

January 2015

PROP WASH

HASTINGS DISTRICT FLYING CLUB NEWSLETTER



Photo competition Winner - John Hayler

“A brace of RVs”





Ed Godschalk

E: editor@hdfc.com.au

Editor's Notes

Hello again fellow aviators and welcome to 2015 with our new look Propwash. Please, make yourself a cuppa and get comfortable for a read. We at Propwash are always looking for any items of interest to be contributed by our members, so feel free to contact me if you have anything to share. All the best for a fun filled year ahead.

HDFC sports a new look!

It's time to fly



**Surround yourself with people
who believe in your dreams**

2015 starts with a fresh and vibrant feel to HDFC social front, with a new tag line that brings us together - **surround yourself with people who believe in your dreams**. We launched a new web site that is arguably the best flying club web site in Australia. Check it out at www.hdfc.com.au. Even Propwash sports a new logo and look. These changes encourage younger aviators to join the club and also touch the hearts of older members. We continue to keep the high standard that HDFC is known for, a reputation that is thoroughly deserved.





Rod Davison

President's Report

Welcome to a new year and a new look Propwash. Editor Ed continues to be busy collecting articles while Veronica Lind replaces Chantelle Hancey in design. Chantelle has graciously offered her services over the last two years becoming involved with the club when her son Adam was awarded a scholarship in 2011. Adam has now moved away to university and we wish both him and his family all the best for the future. A huge thank you to Chantelle.

The updated Propwash follows hot on the heels of the launch of our new website in December. Veronica Lind is again the responsible lady filling the void created with the departure of Lyndal Coote to Lake Macquarie. Veronica has taken Lyndal's already excellent website and put her own mark on it. Veronica has a wealth of experience in marketing and is the principal of Vermillion Marketing. Read all about Veronica on Page 17 of this newsletter.

Another talented lady helping put a new face on the HDFC in 2015 is graphic artist Mary Pavich. Mary revised the club logo as well as assisting with website photos and the new Propwash banner. She is presently working on the artwork for a new sign to go on the hangar. Mary's expertise with the camera is exceptional and is providing an excellent record of club life.

The club is moving into 2015 in great shape. We fully own two modern LSA aircraft, have a healthy bank balance and an active membership approaching 160.

People make a club and we are extremely lucky to have a highly experienced team of instructors, engineers, marketeers, social organisers and members in general who believe in the club ethos. Together we can build this club further.

Emphasis this year will be on clubhouse renovations. We have been successful in securing a \$15,000 grant from the state government through its Community Building Partnership program. Top of the list is a new colourbond roof followed by internal ceiling and electrical work as well as painting. Completion of the work will require member assistance especially in working bee's to prepare and paint the clubhouse. Offers of materials, expertise or general labour will be highly appreciated.

The CTLS is fully operational and available for Constant Speed Propeller endorsements. Its performance is very impressive paralleling that in the Pilot Operating Manual. Meanwhile, the Foxbat is kept busy with training. Both aircraft are being maintained in top condition thanks to our maintenance team. The washing roster is working well, bringing club aircraft pilots together in a common goal. The aircraft fleet will be reviewed later this year.

Club stalwarts, Bill and Lyndal Coote were farewelled at the Annual Presentation Dinner. They have moved to Lake Macquarie and plan to fly with Royal Newcastle Aero Club. Both have contributed tremendously to this club over the last twelve years. A tribute appears elsewhere in this newsletter. Good luck and best wishes from all at the HDFC.

A very successful Presentation Dinner in November recognised pilot achievements for 2014. See the Club Captain report for all the details. I would like to congratulate all award recipients and especially John Hayler as Pilot of the Year, Caleb Butterfield as Student Pilot of the Year and Clubperson Ed Godschalk.



President's Report (cont)

There is a very swanky looking Cessna 182C gracing the airfield. Following its 8 month restoration VH-DUZ is in pristine condition. Congratulations to David Mitchell, Peter Ford and Christian Corse on an excellent job. Many hours of happy flying are ahead.

Rod Davison

The HDFC has just renewed its membership to the Aircraft Owners and Pilots Association. As a club member you are entitled to a discounted rate if you join individually. Just mention your membership and choose the lower rate on the application or renewal.

In the lead up to Christmas social activities predominated. The Presentation Dinner in November was followed by a Fly/Drive-In Pizza Luncheon at Dexfield Park, Club Christmas Party and the New Year's Eve Party. All were highly enjoyable and successful due to the club spirit displayed by those involved in the organisation. Again, this is what makes a great club.

The new website sports an [online shop](#) where you can order a variety of club apparel. The club shirt is very smart and worn regularly by members. If you do not possess one then purchase today and wear with pride.

Wishing everyone a safe and enjoyable 2015 filled with fun flying and socialising at the HDFC.

Rod



[Click here for story and photos on Fly/Drive-In Pizza Luncheon at Dexfield Park](#)



[Click here for Christmas Party photos](#)



[Click here for Presentation Night Award Details and Photos](#)



[Click here for NYE photos](#)

Congratulations



Russell Delforce

First Solo

28 October 2014



David Toulson

RAAus Pilot Certificate

23 December 2014



Caleb Butterfly

RAAus Pilot Certificate

30 December 2014



Joanna Oreb

First Solo

6 January 2015

Farewell to Bill and Lyndal Coote

Bill and Lyndal have moved to Lake Macquarie in body but not soul. They are still members of the HDfC and I believe will continue to be so.

However, their move is certainly a loss for our club. Most people probably don't realise how involved these two were in the everyday running of this club. Behind the scenes Bill and Lyndal worked tirelessly for our club. They are true club people donating freely of their time and resources.

Bill and Lyndal came as a package like two peas in a pod. Both learnt to fly in 2001 and flew their first competition with us in September of that year. They both competed in their first NSW Interclub Competition in Newcastle in 2002. They both joined the management committee in 2003. Together they organised Fly & Spy in 2006.

Individually, Bill has served on committee continually until the AGM last August. In that time he has been Newsletter Editor, Secretary, Vice President and President for four years. He was named Pilot of the Year in 2007. He has built a Jodel, Coote Amphibian and is currently playing with an Osprey. He also has a Floating Hull endorsement and Level 2 Maintenance certificate. Bill is very handy when it comes to cooking BBQ's, selling raffle tickets and doing working bee's. A very handy bloke to have around.

Lyndal has had a few breaks from committee but has always been on the scene. She has been Newsletter Editor, Website Organiser and Treasurer. She was the driving force behind research for our club history and the production of "Come Fly with Me". In 2012 she was named Clubperson of the Year. She was chief ground judge in our flying competitions as well as an active participant.

Bill and Lyndal were farewelled at the Annual Dinner in November. As well as my speech above, a powerpoint photographic tribute prepared by Veronica Lind was presented. Gifts from the club were a large photo display depicting their time at the club as well as a replica boat hull display cabinet.



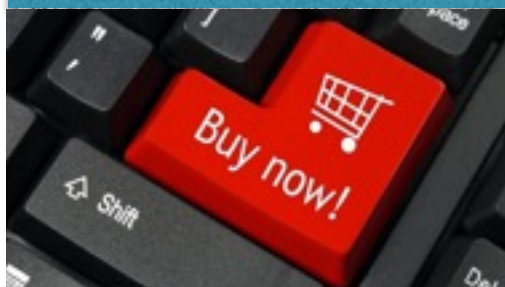
The HDfC will be forever grateful for the tremendous contribution Bill and Lyndal made to the club. We wish them every happiness and success in the future.

Rod

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Trial Introductory Flight (TIF) vouchers are now available for sale at [HDFC Online Store](http://www.hdfc.com.au)



www.hdfc.com.au



PO Box 115 Port Macquarie NSW 2443

Captain's Report



Ray Lind

E: captain@hdfc.com.au

I am reiterating what Barrie Abbott said while he was HDFC CFI in 1959 ... *one does not have to be young or overly courageous to fly the modern light aircraft. Few people are gifted pilots; most achieving a high degree of skill and standard of efficiency through undertaking a carefully planned course of instruction.*

With this, let me stress again the importance of keeping your flying current by participating in our monthly Pilot Proficiency Day with a barbecue lunch to enjoy!



[Follow me on Facebook](#)

Keeping current by participating in our monthly Pilot Proficiency Day

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

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

Presentation Awards 2014

On 29 November 2014, HDFC recognised students and pilots for their achievements. Congratulations to those award winners.

NAVIGATION TRIAL

For our Navigation Trial 2013/14 we had six (6) pilots showcase their navigation skills. The course was from YPMQ - Mt Comboyne - Pappinbarra Saw Mill with a diversion to the Oxley HWY/ Byabarra Road - YPMQ. The exercise finished with a forced landing back onto the runway at YPMQ. Ed Godschalk flew very accurately with very few errors in his navigation to earn the highest points score. Four pilots flew the Foxbat while two flew the C182 VH-DUZ.

Captain's Report (cont)

- 1st Ed Godschalk 333 pts
- 2nd Rod Davison 300
- 3rd David Mitchell 290

TRI CLUB COMPETITION

2014 Tri Club Competition between RNAC, MRAC and HDFC was held at YKMP this year as it was HDFC's turn to host. KFC also joined in making it a Quad Club. HDFC pilots competed amongst a field of 20 pilots. HDFC was very successful in winning the trophy once again. As individuals our top pilots were: Ed Godschalk, Jon Maguire, Caleb Butterfield and Rod Davison. Next year we will travel to RNAC at Maitland in our attempt to retain the trophy.

FIRST SOLO (Mug and Certificate)

An exciting, challenging and memorable time for all first solo pilots. Special mention to Alex Pryde, our youngest pilot who went solo on 10 July 2014 and Mitchell Paterson who went solo on his 16th birthday!



Greg Connors 18.12.13



Rohan Taylor 8.3.14



David Frewin
9.4.14



Alex Pryde
10.7.14



Caleb
Butterfield
16.8.14



Chris Watt
30.9.14



Paul Hayler
4.10.14



Russell Delforce
28.10.14



Mitchell Paterson
3.6.14



Robert Stanborough
27.7.14

Funny!

Pilot Trainee: "Tower, please speak slowly, I am a baby in English and lonely in the cockpit"

Captain's Report (cont)

PILOT CERTIFICATE (Wings)

- Ken Trotter 7.9.14
- Greg Connors 7.3.14
- Rohan Taylor 4.4.14
- Jesse Connors 27.1.14
- Tim Hitchins 25.5.14
- Nic Fleissgarten 10.1.14
- Dave Frewin 3.8.14
- Craig Whiting 26.7.14
- Ross Allen 11.5.14



CROSS COUNTRY CERTIFICATE

- Greg Connors 20.9.14
- Dylan Williams 15.3.14
- Matt Connors 1.2.14

PASSENGER ENDORSEMENT

- Tim Hitchins 5.7.14
- Craig Whiting 31.8.14
- Nic Fleissgarten 29.5.14
- Greg Connors 5.4.14



SCHOLARSHIP WINNERS

We have 2 this year, and this of course can lead into a flying career.

- 1 Caleb Butterfield
- 2 Jack Kalchbauer

OTHER PILOT ACHIEVEMENTS

- Anson Needham completed and flew his beautiful RV8 VH-VBN
- Matthew Baker received his multi engine command rating,
- Randy Bable received his PIFR,
- Outback Adventure Flight - John and Ann Hayler flying the RV6, VH-OMC in company with Bob Barnett and Ian Moss flying the RV7, VH-UBB

STUDENT PILOT OF THE YEAR

- Caleb Butterfield

Caleb Butterfield has developed into being a very competent flier...he has become an excellent club member, socialising frequently at all events and as soon as he achieved his solo flight, he commenced entering the all important PPD s.... immediately realising their immense value and importance to his flying training.

PILOT PROFICIENCY DAY

This year we have introduced a 20 point bonus score for each landing regardless of whether it is in a scoring box or not to improve the quality of our landings overall.

SPOT LANDING PROFICIENCY (For judgement in quality landings as well as gaining scoring boxes)

- Third highest was Glenn Cleary on 4pts,
- Second highest points with Ed Godschalk and Ray Lind on 6pts
- 2014 Spot Landing Trophy is Bruce Dunlop, 12pts.

Captain's Report (cont)

FORCED LANDING PROFICIENCY (For judging accuracy in landing position with no power at all as well as performing a quality landing). The yearly score ended up very close with three pilots all gaining 6pts so our winner was determined on a count back to the Overall Winner.

- Second highest scores went to Bruce Dunlop and Caleb Butterfield
- Winner of the Forced Landing Proficiency trophy for 2014 is John Hayler

2014 PROFICIENCY PILOT (Vern Polley Memorial Trophy)

- Ed Godschalk

The overall winner of our PPDs has proven competence in all sequences. Once again scores were very close but consistency and accuracy definitely paid off for our winner in all areas. Four pilots all ended up with 6pts for the year, so gaining the second highest score of 6 pts were: John Hayler, Bruce Dunlop, Bill Coote and Rod Davison. However, our worthy winner of the 2014 Vern Polley Proficiency Trophy and Overall winner on 8pts is Ed Godschalk.

PILOT of the YEAR

- John Hayler

John Hayler has been very busy in his flying as well as numerous other related activities. He has been an enthusiastic competitor in the Proficiency Flying events when he's been available and a very keen member of our Flying Club. He is very generous with help and advice to all of our pilots, earlier this year he hosted a very popular day for everyone at YCMH airstrip, also recently gained his GA instructor rating and has been a career pilot all of his life.



CLUB PERSON of the YEAR

- Ed Godschalk

Ed Godschalk is also a very keen and successful participant in our flying events. He's always willing to get in and help around the club and enthusiastically involves himself in our numerous club activities. He has been a dogged pursuer of news events and personal stories for our great newsletter, 'Propwash' as well as being a very successful competitor at our Tri Club event this year.



G.A. INSTRUCTOR RATING

- John Hayler

[Check our web site for Presentation Award details and more photos!](#)

NAVIGATION TRIAL 2015

We look forward to another great year of proficiency flying. Don't forget the Navigation Trial exercise is now open for the next few months to allow as many pilots as possible to participate. Details are on [this HDFC web page](http://www.hdfc.com.au/#!/navigation-trial/c1g1w) (<http://www.hdfc.com.au/#!/navigation-trial/c1g1w>)



Happy Flying!

Ray Lind

Caleb Butterfield's First Solo



Student Pilot of the Year

Caleb Butterfield has developed into being a very competent flier...he has become an excellent club member, socialising frequently at all events and as soon as he achieved his solo flight, he commenced entering the all important PPD s.... immediately realising their immense value and importance to his flying training.

... Ray Lind

Senior Flight Instructor and Club Captain

As a career and as a passion I have always wanted to soar the skies and earn the title of Pilot. I had accumulated a grand total of 15 hours and the time had come time for me to claim that title, I was going to fly solo.

We waited for the perfect day and little traffic. It was the 16th of August 2014, and after a few circuits, my instructor, Ray Lind, decided it was time for me to fly alone for the first time. Many other people had told me their experiences about going solo for the first time. My experience was very similar.

When Ray got out of the plane there was a sense of excitement. His masterful and fabulous training (you're welcome Ray) kicked in and it was almost like he was sitting in the seat next to me. I knew the Foxbat was extremely efficient at taking off and I knew that going solo made it become airborne even faster, however even with this knowledge it still amazed me how it jumped off the ground so quickly.

It was very exciting to be in the air by myself and I even spotted a car in town that was on fire while I was on the downwind leg of the circuit.

Overall going solo for the first time was and is a truly unique experience you will not find anywhere else and I am glad to have done it in Port Macquarie with the Foxbat.

... Caleb Butterfield

Read other Pilots' First Solo experiences by clicking on the links below -

[Ed Godschalk](#)

[Tim Hitchins](#)



The flare - I don't think so



Once upon a time right at the dawn of aviation a group of very senior Chief Flying Instructors were discussing what the last part of the landing, after the round out, should be called.

They all felt that the words or phrase to describe it should not be too long winded but at the same time still convey to the neophyte pilot exactly what was required.

Now that's what I call a HOLD OFF!

The first instructor said "I call it the part where the aeroplane should be made to float as far as possible before landing".

Another said "I call it the part where the aeroplane should not be allowed to sink after the round out".

A third said "I call it the part where you try and keep the aeroplane at the original round out height for as long as possible"

And yet a fourth said "I call it the part where you should try to keep the aeroplane floating in the air to the end of the runway. When the stick is right back the aeroplane will land itself".

Many other C.F.I.s had similar words and phrases to tell but none of them felt that the words were as descriptive and certainly not as succinct as they needed to be.

Then Pontius, who as everyone knows was the very first Pilot (he actually spelt his name Pilate), chipped in and said "Well gentlemen and gentlewomen what are we trying to teach the student?" "Surely we are trying to teach him or her to hold the aeroplane away from or off the ground for as long as is safely possible taking into account the type of aeroplane being flown. "So I feel that this part of the landing should be called the Hold Off" "Provided that the student is pre briefed that to achieve the Hold Off he or she must ease progressively back on the stick to keep the aeroplane in the air just above the runway, then the phrase is both descriptive and succinct."

Pontius further stated that "The problem is that when you are telling the student what to do at this most critical stage of the landing those other phrases are more like briefing room phrases and are just too long winded and may not be understood in the heat of the moment" "Whereas the simple command HOLD OFF NOW cannot be misunderstood".

The flare - I don't think so (cont)

All the other C.F.I.s agreed and the phrase was written into the training manuals. There it stayed for 50 odd years and served the flying training industry very well until the Americans came along and stuffed everything up. Some time in the 1950s an American aviation slang word crept into the aviation vocabulary. Until then this word was normally used to describe a pyrotechnic or something that a horse does with its nostrils. The word was - Flare. It has now become an accepted aviation training word to describe what a student pilot should attempt to do during a landing.

Here is the Free Dictionary definition of the Flare in aeronautical terms:-

(Aeronautics) aeronautics the final transition phase of an aircraft landing, from the steady descent path to touchdown.

How descriptive, for a student trying to understand how to land an aeroplane, is that? Pontius and his mates are no doubt spinning in their graves.

No talk of a round out or hold off here. One could be forgiven for imagining that the Flare as described above could mean just one continuous pull back after crossing the threshold. Maybe it is for a B747. I don't know, but we are talking a light single engine training aeroplane.

Do we say to the student, "When I say the word Flare I want you to conduct the final transition phase of the landing from a steady descent path to touchdown" "or do we simply say, "I want you to Round Out and then Hold Off".

I know which I prefer.

Bob Needham

Ex C.F.I .Moon Pacer Flying Club

Nakuru Aero Club

Matabeleland Flying School

Port Macquarie Flying School and

Hastings District Flying Club



Re-live Anson Needham's maiden flight on his home-built RV8 Bulawayo Bomber.

[Click here for videos and photos on HDFC web site](#)

Meet our Instructors



Instructor Profile - John Hayler

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

My Dad bought a Piper PA 22 Tri Pacer which he used extensively for his engineering business in the Rhodesian bush, and I flew regularly with him during school holidays. I was often allowed to handle the aircraft, and thus I became totally infatuated with aeroplanes.

I joined the Rhodesian Air Force as a pilot cadet 42 years ago and soloed on the Percival Provost in 17 hrs. This aircraft was similar to the Ozzy Winjeel, a very large two seat tail dragger with pneumatic brakes and a 450HP radial engine.



It was an absolute pig to handle, especially on the ground, and this was the reason it was chosen by the Rhodesians, they figured that if you could cope with the "Prov" you should be able to fly anything. I then went onto the De Havilland Vampire jet, and soloed on that just after my 18th birthday.



Why did you become an instructor?

I had a fantastic aviation career, accumulating just over 23,000 hrs of flying. From Air Force, to six years African bush flying, to Air Rhodesia / Air Zimbabwe and Cathay Pacific. Many, many pilots helped me and tutored me through the years and my passion and love of flying has never waned. I took a lot out of the 'Aviation Box', and now I want to replace that by helping and guiding other potential pilots. It makes no difference to me if you want to fly privately for pleasure, or you wish to make a career of it, I promise you, flying will be the most fun you will ever have sitting down with your clothes on!!!!



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

Easy, Passion and Motivation. Lose any one of those, and it's an uphill struggle from there. A really good instructor should be able to keep you on track and encourage you to reach the stars.

Meet our Instructors (cont)

Instructor Profile - John Hayler

What's your scariest moment as an instructor?

Well, it was actually during my Instructor training. We were flying a Liberty XL2, which has very feisty stall characteristics if mishandled. My instructor wanted to see how far you could push the envelope in a stall, and this resulted in the aircraft rapidly entering into a fully developed spin. The instructor used the correct anti-spin recovery technique, but the aircraft was in a steep nose down attitude when it recovered. Unfortunately my instructor induced a secondary stall when bringing the nose up towards the horizon and the aircraft promptly flicked into a spin the other way. I realised we were rapidly running out of sky, so thanks only to my aerobatic flying experience where spinning is relatively common place, I took control and recovered the aircraft. It was a very quiet cockpit on our return to the airfield, where I was told that I could consider myself as being signed off on spin recovery.

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

Without a doubt, the Boeing 707 was both the most interesting and challenging aircraft I ever flew. The aircraft used push rods and cables to move the ailerons and elevators, and there was only one hydraulic system, which powered the rudder. As a result it had a very unbalanced and 'sloppy feel' to the controls which proved to be extremely challenging whilst handling the aircraft on instruments and in poor weather. It was a totally 'hands on aircraft' with a very poor auto pilot, and it took three crew to fly it safely, Captain, First Officer and a dedicated Flight Engineer.

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

That would be the delivery flight with Christian Corse, when we flew a Beechcraft Baron from the east coast of America, across the Pacific Ocean, and onto to Port Macquarie. There is a full account of this in an earlier Propwash, but we had two very serious fuel problems across the Pacific where we couldn't transfer fuel out of one of the ferry tanks, and a day later when a fuel tank burst between Western Samoa and Fiji.



Meet our Instructors (cont)

Instructor Profile - John Hayler

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

Bet you thought I would say Spitfire or P51 Mustang!!! My choice would be a P38 Lockheed Lightning. A very rare, very high performance twin tail boom fighter from WW11. It flew extensively in the Pacific theatre against the Japanese, and has the most beautiful lines of any aircraft I've seen. Price?? If one came up for sale, about eight million US would be my guess.



Wing Tips

Tip 1

I have heard several complaints lately regarding the lack of communication from choppers using the grass strip at YPMQ. Please remember to fly defensively as Situational Awareness is paramount to your safety.

Tip 2

Google Jason Schappert and have a look at some of his online flying tips. Often very interesting!

Test yourself

Given temperature at pressure height = $15 - 2 \times \text{PH}$ divided by 1000, work out the Pressure Height and Density Altitude for YPMQ with following data.

Airfield Elevation 12ft

OAT 26 degrees

Pressure 1017hPa

Just for Laughs

Crime in multi-storey car parks is wrong on so many different levels.

A man walks into a chemist's and asks for a bar of soap.

The chemist says: 'Do you want it scented?'

The man says: 'No, I'll take it with me now.'

Son, someday you will make a girl very happy, for a short period of time. Then she'll leave you and be with new men who are ten times better than you could ever hope to be. These men are called Pilots!

Who is Veronica Lind?

Our new look newsletter and website are the creative genius of our very own club member Veronica Lind. Let's find out a little bit about Veronica!

Professionally, Veronica Lind is an international business development and marketing consultant with a strong track record in creating multiplier effects in business growth and expansion.

As a former global marketer with the world's largest technology firm, IBM, Veronica has helped Big Blue drive new service business in emerging markets across 170 countries. Veronica, as a Computer Science geek, migrated from programming and managing IT departments to owning several businesses in Singapore and Indonesia before she came to Australia in 2002 to work for IBM. Her businesses provided IT services, structured cabling, several retail shops and showrooms showcasing the latest technology, a Viennese style cafe and coffee roastery, a healthcare retail shop and several property investments.

Now an independent consultant with Vermilion Marketing, Veronica leverages today's hottest technologies such as cloud, analytics, mobility and social collaboration to help organisations in Asia and the Pacific region generate innovative ideas, research the market and develop go-to-market strategies.

On a **personal** note, Veronica (Tay) Lind, a Singaporean Chinese, is married to HDFC Club Captain, Ray Lind. Her jovial disposition seem to carelessly make others smile and feel at ease around her. Veronica's aim in life is to be able to exchange knowledge and there are several platforms that she embarked on to do just that. Veronica mentors high school children on career management and personal branding. She also facilitates business and marketing workshops around Asia Pacific and joins several networks in Port Macquarie. Her favourite past time - cooking and digital creativity.

Favourite quote - Do not dwell in the past, do not dream of the future, concentrate the mind on the present moment. Do your best every time and expect nothing in return.

Contact Veronica Lind - marketing@hdfc.com.au



Veronica Lind

I was extremely thrilled when tasked to revamp the HDFC web site and publish Propwash. At that time, the messaging seemed lacking and my first thought was that I had to add a message that reflects HDFC's heart and soul and to be able to attract younger, aspiring aviators to the club. That was exactly Barrie Abbott's intent when he was CFI in 1959. The message has to imbue pilots, their families, social members, aspiring pilots, visiting pilots and members of the general public to come together to share flying dreams. So the primary message was simple - ***surround yourself with people who believe in your dreams.*** Hastings District Flying Club is the place where people who believe in your dreams come together since 1958. As I got deeper into the project, I became fascinated with its history and wove elements of that in forming a personality to HDFC. The work is still not finished as I am still ploughing through its 56 years of rich history, photographs and newspaper clippings.

I hope you like what I did and I welcome any comments!

Love the new HDFC website and the fabulous slogan which not only relates to young budding student pilots but also to "ageing Cessna tragics and their restoration projects!" - Veronica has done a fantastic job! (David Mitchell)

Navigating around the new HDFC web site

ABOUT HDFC | HDFC HISTORY | MANAGEMENT COMMITTEE | ROSTER | QUICK LINK TO AIRCRAFT BOOKING CALENDAR

Hastings District Flying Club
Incorporating Port Macquarie Recreational Aviation
Operates 7 days a week, since 1958

Search the site with any keywords

Take note of these Quick Links

Historical timeline

Join HDFC social networks

Interesting Pilot stories

Pull down menus for other information relating to that subject

This video gives a flavour of HDFC flying training

Check out latest events

This area reserved for special announcements

Blog feature

View events calendar & copy event into your own calendar

Take note of these Quick Links

Pilot's Links
Book an Aircraft
Port Macquarie Weather
Airservices Briefing
Bushfire Information
Bonny Hills Webcam

HDFC Information Links
About HDFC
Memorandum & Articles of Association
Flying Training
Club's Aircraft
HDFC in the News
Propwash Newsletters
Activities and Events
Management Committee
Life Members

Hastings District Flying Club
PO Box 115
Oliver Drive Port Macquarie Airport
Port Macquarie NSW 2444
T: (02) 6583 1695
W: www.hdfc.com.au
E: enquiries@hdfc.com.au

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For web support, please contact Veronica Lind of Vermilion Marketing

T: 040 777 9828

E: marketing@hdfc.com.au

W: vermilionmarketing.com.au

Updating the HDFC and Propwash logos

Special thanks to Mary Pavicich for the design work

HDFC is now 56 years old but we're still using the logo which states 50 years. The launch of the new web site is a great opportunity for an update of the logo with just a few tweaks. The focal is the plane so we removed the white stripe across the circle that has the text 50 years. The words "Port Macquarie" is more prominent than before so it is easy to notice its location at a glance. The blue circle completes the emblem.



The new Propwash logo features a 3 blade red propellor with a modern twist, as our planes have only 3 blades.



Do you know?

HDFC's old Newsletter was known as PROPELLER and was renamed PROPWASH by Vince Williams in 1980 while he was President.

The Hastings District Flying Club was officially formed on 8 September 1958.

Just for Laughs

Having more money doesn't make you happier.
I have 50 million dollars but I'm just as happy as when I had 48 million.

~ Arnold Schwarzenegger.

Our Great Outback Adventure Part 2 - Ian Moss

Longreach to Winton - 03/08/2014

Sunday afternoon and it's off to Winton, all in good spirits and looking forward to our next destination. Mags tested fine before departure. Somewhere along track the senior pilot of UBB declared that all was not well, as it seemed we had gone to automatic rough-running as soon as we were over the barren terrain below. A little close investigation revealed it to be a minor problem - we had lost the electronic ignition, but we still had the trusty magneto! As we were very close to Winton, no stress was felt by the 1st officer. On landing it was off with the top cowl for a look. Turned out that a wire had managed to disengage from its appointed terminal (spotted by the trusty 1st Officer) and needed a minor repair!



We rang the motor pool at the North Gregory Hotel, our place of accommodation. We were picked by the manager of the establishment and conveyed to town. As it turned out it was Sunday, and in an outback town means no mechanical types at work - so forget getting UBB repaired until tomorrow. North Gregory Hotel turned out to be a gem. It is the place where Banjo first performed Waltzing Matilda in public. Talk about history - fantastic.

04/08/2014 - up and breaky next door in a café owned by the pub. We had booked a tour of the nearby Lark Quarry (110 klms on corrugated roads) to see tracks of a Dinosaur stampede preserved in rock. After a rather interesting trip we arrived, had a cuppa and then into what is a wonderful building containing the only preserved tracks of running dinosaurs in the world. These outback places are a surprise. They really know how to create tourism based on what they have.

Back to the problem with the plane. We went to the local garage and acquired the services of a bright young mechanic who had the necessary tools etc, plus a new set of plugs. Out to the airport and repairs were done. We ran the engine, sweet as can be, so we are ready for the next bit of excitement. That turned out to be another debrief or two in the beer garden before a delightful dinner in the hotel restaurant.

05/08/2014. Next morning it was off to the Matilda Centre, a museum, for a look around. True to form, it was a surprise - much bigger than the entrance would have you believe, and again fantastic. The time started to fly once again and before you could jump into a billabong it was lunch time and our agreed time to pack and fly. Boulia here we come ready or not.

.... continue on page 26

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 Club Captain Ray Lind at captain@hdfc.com.au

Student pilots should provide their details to the CFI George Northey 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/?pnref=lhs) to join or copy this link to your browser - <https://www.facebook.com/groups/HDFCgroup/?pnref=lhs>

ARTICLES FOR PROPWASH



If you have any articles, photos, information, trivia, or anything you think may be of interest to other members, just send it along in an email and I'll add it to the next edition. Remember, Propwash is only as good as the articles that are submitted.

Please email to editor@hdfc.com.au

WELCOME - NEW MEMBERS

Oct - Dec 2014

- Natalie McKenzie
- Gary Hazell
- Dino Dibona

PILOT STORIES

Check out [HDFC Pilot Stories](#) featured on our web site.

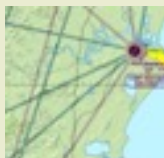
Have you read about Matt Connors - [My Near Death Experience?](#)



Notices (cont)

CALENDAR OF EVENTS

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



January - February 2015

Navigation Trial

Check out details on [web site](#) and contact Ray Lind



15 February, 15 March, 19 April

Pilot Proficiency Day and Lunch



21 March

Restaurant Night

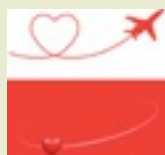
Look out for details on web site
Contact Alex Pursehouse



Tentative Date Sat 2nd/Sun 3rd May

Palmers Island Fly Away

Further details closer to event
Contact Peter Ford



14 & 15 February

Valentine Weekend Camden Haven Camp Out

Fly In or Drive In for a romantic weekend. Bring your motor home, caravan, tent or rent a cabin @ \$60 per night.

Venue - 4474 Pacific Coast Highway, Ross Glen, NSW 2439

Saturday -

- Flying activities
- BBQ lunch \$10
- Dinner - own arrangements

Sunday -

- Breakfast - catering tbc

Surprises expected for the ladies!

Contact John Hayler

Full details on [web site](#)

[Copy events directly to your calendar!](#)

PRICES (including GST)

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

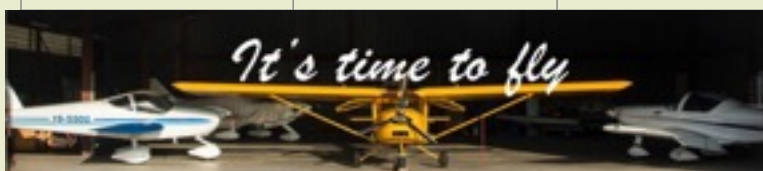
[Check the web site for
air craft hire details](#)

[Check out HDFC online
store!](#)

Notices (cont)

AIRCRAFT WASHING ROSTER

Fortnight Beginning	Team	Phone
29/12 to 12/1/15	Glenn Cleary	0409485688
	Dylan Williams	0434234775
12/1/15 to 26/1/15	Ray Lind	0428820698
	Tim Amor	0418296380
26/1/15 to 9/2/15	Col Hayler	65628102
	Rod Davison	0419632477
9/2/15 to 23/2/15	Mitchell Paterson	0487836901
	Alex Pryde	0413413449
23/2/15 to 9/3/15	George Northey	0414956665
	Eric Elsey	0401348570
9/3/15 to 23/3/15	Ed Godschalk	65844339
	Craig Whiting	0406025416
23/3/15 to 6/4/15	Jan Burgess	0450223446
	Ross Allen	0404207199
6/4/15 to 20/4/15	Dave Frewin	0490531666
	Michael Drinan	0419612326
20/4/15 to 4/5/15	Dave Toulson	0418668355
	Steve Smith	0405775192
4/5/15 to 18/5/15	Caleb Butterfield	0473070177
	Jack Kalchbauer	65838332
18/5/15 to 1/6/15	Bruce Dunlop	65595444
	Robert Stanborough	0419206656
1/6/15 to 15/6/15	Richard O'Neill	0427812635
	Darcy Carney	0409245699



Why a Roster?

Our aircraft are our purpose. It is vital we care for these valuable assets. The benefits of regular washing and cleaning are numerous. A roster is the best way to ensure this regularity.

Why Me?

This roster is sent to all regular Foxbat and CTLS pilots. The HDFC committee believes it is the responsibility of all pilots who fly club aircraft to ensure they are maintained in a clean and tidy manner. Sharing the load benefits all and keeps costs down.

How Does It Work?

Two people are scheduled on a fortnightly basis. Washing can occur at any time during this period. The first person (underlined) should contact their partner to arrange a suitable time. Book the aircraft on the calendar.

If you cannot perform your duty in the allocated time period you may arrange a swap with another team. Any changes should be clearly shown on the noticeboard roster.

The Duty

Both the Foxbat and CTLS are to be washed. This can occur simultaneously or one after the other. Division of labour is your choice.

A box of cleaning materials including instructions is in the hangar. Please read instructions especially with regard to Perspex and the CTLS.

When finished please date and sign the duty roster also found in the box of cleaning materials.

Questions

Please contact me if you have any questions or problems concerning this roster. I will act as the co-ordinator.

Thank you for your assistance in sharing the load.

Rod

Notices (cont)

ROSTER

[Quick Link to Roster >](#)

PPD LUNCH ROSTER

FEBRUARY

15 - Di (Vince)

MARCH

15 - Anne Hayler

APRIL

19 - Veronica Lind

MAY

17 - Marite

BAR ROSTER

FEBRUARY

6 - John Hayler

13 - Rod Davison

20 - Alex Pursehouse

27 - George Northey

MARCH

6 - Ray Lind

13 - Ed Godschalk

20 - Glen Cleary

27 - Peter Ford

APRIL

3 - Barry Williams

10 - Rod Farley

17 - Bruce Dunlop

HDFC HISTORY

HDFC has a rich history. Read all about [HDFC History](#) on our web site.

If you have a story to tell or an old photo to feature, send them to marketing@hdfc.com.au



QUICK LINKS FOR PILOTS

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



Ladies and gentlemen, your copilot speaking.
Is there anybody who wishes to see a barrel-roll?

Photo Caption competition - Winner



Winner - Jon Maguire

**“Well, I didn’t have
cabbage & eggs for
brekkie!”**

Jon, please collect your free beer at the
Friday night debrief!

Photo Competition | Winner - John Hayler’s “A brace of RVs.”



Winning photographs will be featured on Propwash covers! Please send competition photos to
Ed Godschalk - editor@hdfc.com.au

Our Great Outback Adventure Part 2 - Ian Moss

(cont from page 20)

Winton to Boulia - 05/08/2014

It was out to the airport once again. Our host Brendan, the Boss at the North Gregory ran us out. Nothing is too much trouble out here. We packed the planes and away. Boulia was our next blip on the GPS and with a slight tail wind we made 165 kts over the ground.

Arrival on to a good sealed strip that was being resurfaced for an upcoming drag car race meeting. We were met at the bowser by a nice young lady from the council who assisted us with the refuelling. Unfortunately the council out there wanted a \$25-00 opening fee plus a \$10-00 landing fee. (Ned Kelly's not dead he just moved further west). Local motel sent a vehicle to pick us up to go to the Desert Sand Motel for the night. We went to the local hotel for some good cheer and dinner - most satisfying. A short walk back to the motel, nothing is too far in Boulia.



**The Great Outback Adventure Team - John and Anne Hayler, Ian Moss, Bob Barnett
31 July 2014 - 10 August 2014**

Boulia to Alice Springs - 06/08/2014

Today we will cross a fair bit of desert country on our track to the Alice. Planes both checked, plenty of water on board, flying within a coo-ee of each other, "No worries mate". The trip over the desert was uneventful. We followed a development road from Boulia and then the Plenty Highway to the Stuart H'wy just north of Alice Springs. The captains negotiated a smooth entry into the control zone from this point and had a safe landing, in what turned to be a very busy airport indeed. The usual hassle with security, fuel, etc. Be sure your ASIC card is in order if travelling in this area!

Our Great Outback Adventure Part 2 - Ian Moss

(cont from page 26)



We eventually obtained a hire car and were off to our "Quest" Serviced apartment. Quick drop off of our gear and into Alice for a look around. It was early in the day so we decided to go up Anzac hill that overlooks Alice to get some idea of where things are, also a good view of the nearby McDonald ranges. Then out to the Telegraph Station. Again what a great set up for tourists and the preservation of history for the nation. A long day left us all a little tired so, after a short exchange with Costa (ABC Gardening program), we decided that a nice take away

dinner would be the order of the evening, with some sleep in preparation for a car trip to Standley Chasm.

07/08/2014. Leisurely start for day, light breaky, pack the Hyundi with essentials then off to Simpsons Gap and Standley Chasm. The McDonald ranges are a great spectacle from the car as well as from the air. John (our senior pilot) was elected to do all the driving and got us to the destinations as required even without the GPS; proving that we made the right choice of driver/navigator. Good day was had as well as a very nice lunch in the café located at Standley Chasm. Back to the Alice and the aircraft museum. The museum consisted of two hangers that were located on what was the original Alice Springs airport - the runway is now a road. Good display of outback pioneers of aviation. Well worth the trip.

Ayes Rock to Coober Pedy - 08/08/2014

Time to pack up and depart Alice Springs. Arrived at the airport, returned our little red car and negotiated security on to the tarmac. Departure was no problem - air traffic controllers were very good. We set a course for the Rock and the Olgas via Goss's Bluff (a huge meteorite crater). What a spectacle and this route gave us a chance to take in the Finke River and Glen Helen Gorge along the way.



It's not hard to find the Rock and the Olgas as you can see them for many miles before you get there. We flew around the rock then the Olgas, flying the prescribed pattern then back to Yulara airport for fuel and lunch. Lunch was to be a sandwich and a drink at the airport before departure. Ann and I (being of lower rank) were despatched to locate the necessary supplies from the terminal. This we discovered was a trick devised by the senior staff who must have known

Our Great Outback Adventure Part 2 - Ian Moss

(cont from page 27)

from past encounters, ie in order to get to the lunch counter one had to go through the security scanners along with ALL the travelling public. Some long time later we returned to the aircraft with a much appreciated lunch.

So it was once again away and tracking south to Coober Pedy, SA. The scenery across the desert again was spectacular. Two hours and we were there. We had booked into an underground motel and the proprietors were good enough to pick us up and convey us into town. First impressions are a bit ordinary as the place resembles a moon scape with piles of spoil everywhere. We entered our motel and what a surprise - a really fine place, which is located in the side of a hill. They get a machine of some sort and just dig through the shale to make hallways, rooms and anything else they need - all top class but no windows. Everyone happy and with a few enquiries it was decided to go to an underground restaurant that night for dinner as it was the end of our last day travelling together. UBB was heading for Port and OMC was off to Mildura. A grand night was had - all expressed that the trip was a great success so far, and so we were to part on a high note.

09/08/2014. Bob and I packed our gear and it was out to the airport. John and Anne were not leaving until the next day so it was a single aircraft that set a course between Lake Ayre and Lake Fromme on track for Broken Hill and then Cobar our last overnight before returning to Port. The sight of Lake Ayre on our left and Lake Fromme on our right was indeed awesome not to mention the Flinders Ranges to our front, really worth the trip. It was Leigh Creek for a fuel and tucker stop, not a soul around so we again took to the air and tracked toward our last overnight stop, Cobar.

I have a mate in Cobar, he is the tourist officer, so it was arranged for him to pick us up and deposit us to the Copper City Motel. But first we needed to fuel up UBB ready for a last run to Camden Haven. As it was a Saturday, we were required to ring for the fuel man to come out and supply us; no self-serve available? What a surprise when we were asked to pay \$110.00 just to attend the airport. We thought Boulia was dear enough but this was ridiculous. We dipped our tanks and found we had more than plenty to go on to Narromine, where we could obtain fuel at a self-serve pump. It had been arranged that Bob and I would partake in a couple of beers with my mate at the, "Occidental Hotel" that WAS located across the road from our motel. It was a bit of a surprise to see it burned to the ground the week after we enjoyed their hospitality. We decided on dinner at the RSL which was close by, and that was to be our last night of our big outback adventure.

Cobar to Camden Haven - 10/08/2014

Sunday morning, nice day with some cloud but OK. We said goodbye to Cobar and tracked to Narromine and fuelled up to get us home. Narromine is a good spot to refuel if you are ever out that way and also right next door is a caravan park with cabins and Motel Rooms for an overnight stop if required. Bob went and had a chat with the caravan park owner who happened to be pilot. He came back with praise for their attitude towards touring pilots. Also suggested it

Our Great Outback Adventure Part 2 - Ian Moss

(cont from page 28)

could be a great Club weekend destination in the future. We had to go as we had a bit of tiger country to cross, although home was not far away. The track took us over a bit of rough country, but as soon as it was convenient we picked up the Oxley H'way and Mt Seaview, then it was downhill to Camden Haven.

The trip was a huge success; John and Anne were great company and added to the experience. In hindsight we could have spent more time at most places, maybe we tried to do too much, but hey, I had a ball and would do it again in a flash.

Our gratitude and thanks must go to the two aircraft VH-OMC and VH-UBB, they performed perfectly and brought us home safely.

A photo of the two aircraft VH-OMC and VH-UBB is featured on the front cover of this Propwash



Bob Barnett and John Hayler toasting to a successful outback adventure

The Ghan - Great Southern Rail



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](#)

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



About Hastings District Flying Club

The Hastings District Flying Club (HDFC) Port Macquarie brings aviators, their family and friends together to share their flying dreams since 1958. HDFC encourages air-mindedness and interest in aviation in the youth of the Hastings district. It operates a flying club and recreational aviation flying school with a hangar and club house at Port Macquarie Airport on the NSW Mid North Coast.

Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday– visitors welcome. Club membership is \$80.00 (flying) and \$35 (social). The club owns two aircrafts available for hire by flying members– a Foxbat for \$120/hr and CTLS for \$130/hr (including GST). A monthly pilot proficiency day and lunch is held at the Port Macquarie Airport on the 3rd Sunday of each month.

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

T: 65831695