Suspect weather has delayed our competitions this year. February, down for the 17th, was postponed until March 2nd. Heavy rain and low cloud stopped any flying. The full contingent of pilots sat in the clubhouse until about 11am but no amount of cloud gazing, weather watching and strong will would clear the skies. On the 2nd, we swapped showers and low cloud for gusty strong winds with lots of unpredictable sink and lift at inopportune times. Thanks to Vern's legacy, the first 3 place getters actually won money - \$100 for 1st, \$60 for 2nd and \$40 for 3rd. 12 pilots tested their skills against the elements. The results were:

Forced Landing from 1500'

1st Rod Davison (98, excellent flying),
2nd David Mitchell (83), **3rd** Paul Grimes (67)

Blind Circuit with 1000' Straight-In Glide

1st Rod Davison (102), **2nd** Bruce Dunlop (96),
3rd Jack Terp (83)

Instrument Climb to 2500'

1st Rod Farley (81), **2nd** Rod Davison (77),
3rd Paul Grimes (76)

Overall

1st Rod Davison (272), **2nd** Bruce Dunlop (230),
3rd David Mitchell (208)

Paul Grimes flew extremely well for his first-ever competition - looks like a force to be reckoned with.

March Competition

Competition was postponed from the 16th to the 30th due to aircraft unavailability. 13 pilots gathered on a glorious autumn day. We welcomed two new competitors Michael Farnham and Fiona Stuart

Instrument Climb to 3,000', No Artificial Horizon

1st Ray Lind (93), **2nd** Barry Williams (92), **3rd** Rod Farley (87)

Steep Turns - 45°

Points awarded for altitude, balance and angle of bank
1st Rod Farley, Bruce Dunlop (80), **2nd** Jack Terp, Paul Grimes (75), **3rd** Barry Williams, Rod Davison, Michael Farnham (70)

Forced Landing from 2,500' with No Altimeter

Having to judge by sight added a touch of realism!

1st Jack Terp (78), **2nd** Bruce Dunlop (77),
3rd David Mitchell (67)

Overall winners for the day were:

1st Bruce Dunlop (241), **2nd** Jack Terp (240),
3rd Rod Farley (224)

Ray Lind

CFI's Corner

Recently I have been given the opportunity to take over the role as CFI from Bob Needham. I would like to thank Bob and the committee for their confidence to offer me this important role. I would especially like to thank Bob for his guidance and mentoring of both George and I in our roles as club instructors. Bob will continue to act as the local RA-Aus Pilot Examiner and as a Senior Instructor for the club.

New Operations Manual

If you don't know already, CASA has approved a new Operations Manual for RA-Aus. The new manual will be implemented in the coming months and be distributed on CD/DVD to all current certificate holders. There has been a variety of information about the manual in recent RA-Aus magazines. Included in the new rules etc are a number of new pilot endorsements that aim to keep up with the ever increasing array of recreational aeroplanes available in Australia. Endorsements such as variable pitch propeller, retractable undercarriage, two-stroke engines, glider towing, low level operations, low performance aeroplanes, high performance aeroplanes are included as well as the very much anticipated controlled airspace endorsement. Along with these there is curiously named endorsement known as the Advanced Pilot Award?? I have no idea about this one sorry.

Pilots that have GA licences as well will automatically be given endorsements that form part of their GA licence. For example if you have a Constant Speed and Retractable Undercarriage endorsement you will be given the RA-Aus equivalent. When your RA-Aus membership comes up for renewal you will be given an opportunity to send in copies of GA endorsements in order to have these included on your RA-Aus certificate.

Along with a handful of other HDFC members I attended the annual RA-Aus Natfly weekend at Narromine recently. On the Thursday before the main event, there were a number of instructor forums. Without going into specifics there is a lot on the horizon for our pilots. The RA-Aus board and executive continue to push for better "rules and regs" for us and you will see some pretty exciting developments coming in the next few years.

Suggested New Procedure for HDFC Pilots

We have decided to change the standard operating procedure for flying in the circuit at YPMQ. This change will be taught as standard procedure for all students of the HDFC. For the remainder of the pilots the choice will remain yours but I strongly recommend that you think about this as well. What is the change I hear you say!

Remember when we used to turn crosswind at 500'? Then NAS 2c came along a couple of years ago and we were all asked to delay the crosswind turn to within 300' of circuit height (i.e. 700') to stop aeroplanes climbing on downwind. Well we're turning back the clock and going back to a 500' crosswind turn. The reason for this is that by delaying your turn till 700' you have two problems.

1. One you spend more time on the centre line of the runway in possible conflict with traffic conducting GPS arrivals etc
2. There is a long period of time where you have very poor forward visibility after take off due to the high nose attitude (especially for Foxbat drivers)

By reverting to a 500' crosswind turn you can get off the centreline sooner and be in a situation to clear your climb more quickly by looking to the left prior to the turn - 200' sooner. Remember however that a 500' turn will shorten the downwind leg! As we fly in the circuit with other aeroplanes that require a larger circuit remember the rule that if there is an aeroplane in front of you then you should follow them around the circuit. So if, for example, a C152 is doing circuits at the same time and just ahead of you don't turn at 500' feet and cut them off because they are turning at 700'. Unless of course you talk to them and they are agreeable to you turning inside. I think it's something called Airmanship!

Coast Jet has also come to the party and changed their standard operating procedure to include a 3NM and 1NM call when doing GPS arrival training for arrivals in line with 03/21. Prior to this the last call was at 5NM. This is legal by the way. NAS 2c procedures are recommended only. The laws regarding operations at non controlled aerodromes are still contained within CAR166 which states, among other things, a minimum of 500' for this turn.

Anyway, enough of the serious stuff but please give this some thought and speak to one of the instructors if you have any questions.

Eurofox

By the time you read this George and I will have arrived home in the club's brand new Eurofox. The Eurofox is a great aeroplane and available at the same low hire rate of \$95/hour. The introduction of the Eurofox adds another dimension to what the HDFC can offer new and existing members alike in both flying training and private hire. If you have seen the panel of 24-5054 or photos of it you would have noticed that there are no traditional analogue flight instruments! These have been replaced by a Dynon D100 EFIS.

Recreational Flying

The EFIS combines all the normal flight instruments plus much more. i.e. Angle of Attack, OAT, DG and an HSI. The D100 is slaved to the AVMap GPS that is also a feature of the Eurofox panel. You should become familiar with both the D100 EFIS and the AVMap GPS to fly the Eurofox. Copies of instruction manuals will be available from the club. Call any of the instructors to arrange a check flight and of course the Foxbat continues to serve us well and will still be available as usual.

Success Stories

On behalf of the committee and the members of the HDFC I would like to congratulate one of our members for getting a job in the right hand seat of a Virgin Blue 737. Adrian Dungey has been an instructor around YPMQ on and off for many years and in recent times he has been working as an instructor with Coast Jet. I first met Adrian in the early 90's when he was an instructor with Needham Aviation and he truly is one of the good guys. Good luck Adrian and don't forget to call in for a beer when you're in town.

One of our newest members, Duane Stace, passed his test for his RA-Aus Instructor Rating today (29.3.08). The Instructor Course is not easy and involves many hours of intense work both on the ground and in the air. Duane did well to survive the six week full time course with a smile on his face and I'm sure he will have good success in his instructing endeavours when he returns to Kununurra in northern WA. Well done Duane!

Natfly

As I mentioned briefly, a group from the HDFC flew three aeroplanes to Narromine recently for Natfly 2008. It was my first Natfly experience (other than flying with Natalie McKenzie – get it Nat Fly....anyway) and I can recommend it as a great event if you want to see the latest and greatest in recreational aviation. There are plenty of aviation enthusiasts there to chat to and learn from. The food service was really bad but the beer was cold and we all had a great weekend. Bill & Lyndal got stuck half way home due weather and arrived a couple of days after everyone else but I know they had fun. As they say "If you have time to spare, go by air".

That's all for now. I hope to see you at the club soon.

Adam Booker

Robyn Sorenson



It is with very great sadness that we have learned of the death of Robyn Sorenson on Tuesday March 25th after a brief illness.

Robyn joined the club sometime before 2005 and had been learning to fly with Johnsons/Coast Jet under Ray Lind, taking lessons whenever she had the money.

She came to most of the flying competitions, always grabbing the opportunity to ride in the back.

Robyn was a casual primary school teacher, working most often at Wauchope Public School with Ray. She lived on a property at Pappinbarra.

Our thoughts are with Freya and Brent.

This short rhyme was used at Mittagong :

Mist in the valley, fog on the sea,
Clouds on the mountain top,
They're all the same you see.
For pilots flying VFR
There's just one certainty
If you press on regardless
A dead one you will be.

Col Parker

Lake Keepit Fly-Away

With the weather looking promising – the trip to Lake Keepit was on. Most participants travelled by wing power and the food and grog did the trip in the back of Glenn and Marita's truck.



Apparently, the flight over the mountains (tiger country) went without a hitch but was somewhat slow due to the headwind. Jimi and Damien had commandeered the Foxbat and had planned their trip meticulously before take off. They were part of a convoy of four aircraft – which was spotted by one of the air traffic controllers from Brisbane Centre.

When Jimi and Damien were seen to move away from the convoy by the air traffic controller (which was part of their plan) Brisbane radio-ed through to suggest that they continue the journey along with the other aircraft. J & D thought that this would be a good idea and revised their planned route.

All landed safely at Lake Keepit Soaring Club Air Strip at about the same time as the supply truck arrived. We were quickly summoned to the Operations Hut to be briefed on the day's activities. A motley group of glider pilots had gathered to welcome us and we were informed of the safety procedures, airstrip layout, administration requirements and costs involved.

We were offered a choice of two ways of being launched into space in a glider. Firstly, by a tow plane or tug which was to be expertly flown by Bruno the Argentinian "Blow In" – at a special price of \$90.

Second choice was to be winched up at enormous speed by the club's winch apparatus – at the even better price of \$40. Not surprisingly, most chose the winch but some did elect Bruno's tug plane.

Unfortunately, Bruno's career with the tug plane came to an abrupt end! During the first take-off with the winch – something went haywire with the ropes and the tug plane was damaged to the point where it was not able to be used for the rest of the day! So after that it was the winch or nothing.

All our names were on the list and we patiently waited

our turn – like polite passengers at a British bus stop. As the day wore on – the heat increased and we sheltered the best we could under the wings of the gliders that were waiting to be winched up. Some flights were rather short – due to the lack of finding the right thermals and others were quite lengthy. Rod Farley was up for about 35 minutes and he even managed a "Chantelle" (some sort of death defying acrobatic) – which seemed to please him no end!

There were a couple of dodgy moments when the rope broke on take-off and the gliders changed direction rather rapidly from hurtling into space to nose back to earth – quite disconcerting – but John thought it was great as he got to have a second launch.

The last few finally got their turn after 6pm – Lyndal, Bill, Peter, David and Don but all agreed that it was worth it. The day's activities were capped by a lovely night under the stars with good food and company and of course a few well earned ales and wine. James entertained us with some excellent jokes before we all retired feeling tired but happy.

The flight home was much quicker due to the tail wind – a great weekend and thanks to the Soaring Club for their hospitality.

Marita Jansons



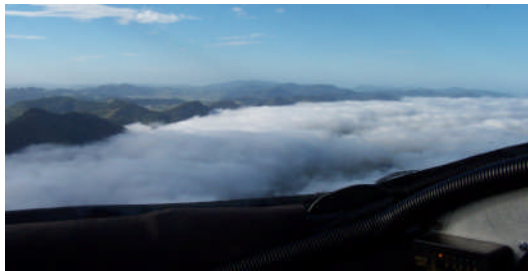
Narromine Adventure

Thursday am

Three aircraft, 9 crew, all bound for Narromine over Easter. Bill and I took off just after 8am heading for the inland corridor to Maitland for a fuel and comfort stop, then up the Hunter Valley to Sandy Hollow, west along the Bylong Valley and over Gulgong to Narromine - 286 miles.

First hurdle - the river of cloud in the lane-way. Reassured by

Adam, high above us in a Cherokee 6, that the cloud only stretched for 1 mile, we decided to proceed. Yeh, Adam, 28 miles later, the cloud disappeared at Stroud Road where we were able to descend to the required 1000'. The hills sticking out of the cloud on either side of the valley kept us on track.



Rest of the trip was uneventful, arrived at Narromine some 4½ hours later only to be snapped by Jimi on late final under the influence of a surprise wind gust.

BNL performed like a Trojan. Pilot and Radio Officer/Navigator were knackered but satisfied – our first big trip. Pitched our tent, found something to eat and flaked for a hour or so.

Evening spent talking and drinking and waiting for food. Slept well in our little tent.

Friday

Refueled for the Saturday return trip. Wandered around the tents and the various aircraft. It was hot and not conducive to energetic activity so took the opportunity to see if we could snooze under the wing. Saw another Jodel and a few interesting aircraft – otherwise it was a Jabiru love-in. Evening was more of the same and quite windy – retired at 9pm and slept through again.

Saturday

Up and ready to go by 8am. Sat through the weather brief – not very good – then took off, retracing our steps over Gulgong and down into the Hunter Valley but, this

time, dodging clouds. By Denman, the weather was definitely on a downer so we looked out for airfields – just in case. Managed to get to within 20 miles of Singleton when we were met by a wall of fog, cloud and rain. Turned around with the intention of going back to the arab stud airfield near Arrowfield Winery, the weather hot on our heels. In the turn we discovered the Warkworth Airfield and proceeded to land on what turned out to be a gravel drain. Bent the undercarriage a little.

Were welcomed by a motley crew of glider pilots and their families, all of whom were pretty downcast by the weather. Their hospitality was second to none – we shared their food and wine, played Trivial Pursuit and bunked down for the night.

Sunday

Next morning was a little better. Took off for Maitland after a very awkward taxi run due to the toe-out undercarriage. Managed no further due to more of the same weather so landed there, settled BNL for another night, hired a car and went to the Heritage Boat Festival at Toronto where we stayed the night. Had a slap up meal in the Toronto Yacht Club.

Monday

Back to Maitland, weather was thick asbut miraculously cleared by 9.30am, enough for us to set out for home. Won't mention the taxi run and take off this time – suffice it to say that

Bob from RNAC Flying School might remember it next time we see him.

Dodged cloud between Maitland and Tea Gardens then proceeded up the coast at 3,500' with no further hitches, apart from the two engine hiccups over Wallis Lake and the loss of radio at

Bonny Hills.

The return trip took 4.9 flying hours and we were glad to be home – stinky and tired but home. Don't think we'll be rushing to fly that far again soon – the maintenance on BNL will see to that!

Lyndal Coote



HDFC Goes to Narromine

On Thursday 20th March several HDFC members flew to Narromine just west of Dubbo NSW for the annual RAAus Natfly fly-in.

The distance was 240nm, the weather was good with some scattered cloud but was expected to deteriorate in the next few days. After some flight planning, the first to depart from YPMQ were Bill and Lyndal Coote in their Jodel BNL, followed by Adam Booker, Jimi Ludricks, Hartmut Keihn, Doug Ross and David Massey in Geoff Hurkett's Cherokee 6 PDD taking the majority of George Northey's and my luggage with them.

George and I waited for some new gauges for the Foxbat. They were expected to arrive at the Post Office that morning, and we planned to fit them into the Foxbat and depart around lunchtime. George went to the Post Office and was told the package had not arrived as expected and would not arrive until Tuesday. This meant that the Foxbat remained unserviceable so we couldn't get to Narromine even though our luggage had gone ahead. We were very disappointed, to say the least, and with FPT still at Kempsey for maintenance we thought we were out of options. We decided to ask Gregg and Sue Faulkner if we could hire their Sportstar and were quite prepared for them to say no. We were pleasantly surprised when they said it would be OK. Gregg came out to the airport and ran through some details with us and George and I departed YPMQ at about 11.00hrs.

We climbed to 6500ft and tracked for Scone, then from Scone to Dubbo. The weather was clear and, apart from a bit of rough air, a tailwind meant we arrived at Dubbo about 2.5hrs later.

We re-fuelled at Dubbo instead of trying to get fuel at busy Narromine and flew the short 20 mile hop across to Narromine. As we were cruising along over farmland it was quite hot so we had the side air vents fully open. I heard a noise like something being sucked up with a vacuum cleaner and glanced across to see

George grabbing charts and plans. He looked at me and asked " You won't need your flight plan for the last bit of this trip will you? It just got sucked out the window! "

With Narromine in sight, we made our approach and landed. Once there we tied down the plane, set up our tents and headed across to the lecture room. We listened to several very good lectures provided by the RAAus staff and later that afternoon made our way the Narromine flying club clubhouse for a drink and some dinner. We waited quite some time for our meals due to the large number of people and spoke to many aviators from all over the country.

Early Friday morning, after several drinks the night before, I awoke suddenly to a bright light in my face. George, who was sharing my tent, thought he would 'do me a favour' and wake me early to get a shower before the lines at the shower block got too long. Still in a daze from the glare of the torch, all I could think of was to ask him if my pupils were dilated, something I'd seen on one of those medical shows. After waking up properly and going across to the showers I was glad George had woken me as the lines were quite long.

We had breakfast and then spent the morning inspecting all the aircraft and related companies on display. During the day I was able to sit in lots of aircraft including

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Photo: Jimi Ludricks - aerial view of Narromine



Photo: Jimi Ludricks - happy campers



Photo: Jimi Ludricks—a Jabiru lovefest

a Eurofox, the same as the new one we are awaiting. It was very impressive and I can't wait to have a fly.

As the day went on it became very hot so I visited the air-conditioned Narromine airport museum. It was very interesting, with displays and memorabilia of the history of the airfield as a airforce base during the war and its progression through the years with its flying and gliding clubs today. In a nearby hanger, there was an exact replica of the Wright flyer and one of the first glider aircraft that I was amazed would even fly.

That afternoon the temperature dropped dramatically and a strong wind came up. As we waited to order our dinner outside the flying club we watched as several aircraft doing circuits took off into the strong wind and climbed liked an elevator with plenty of air speed but no ground speed until turning downwind. We had dinner and then a cold night camping not knowing how we would go departing the next day.

Saturday morning we went to the daily pilot briefing and, as soon as this finished, it began to rain. We packed up our tents in the rain and loaded all our gear as best we could in the aircraft. When the rain eased we agreed to depart and head toward Scone but there was low cloud over the ranges and we were not sure if we would be able to get through to Port Macquarie.

We arrived at Scone after avoiding cloud and rain to remain in VMC and taxied off the runway to find a huge Gulfstream twin jet aircraft on the rundown taxiway. It didn't seem to fit the picture but, as we were to later find out from the local Aero club members, it belonged to James Packer. He had come to Scone for a weekend polo match and had brought his family and staff in the aircraft that takes him all over the world - his helicopter was due for a service! It had apparently taken 27 minutes to fly from Mascot to Scone. We also heard a yarn that Kerry Packer had once sent his helicopter pilot back to Sydney from Scone to pick up a Chinese chef and some supplies because he felt like a Chinese meal after a polo match he had attended.

We checked out the Scone Aero Club's new Foxbat and departed Scone climbing to 9500ft to get above the cloud. As we cruised over cloud as far as we could see weather reports indicated that the cloud over Port Macquarie was broken. As we got close to home we descended through the broken cloud and were able to get to Port and land behind the daily Virgin Blue RPT. Our return trip took about 4hrs all up due to headwinds.

Damian Buchtman



Photo: Jimi Ludriks - taken from a mound at the end of runway 29 as BNL was landing and caught by a gust.



Photo: Jimi Ludriks - Jimi and Lyndal volunteered for some marshalling

Fly 'n' Spy 2008 Sortie: Why We Took 1.6 Hours

Team: Ray White

PIC: Bruce Dunlop. **Navigator:** Mark Watson. **Crew:** Kim

Well, what can I say? 100 questions to be answered in 90 minutes. In other words, one question to be answered every 54 seconds.

OK, with Mark gripping the Book of Questions and Kim (one of Mark's staff) in the back looking completely bewildered, we set forth. By the way, I filled the tanks – which was just as well considering the time we ended up taking – and briefed Kim for her first time in a light aircraft. More time.

Even as we left the ground questions were flying around the cabin. The first major event was to answer the multitude of questions around the Doughnut complex. And around and around we went. We could not fly under the Service Station cover to count the pumps as there were too many cars there. We guessed 8. Wrong!

While we were thus engaged we suffered a partial loss in power, my second one in two weeks, the first being at 200 feet at the end of runway 21, where we lost 400rpm with rough running. Makes you think quickly and consider your actions afterwards. I digress. After resolving the power problem we set off towards the west.

Now we were looking for signs on roads, rhombi (did anyone know what they were?) sports fields, bridges, mobile phone towers, and many more things which may have been easy to see from a motorcycle but we found it difficult from our altitude. Believe you me, we tried. Clock was ticking!

Where is the least popular place to stay in Ellenborough? Answer: The Police Station. Maybe we should have thrown away the keys after locking George up. Anyway, we got that answer right. Now it was back to "Where's Wally?"

I heard that some intrepid aviators got lost around this area, and not surprising, as actually navigating the course was near impossible after endless orbits over unsuspecting towns. The locals must have wondered what was going on after a day of roaring aero engines and audible curses from frustrated crew members.

Off to the Camden Haven area. Good. The three of us live there, we should be able to lift our score.

As we flew late in the day, I thought we had a little advantage as Mark and I had seen FPT and others flying over our homes during the morning. Considering what sort of questions would be asked, I had jumped on the internet and looked up Camden Haven airfield's runway details. Got the runway numbers right, but forgot to check the length. I should have stayed on the ride-on mower. It would have been more productive.

We saw a wedding on top of North Brother as we skimmed across the peak to count the number of BBQ tables. We could not see all the tables – they were occupied by surprised guests. Mark missed catching the bouquet...just.

Anyway, we did quite well around the HDFC Camden Haven sub branch area. Then we headed North up the coast. What a beautiful area we all live in. How many communication towers on Jolly Nose? As we were so far out of time we decided to fly around and have a count, anyway. After a sterilizing orbit around the towers, we noted there were four. Yeah, another question right.

Coming back to base, we counted the gable markers on 10/28 and hangars as we were flying downwind on 21. And then came the four pages of photos! Quick, Mark, try and guess the locations and what you don't know make up some silly answers. His answer to Question 98 was "On the Dark Side of the Moon". Another point gained.

It was nice to reach base and shutdown. Crikey! Look at the time.

So how did we go? We answered 57 questions correctly and lost 64 points for being late. Result: minus 7.

At least Kim enjoyed her first flight, and as always Mark and I enjoyed the flying. Now would someone please go release George from Ellenborough Police Station, or, maybe not.

There is always next year. I wonder who will plan that one? Maybe I'd better shut up or I may be asked to put up.

Bruce Dunlop



Tania McKenzie's Spiced Meatballs with Peach Chutney

- 250g pork & veal mince
- 125g ham, finely chopped
- 1/3 cup packaged breadcrumbs
- 4 cloves garlic, crushed
- 1/2 tsp ground coriander
- 1/2 tsp ground cumin
- 1/4 tsp cayenne pepper
- 1/4 tsp nutmeg
- 1/4 cup chopped fresh parsley
- 1/2 cup peach chutney

Preheat oven to 200c

Combine all ingredients in a bowl (except the chutney) Mix well. Divide mixture into 16 meatballs, place on baking tray. Bake 15 mins or until lightly browned. Skewer each meatball with toothpick.

Serve hot or cold, with chutney for dipping.

WE INVITE CLUB MEMBERS TO SUBMIT A FAVOURITE RECIPE FOR PUBLICATION IN THE NEXT PROPWASH

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked "What was your last known position?"

Student " When I was number one for take-off"



While taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Fort Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ground controller lashed out at the US Air crew, screaming "US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D but get it right!"

Continuing her rage to the embarrassed crew, she was now shouting hysterically "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move until I tell you! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes ma'am" the humbled crew responded.

Naturally, the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high when an unknown pilot broke the silence and keyed his microphone, asking "Wasn't I married to you once?"



How would you like to join a bunch of HDFC people at Oshkosh 2008?
If interested please contact Rod Davison on 6585 3835 or Adam Booker on 0438 300 673

BAR ROSTER

APRIL

4th Bill Coote
11th Adam Booker
18th Eric Elsey
25th Bruce Dunlop

MAY

2nd David Mitchell
9th Doug Jones
16th Marcus Ludriks
23rd Barry Williams
30th Jon Maguire

JUNE

7th Jack Terp
14th Rod Davison
21st Damian Buchtmann
28th Ray Lind

JULY

4th Richard Bentley
11th George Northey
18th Rod Farley
25th Tania McKenzie

AUGUST

1st Adam Booker
8th Eric Elsey
15th Bruce Dunlop
22nd David Mitchell
29th Bill Coote

* If you can't make it for your roster on the bar, please try to swap with someone else

NEW MEMBERS FEB - APRIL

Penny Byrne (social)
Maurie Carlton (flying)
Richard Day (flying)
Michael Drinan (flying)
Michael Farnham (flying)
Paul Grimes (flying)
Elise McKenzie (flying)
Cameron Mynott (flying)
Tony Simpson (flying)
Andrew Kirby (flying)
James Lummus (flying)
Anthony Simpson (flying)
Duane Stace (flying)

CALENDAR

April 2008

Sat 12th - Sun 13th

Open Days at Clubhouse during Heritage Week

Sat 19th Fly-away & monthly flying competition at Gloucester

May 2008

Fri 2nd New members sausage sizzle from 5pm

Sat 10th Fly-away & lunch at South West Rocks

Wed 14th Committee meeting

Sun 18th Monthly flying competition & BBQ lunch

June 2008

Fri 6th New members sausage sizzle from 5pm

Wed 11th Committee meeting

Sun 15th Monthly flying competition & BBQ lunch

July 2008

Fri 4th New members sausage sizzle from 5pm

Wed 9th Committee meeting

Sun 20th Monthly flying competition & BBQ lunch

HDFC COMMITTEE

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Scooter
marketing

Lyndal Coote
6559 9953

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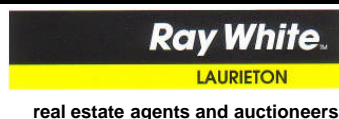
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Photo: Peter Worrall - The crew that flew to Lake Keepit



Photo: Paul grimes - March Flying Comp



Bundy Bowls at Westport Bowling Club



Fly 'n' Spy day