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NOTES FROM THE EDITOR

We had a great tun out at our Annual General Meeting and I am happy to continue in my role as Editor, Marketing and Communications for the Hastings District Flying Club.

Great stories as usual from members. I particularly like the article from Dr David Cooke on his First Solo as a 17 year old boy, written in 1958! The excitement and nervousness experienced by Pilots during their First Solos now and then seemed similar!

Don't forget to order your limited edition 2017 wall calendars featuring our members and their aircraft. Only 30 pieces are available for sale at \$25 each, so <u>order them now!</u>

Lots of events till the end of the year, so check them out on page 33. ALL aviators should attend the <u>CASA Aviation</u> Safety Seminar. This seminar is conducted at the HDFC club house on 26th November. Register on our website.

This will be the last Propwash for 2016 as we break into the holidays. Meanwhile follow us on <u>Facebook</u>.

Fly safe and enjoy your time with family and friends. Have a Merry Christmas and a very Happy New Year!

Veronica





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HASTINGS DISTRICT FLYING CLUB

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Order them now



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Don't miss the Awards Presentation and Dinner on 3rd Dec 2016. Register now >

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BACK TO THE REAL WORLD



PRESIDENTS REPORT NOVEMBER 2016 BY ROD DAVISON

I have just returned after touring South America for the last month. It is always good to be home following an overseas trip. Such experiences reinforce how privileged we are to be living in this great country. Often taken for granted, the living standard in Australia is one of the best in the world. In terms of aviation, the geographical terrain and benign weather of Australia contribute to an excellent flying environment. Our freedom to pursue our passion of flight is incomparable. Flying clubs such as the HDFC make flying accessible and affordable allowing a platform to share our passion with like-minded people. So next time you go flying just remember how privileged we are.

Back to the real world and in particular the ongoing maintenance of our three aircraft. Glenn and Alan continue to maintain the aircraft in top condition with Steve Smith joining the committee as the maintenance coordinator.

The new Foxbat 24-8685 is already showing signs of surface corrosion after only 8 months in service. Similar corrosion resulted in the repainting of the previous two Foxbats and it appears that factory preparation and painting have not improved. Negotiations with Aeroprakt are now underway to arrange the repainting of our new aircraft.

Meanwhile Foxbat 24-7395 utilisation is remaining around 200 hours per annum. At this rate an engine change will be required within a couple of years. Cost is approximately \$23,000.



The Flight Design CTLS is fast approaching its 600 hourly inspection. This will be a major service requiring wing removal.

As can be seen much time and effort is expended in maintaining our aircraft. You can help by ensuring the aircraft are kept neat and tidy. Please ensure you fulfill your obligations according to the washing roster and please exercise extreme caution when moving aircraft in the hangar. Damage is still occurring due to careless movement. Take your time and seek help to ensure hangar rash does not occur.

Following much deliberation, the committee has decided to paint the clubhouse interior. Whilst acknowledging the concerns of some members it is believed a refurbishment is required in moving forward. Painting will occur between the 16th and 19th November. Help is needed so if available during this period please notify me.

The catalyst for painting was the installation of new floor coverings. A Community Building Partnership Grant of \$5,240 will partly fund the upgrade. Laying will occur following the painting.

In lieu of an Open Day the HDFC exhibited at the recent 'Wings over Macleay' airshow. The Foxbat and CTLS formed the main display with club and flying training information distributed. Thanks to our team headed by Ray and John who attended both days. Reflecting the small crowd in attendance

PRESIDENTS REPORT NOVEMBER 2016 BY ROD DAVISON

enquiries were thin. However, public visibility is always worthwhile and may result in later interest.

Congratulations to the four successful flying scholarship candidates. They were Alex McGee, Jake Stuckey, Connor McKelvie and Jordan Maxwell. The selection panel faced a difficult task deciding on the final four from twelve high quality applications. This year the HDFC was able to offer four scholarships due to the financial support of Chris Higgins.

The club is most appreciative of the support Chris Higgins has given in its quest to promote aviation to the youth of the area. Chris not only donated \$2,400 to help fund our scholarships but on a flying visit from the USA he enlightened a large HDFC crowd on aviation career prospects by drawing on his own experience.

Club member, Greg Connors, has organised a Rotax engine maintenance course for club members on the 12th/13th November. I would like to thank Greg for this initiative which is fully subscribed. Also Alex Pursehouse needs to be thanked for providing his Trike for the hands on section of the course.

October was RAAus safety month. Whilst not organising any specific events the HDFC through CFI, Ray Lind, and the team of instructors prefer to successfully spread the safety culture every month. Part of this includes regular CASA AV safety Seminars. The next seminar will be on Thursday 24th November. The main themes will be on fuel management and partial power loss. A reminder of correct procedures at uncontrolled aerodromes will also be included. This content is relevant to all club pilots so we are hoping for a good attendance. Remember, safety is your responsibility.

One of the main factors in safe operations is currency. Club pilots can ensure currency through the monthly Pilot Proficiency Days (PPD). The October PPD was conducted at Camden Haven giving the twelve participating pilots exposure to grass field operations. HDFC is most appreciative of the facilities and friendship afforded by the Camden Haven crew. In particular, John Hayler, who organised this event.

The recent success at the annual Tri-Club Competition in Taree by our team is also a reflection of the currency provided by the Pilot Proficiency Days. Congratulations to all the HDFC team members for again retaining this trophy.

Welcome home to George Northey. In January 2015 George suddenly took ill. Following 20 months recuperating in Sydney, George is now able to return to his friends in Port Macquarie. It is fantastic to see George back at the club and participating in our activities.

This time of the year is always busy and it is no different at our club. Please check the event calendar to organise your lead up to Christmas. The most important event is the Annual Presentation Dinner where pilot and club achievements are recognised. This year promises to be huge with so much activity throughout the year. Register for this event now!

Being the last Proposah for 2016 I would like to take this opportunity to wish everyone a Merry Christmas and Happy New Year. Enjoy your flying and stay safe.

ROD

Wings Over Macleay

Of course the aerobatics impressively performed by Paul Bennet and his team stole the show. I thought the most fearsome was the Avenger featured on this issue's cover page.





HIGHLIGHTS

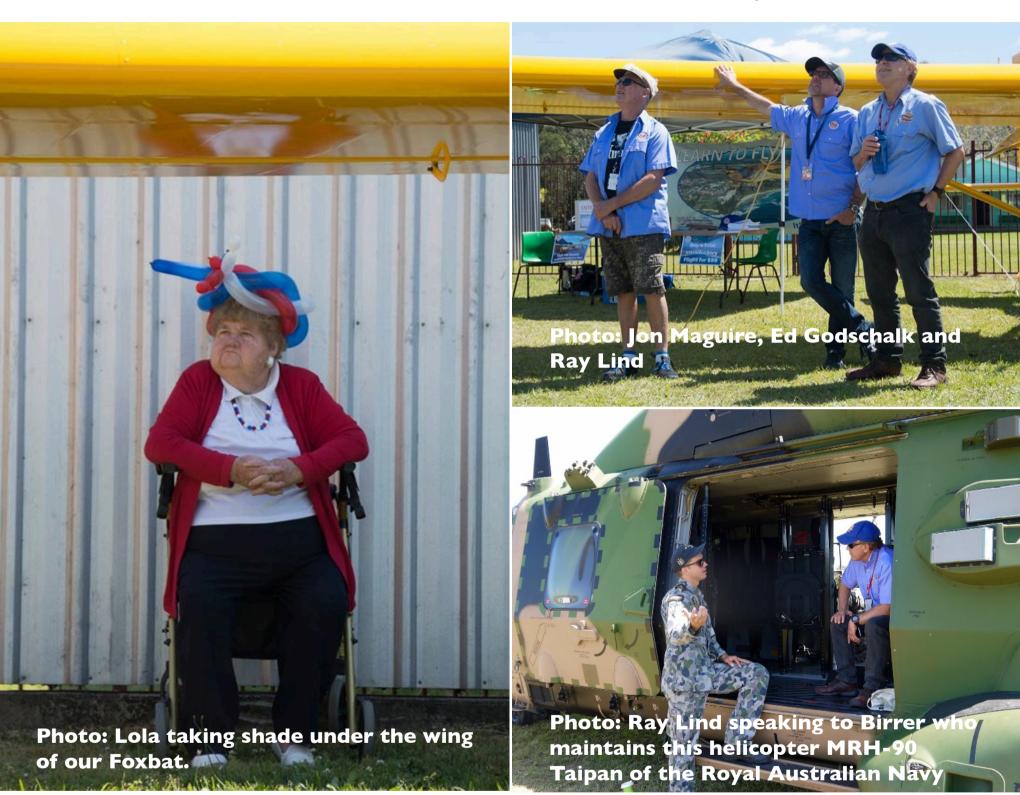
YAK + PITTS AEROBATICS





Wings Over Macleay

More photos on Facebook >



1st and 2nd October 2016

HDFC had a strong presence at Wings over Macleay with a display of our new Foxbat and CTLS. Two of our instructors, Ray Lind and John Hayler together with several HDFC members were available to answer the many questions which came from the huge interests portrayed by the spectators in light sport aircraft.

Winner of a Trial Introductory Flight contest: Mr Steve Downie

054X054 2016 by Rod Davison



0547054 2016









Oshkosh 2016 was one of the best ever and presented an unforgettable experience for twelve of our members and friends. In attendance were David Cooke, Graham Deane, Ian Goldie, Rod Leonard, Col Hayler, Paul Hayler, Jon Maguire, Doug Radford, Di Davison, Rod Davison, Mike Bullock and friend.

Without doubt the world's largest fly-in, here are some facts and figures from this years event:

Attendance: Approx 563,000

Total Aircraft: More than 10,000

Total Show planes: 2,855 composed of 1,124 homebuilt, 1,032 vintage, 371 warbirds, 135 ultralights, 101 seaplanes, 31 rotorcraft, 41 aerobatic and 20 non-categorised aircraft.

Commercial Exhibitors: 891

Forums and Workshops: Total of 1,050 sessions attended by more than 75,000 people

Visitors registered at International Tent: 2,369 visitors from 80 nations. Top countries represented were Canada 578, Australia 340, Argentina 167. Actual figures would be much higher as these are self reported figures.

Media: 750 representatives from six continents.

The Oshkosh effect is obvious when you are there. People share every possible aviation interest, exchange ideas and display their newest creations. Boeing is at Oshkosh, but so is the guy who is developing a new way to adapt a VW engine for a homebuilt airplane.

When people of like mind and interest gather in great numbers the enthusiasm is infectious and conversation flows. Sharing the experience with other HDFC members was a bonus.

Rod Davison

07-KOSH



Steve Woodham's Sonex won RAAus Champion Amateur/Kit Homebuilt at the recent OZ-Kosh in Narromine.

SHE STAYED OVER ... ON 18TH OCT TO REFUEL



Note the extra jet engines used for extra thrust at take off Read about one of Neptune's news >



Gayle who owns TG Childcare mentioned HDFC in November's media interview with Focus:

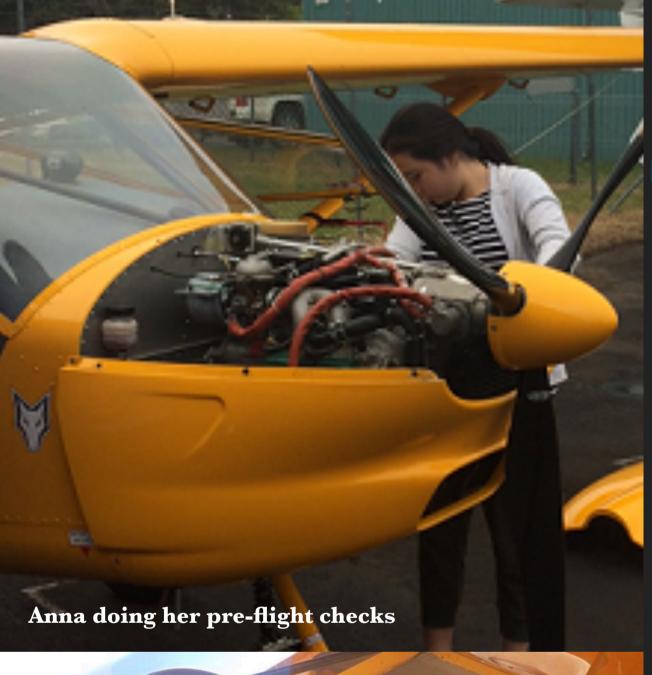
We are now learning to fly with the Hastings District Flying Club at Port Macquarie Airport. Our Flying Instructor, John Hayler, has over 23,000 hours' experience as an Airline Captain. His guidance and support has been fantastic and his instruction and patience has been awe-inspiring and inspirational. Ray Lind, CFI, has added another dimension to the understanding and skill level required to become a competent pilot. I would thoroughly recommend HDFC for anyone wanting to learn to fly. It is a cost-effective, safe and a rewarding way to learn, and you are also supported by a great aviation community!

ANNA NARITSUKA-HAYLER



Anna attended the recent PPD at Camden Haven Airport, and had a chance to go for a fly with HDFC member Greg Connors in his Pioneer. A big thank you to Greg, who is always so generous!!

My friends at school can't believe it!



It is early days in Anna's flying adventure, but she is progressing nicely according to her instructor Ray Lind, who describes Anna as " a meticulous

and good humoured student".

Anna Naritsuka-Hayler is new to flying..... but her family have flying in their blood... Dad (Paul) is an Engineering Manager with QantasLink and a LAME, and a keen flyer (when he gets time). Granddad (Col) has been flying for over 50 years.... Great grandad flew Spitfires in the Second World War in the RAAF... But Anna is the first female Hayler in three generations to learn to fly!!

"There aren't enough girls who take up flying in my honest opinion (IMHO)", says Anna. "I'm loving learning to fly, it's very challenging, but I want to 'go solo' before I get my driving license. My friends at school can't believe it!!"



Congratulations to our Four 2016 Flying Scholarship students

ALEX MCGEE

JAKE STUCKEY

JORDAN MAXWELL



Congratulations to the four successful flying scholarship candidates. They were Alex McGee, Jake Stuckey, Connor McKelvie and Jordan Maxwell. The selection panel faced a difficult task deciding on the final four from twelve high quality applications. This year the HDFC was able to offer four scholarships due to the financial support of Chris Higgins





Jordan Maxwell - I am appreciative for being awarded the flying scholarship. It takes pressure off working for money for flying which means I have more time to focus on more flying, school and time at home with my family. Thank you HDFC!



The HDFC committee members for 2016 - 2017

From left:

Alex Pursehouse - Members co-ordinator

David Toulson - Treasurer

Steve Smith - Facilities and Aircraft Maintenance Manager

Craig Whiting - Vice-President and House Manager

John Hayler - Events Co-ordinator

Veronica Lind - Editor, Marketing and Communications

Rod Davison - President

Bruce Dunlop - Secretary

Ray Lind - Vice-President, CFI, Captain



The committee hard at work, even when Rod is not around :-)



Glenn Cleary shaking hands with Rod Davison. Glenn leaves the committee after serving for 7 years. Glen continues to service our aircraft.

CFI Report 21ST AUGUST 2016 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Chief Flying Instructor Hastings District Flying Club



Our August PPD presented good flying weather and clear skies for the most part but with some coastal turbulence adding an uncomfortable challenge towards the end of the flying. Today we also incorporated Steep Turns into our agenda to help our pilots retain their currency in this important skill as well. We had nine (9) pilots compete to take advantage of the great flying rates of \$100 an hour for these specialised days designed to maintain our pilot's currency.

BLIND CIRCUIT / SPOT LANDING

In this exercise we cover the instrument panel to simulate a total instrument failure and the pilot has to fly a perfect circuit gauging his heights and speeds using outside visual reference only. The pilot then has to finish with a perfect landing in the scoring box.

Our highest scoring pilots were:

1st Greg Connors 116 pts, 2nd Jon Maguire 100pts, 3rd Caleb Butterfield 98 pts.

RIVER BASH

(Co ordinated Flying Exercise up the Maria River)

1st Craig Whiting 62 pts, 2nd Rod Davison / Greg Connors 53 pts, 3rd Jon Maguire / Caleb Butterfield 50 pts.

STEEP TURNS

1st Greg Connors 75 pts, 2nd Rod Davison 60 pts, 3rd Craig Whiting / Jon Maguire / Caleb Butterfield 55 pts.

FORCED LANDING

1st Caleb Butterfield 83 pts, 2nd Mark Whatson 64 pts, 3rd Rod Davison 53 pts.

BONUS POINTS

These points are gained for perfect landings regardless of whether the pilot is in the scoring boxes. The landing has to occur with the column hard back whilst maintaining a position exactly in the middle of the runway to score a maximum of 20 points for each landing. Our impressive pilots today were:

1st Craig Whiting 40 pts (maximum points that can be gained), 2nd Greg Connors 30 pts, 3rd Rod Davison / Mark Whatson / Caleb Butterfield / Col Hayler 20 pts.

OVERALL WINNERS

1st With some very impressive flying was Greg Connors, 308 points.

2nd Close behind was Caleb Butterfield on 306 points.

3rd Craig Whiting, 279 points.

Congratulations to all of our pilots who participated on this important day's flying.

CFI Report 17TH SEP 2016 TRI-CLUB COMPETITION AT YTRE

By RAY LIND, Chief Flying Instructor Hastings District Flying Club

A very high standard of flying was displayed by all of the HDFC pilots. It shows that our training and consistent PPDs along with our extreme persistence in using the correct landing technique has paid off in all elements of our flying. Next year it will be HDFC hosting the Tri Club Competition and we'll be including the bonus points system for landings as we do for our PPDs. This will add another dimension to stimulate all pilots to improve their landing skills which is key in aviation safety.

HDFC won overall. Total 26 pilots flew

HDFC 910 points. (7 pilots)

RNAC 784 points. (8 pilots)

KFC 742 points. (6 pilots)

MRAC 681. (5 pilots)

HDFC Winners for Tri-Club Competition:

Overall: Bruce Dunlop 211

Forced Landing: John Hayler 87

River Bash: Bruce, Ray 30

Steep Turns: Craig 100)



CFI Report 17TH SEP 2016 PILOT PROFICIENCY DAY (PPD)/TRICLUB COMPETITION AT YTRE

By RAY LIND, Chief Flying Instructor Hastings District Flying Club

PPD Winners for September 2016:

1st Craig Whiting 171

2nd Caleb Butterfield 144

3rd Mark Whatson 135



CFI Report 16TH OCT 2016 PILOT PROFICIENCY DAY AT YCMH

By RAY LIND, Chief Flying Instructor Hastings District Flying Club

The October PPD was held at beautiful Camden Haven airstrip and was very well attended. Eleven (11) pilots actually flew in the currency exercise and also everyone was entertained greatly when Rod Hall cruised by and landed his exciting Yak aircraft with its throaty radial engine.

Thirty five people attended the great lunch organised by John Hayler and his team. There would have been more but unfortunately strong winds came up just after midday and forced a rapid movement of aeroplanes back to Port Macquarie while it was still safe to fly.

We also welcomed three (3) pilots who haven't completed their pilot certificates yet. Alex McGee, Trevor Kee and Paul Hayler all took advantage of the opportunity to fly in these excellent events. We'd like to see many more of our students participate in our PPD s as it's the cheapest flying you can do at \$100 an hour and you also have a check pilot / mentor to guide you through the exercises. Well done guys.

The flying events for our pilots were: Flour Bomb, Steep Turns and Spot Landing.

FLOUR BOMB

(The Flour Bomb event required the pilot to carefully fly the aircraft the length of the strip at exactly 200' on their 'bombing run'.)

1st Jon Maguire 43 points. (Jon was only 7 paces from the target)

2nd Mark Whatson 36 points

3rd Col Hayler 25 points

STEEP TURNS

1st Craig Whiting 65 points

2nd Trevor Kee 60 points

3rd Paul Hayler, Dave Toulson 55points

SPOT LANDING

1st Ed Godschalk 50 points

2nd Craig Whiting 40 points

3rd Alex McGee 20 points

Overall winners on the day:

1st Ed Godschalk 135 points

2nd Jon Maguire 128 points

3rd Craig Whiting 125 points



Ed Godschalk and Craig Whiting - Batman and Robin?

CFI Report CONGRATULATIONS

By RAY LIND, Chief Flying Instructor Hastings District Flying Club

FIRST SOLO











CFI Report CONGRATULATIONS

By RAY LIND, Chief Flying Instructor Hastings District Flying Club



Congratulations to Jack Kalchbauer who on 31st July 2016 gained his Pilot Certificate. What an achievement! His hard work and dedicated efforts have paid off. He can now call himself a PILOT!

Well done Jack!



Contribution by Greg Connors



Welcome to the lighter side!

Congratulations to 85 year old Geoff Litchfield who on 6th September 2016 passed his Flight Test for his Pilot Conversion exercise onto the CTLS.

Being an ex Navy Pilot, Geoff has an amazing flying background and from his multiple Pilot Logbooks one can see he has flown an incredible array of aircraft such as: Tiger Moth, Mustang, Sea Fury, Spitfire, Vampire, Sea Venom, Gloster Meteor and 'survived' 350 day and night aircraft carrier landings.

In his 30 years of airline flying, Geoff flew the: DC3, F27, Lockheed Electra, DC9, B727 and finished up with the A-300-B4.

Geoff can now proudly claim he is also a pilot who can fly the mighty Flight Design CTLS with HDFC. What a fantastic flying career Geoff has had and continues to enjoy.

Well done Geoff.

For your information, FlyBoy is a book written by Geoff Litchfield. You can purchase Geoff's book for \$20.

View here - http://www.hdfc.com.au/fly-boy-book-by-geoff-litchfield

Learn to Fly with HDFC



HOW TO GET YOUR WINGS: Contact one of our highly experienced flying instructors > Book a Trial Introductory Flight > Undertake flying lessons as per pilot certificate syllabus > Go First Solo > Get your Pilots Certificate

MORE: Passenger endorsement > Cross-country endorsement

All details on our website - www.hdfc.com.au

RAY LIND, CHIEF FLYING INSTRUCTOR - Our goal as a flying school is to produce GREAT and RESPECTED Pilots. We do this by ensuring total aviation safety and disciplined airmanship through accurate and professional flying training.

Safe, professional instructing is to continue and become the hallmark of the Hastings District Flying Club and our Flying School. With this reputation, we will expect to build up the numbers of our flying students and maintain our very competitive and affordable training. We will become second to none among all RA-AUS Flying Schools and General Aviation Schools.

To maintain and enhance our flying hours so that we can retain at least two aircraft for our abinitio training as well as supporting a higher performance machine suitable for cross country training as well as providing a challenge and further avenue of flying for pilots who have completed their training.

To build up our stock of highly experienced instructors who give in depth briefing for all lessons, have superior flying and teaching skills and are able to give standardised lessons comparable to any General Aviation school. Our instructors will also keep up to date and detailed Student Records available for any following instructor to take over training in a logical, sequential manner.

To engender in our instructors an attitude of total safety who are always available to give advice and guidance to pilots covering Human Factor issues. In this way we hope to be able to avoid occurrences and incidents so that Human Factor lapses never claim a victim.

Pilots are encouraged to participate in Pilot Proficiency Days to improve piloting skills and maintain currency. Join us every 3rd Sunday of the month. Students who have been solo are also encouraged to participate.

This article was written the day after my first solo in December 1958 at age 17

Cader-Officer D. R. Cooke, 17, of Cremorne, in the cockpit



Diary: December 1958

I learnt to fly at

Bankstown in the

RAAF Reserve.

"Righto m'boy, I'm getting out this time. Just do what we've been doing. One circuit."

My heart gave the proverbial thump, and I sensed the lump in my throat. Half-heartedly I reached for the speaking tube and tried to confirm that I had understood but I doubt if Bill heard me.

"Any questions?"

On the previous circuit I had got tangled up between two planes, and Bill had taken over and dived us out of the way.

"Ah, yes sir. What happens if I get tangled up again?"

"Just fly on straight ahead until they get clear."

By this stage we were facing crosswind and Bill was getting out with his three cushions and stick. As I sat there with the motor idling and Bill reaching back to close the front hatch, I recall that even though I was not singing with delight, I was nevertheless glad this moment had come for two reasons. Firstly, the previous time I had gone up, I had mucked it up so much (including turning 45 when landing) that Bill had doubted whether I would go solo within the required twelve hours. Secondly I was going to be the first on my course to do so.

Bill smacked the side of my cockpit with his stick and walked over to a white marker near the perimeter road without looking back.

My gaze came back inside the cockpit.

"Harry the mug ..."

As Bill was not there, I recalled the mnemonic out loud for the first time.

"Trim set for take off, fuel on and locked, (I doubt whether I gave the fuel gauge more than a quick unrecognising glance) ... mixture fully rich..."

I unlocked the "slots" quickly and flicked each magneto switch.

"All clear upwind. Bill's not even looking this way... perhaps he isn't game... all clear downwind ... turning into wind."

With a sharp burst of motor the Tiger bounced around to face the fence just to the left of De Havilland's. Too quickly came the green light and instinctively I pulled back the stick and pushed forward the throttle as far as I could. No sooner had I started moving than I pushed the stick forward.

The fence rose above the nose ..."Too far, back a bit ... god Cooke you're over correcting that swing ... loosen up a bit. It just bounced. What speed?... don't dare look ... there it is again ... back stick ... gently ... climbing attitude ... say I can see straight ahead because Bill's head isn't there ... climbing speed - 58 knots ... trim back ... 58 knots! Not 50! Forward stick ... adjust trim ... 200 feet, back throttle, I'm over the boundary ... am I off course? Not much ... bugger that, I'm bloody flying myself! 500 feet all clear left and right, turning left gently ... 58 knots ... sit the top wing on the horizon ... ha! Bloody bastard of a turn ... skidding to buggery ... god the thing seems lighter without Bill ... 58 knots ... 1000 feet ... quick, power back and nose down ... trim forward ... all clear left and right, turning left."

Now for the first time I looked out of the cockpit and focussed on something. It was the "T" (wind indicator) down to my left, and I adjusted my heading so that it was parallel. Then, for the first time, I waggled the wings.

"Hell, that's quite hard... I had no idea there was so much pressure on the stick. Is it time to turn yet ... no ... gees I'm up to 1100 feet ... nose down ... what's the speed 85 knots ... back power 1050. ... 1000 ... turn left ... off power ... trim right back ... 58 knots ... nose up slightly ... how's the field ... two aircraft landing ... that's the first time I've seen them! OK, look round ... now turn ... nose right down ... no, too far ... I'm doing 62 knots ... back stick ... round we come ... that's it, wings level ... beauty, I don't think I'll overshoot ... keep to the right of those two buggers.



Hell, my right leg is shuddering ... stop you bastard ... I can't stop it ... move the pedals to relieve the tension ... look out you're swinging in on those two planes, over the fence, keep the wings level ... 100 feet ... 58 knots ... nose down slightly." I violently and vainly tried to wriggle under my harness to get comfortable.

"Look out to the left ... there's a Piper taxying back ... keep the wings straight ... 58 knots ... look out you're swinging to the left, correct! ... that's better ... getting closer ... strain under the harness to lean out to the left."

The green blur suddenly became grass. "Round out ... slowly ... wings level ... hold it... we're dropping ... back stick ... back ... back ... back ... still not down! ... hold it and wait ... wait ... slight bounce ... we're on and sticking ... look out, you're swinging ... that's better ... lock the slots ... How the hell did you do such a good landing Cooke? We've stopped rolling! I've done it ... I've done it!"

A sudden burst of power and I was facing the way I had come.

"A sailor told me as he died, 'watch that yawing ...', I know not whether the bugger lied." I better not rev the engine so fast ... we're supposed to taxi at walking speed ... round we come ... here's Bill walking over."

Without even glancing in my direction he hopped in with his stick and cushion.

"Righto, m'boy, take me back to the club ... how'd you go?"

Wasn't he watching?

"Oh, er, good sir!"

David Cooke
December 1958 at age 17

TRAINING STEEP TURNS JIMDAVIS

What's the big deal? Imagine a 15° bank. Have you got the picture? It's hardly noticeable - right? Now imagine the pansy, 30° bank, that you do every day. So if you are doing your 30° turn and you increase the bank by a woosie 15° it can't make much difference - or can it? That would be a standard 45° steep turn. Later, we will see what yet another 15° of bank does when you take it up to 60°. But, what's the point of a steep turn? Well it has three important functions, plus one optional one. You would use a steep turn if you:

- Suddenly find yourself on a collision course with another aircraft
- Get into trouble in a valley
- Want a brilliant coordination exercise. To find out how a pilot handles his aircraft simply ask him to do a steep turn to the left and then go straight over to do a steep turn to the right, without stopping in the middle. If you can do this a few times going from side to side while keeping the ball near the middle and keeping the nose where it should be to hold altitude then you can fly. It is not as easy as you might imagine.
- You suddenly get it into your head that pylon racing is a good idea.

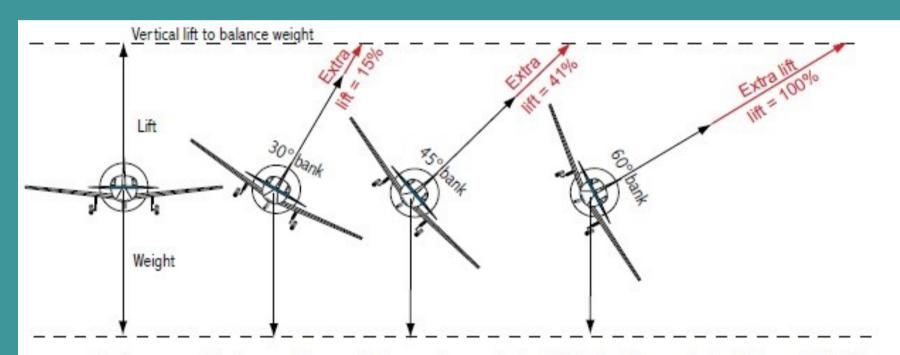
Now, before we get into the technicalities, I must tell you that I found out about steep turns the hard way. I did them at low level without any dual and very nearly saw my tail-light. Accumulating hours for your PPL, in those days, was a random thing, at least it was at our club. Whichever instructor happened to be around would ask you what you did on your last flight, and then usually tell you to go and do some more of the same. The result was that you dragged one of the little yellow Cubs out of the hangar, preflit it, found a prop-swinger and you were off on your way to beat up boats on Bronkhorstspruit dam, or generally entertain yourself with whatever cowboying took your fancy on that particular day.

On the occasion of my selftaught steep turns I took myself to Garsfontein, which is about three nm east of Waterkloof. A glance at Google Earth - shows me that it is all built up now, but in those days I was a chicken farmer there, and couldn't even see my nearest neighbour's farm house. Anyhow, it was to this area that I headed with the intention of circling round our home so that my wife and baby son could admire me. Our house was half way up a hillside which meant that in order to get low enough to impress my audience, my turn had to be partly climbing and partly descending. Anyone who has flown a 65HP Cub on the Reef will confirm that climbing is not one of its strong points - particularly if you are turning and only using cruise power. You see, no one had explained about turns causing increased drag and therefore a loss of airspeed.

They had also omitted to tell me about the stall speed increasing In a turn. The nett result was that the aeroplane kept going all sloppy as I circled the house - waving cheerfully out of the open window. Every now and then my left turn would sort of wobble into a bit of a right turn. Eventually I had had enough of this obviously defective aircraft, I took it back to the club and asked them to take it to Place to get it repaired before it hurt someone.

I promise you this is a true story. I had no idea that the aeroplane was stalling and trying to spin. Had it been anything other than a Cub I am certain I would have had my career cut off at the roots. A Cub has no stall warning system and it doesn't shudder or give any other warning - its progress through the air simply takes on more of a vertical than horizontal component. Serious abuse of the rudder will cause an incipient, or full, spin.

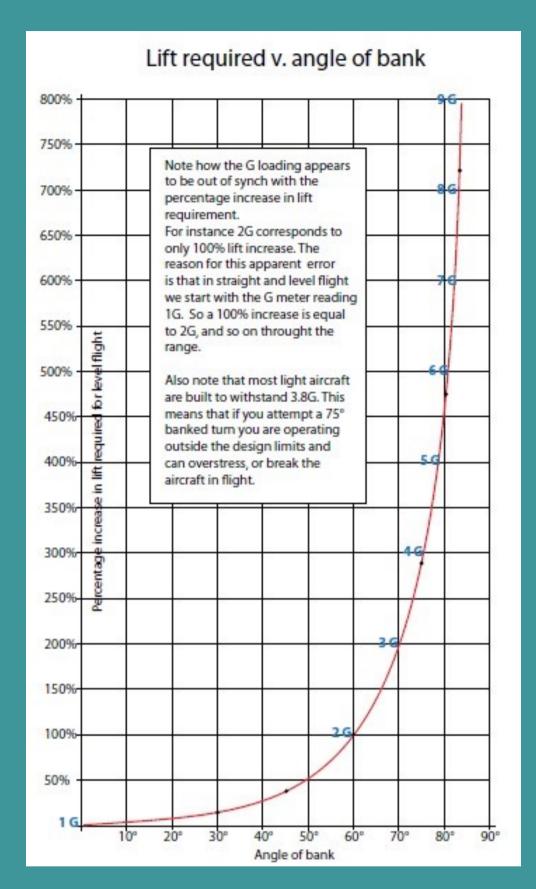
All of which brings me to an explanation of why that little bit of extra bank can make life so difficult and potentially short. I will start with a diagram to give you an idea of the problem.



See how you need to increase lift exponentially as you increase bank. At 30°of bank you need only 15% more lift. But if you double the bank to 60°, you need 100% more lift! And if you add just another 15°, to give 75°of bank, you need an unbleievable 386% of your original lift. We don't have a big enough page to show it. Besides which that is exactly the right amount to break the aircraft - it is certified to 3.8G and 75°of bank will give you 3.86. Food for thought!

Okay, so if you look at the diagram you will see how increasing the angle of bank by even small amounts calls for a massive increase in the lift required. For instance going from a 30° turn to a 45° turn almost trebles the amount of extra lift that you need. With that pansy little Increase in bank angle the required lift goes from 15% to 41%. Amazing.

And add another two little 15° instalments and they will, respectively, take you to 100%, and then blow your socks off with a 300%, 4G manoeuvre. (Have a look at the Lift required v. Angle of bank graph.)



So you have got the picture - a little increase in bank requires a lot of pulling. And with that comes lots of drag so you need a whole lot more power to stay in the sky.

While this has its disadvantages, I must tell you how instructors use this as a tool for knocking some of the hull out of gung-ho students in the early stages of flight training.

Instructor manuals tell you to give overconfident pupas a difficult task, and then criticise them when they don't get it right. Sound cruel? Maybe it is, and maybe It saves their miserable lives. There is nothing a good instructor hates more than a cocky pupe.

Anyhow, all you have to do is ask them to do a medium turn. Quite often they will steepen it up on their own - just to show you how good they are. But if they don't, then you simply mutter something like, "That's a bit pansy, isn't it?" They only need to steepen the turn very slightly before they start losing it. This is your chance to complain about increasing airspeed and loss of height. Pupe climbs back into box - mission accomplished.

To understand why going from 30° to 45° is such a big deal we have to do a couple of sums. Now I am not good at sums, and this defect in my makeup has forced me to try seeing formulae in their simplest possible light.

Have another look at the first diagram. If the wings are level your lift needs to exactly balance the weight. If a loaded aeroplane weighs 1,000 kg, then it needs exactly 1,000 kg of lift to keep it flying straight and level. The diagram makes it pretty clear that if you bank the aircraft, then its lift banks with it, and suddenly we find there is not enough vertical lift to balance the weight. Maintaining a steady steep turn requires retrirnming - this trimmer is roof mounted.

We need more than 1,000 kg of lift to do the job. That extra lift comes from easing back on the stick and increasing the angle of attack. However, two small problems immediately raise their ugly heads:

- If you get more lift (by any means at all) it costs you in drag. So the aircraft slows down,
- If you ease back on the stick, you increase your angle of attack, so it brings you that much closer to the stalling angle.

TRAINING - STEEP TURNS BY JIM DAVIS

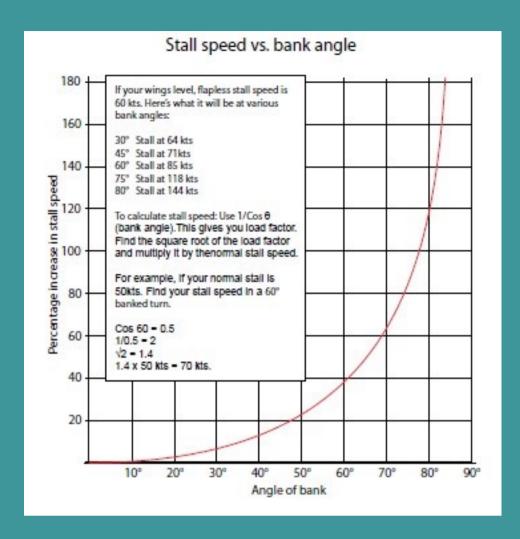


So things are starting to look a bit ugly; airspeed is decreasing and stall speed is increasing. Perhaps it's time to see how much the stall speed increases. But before we put figures to it, let's just have a look at the common sense side of it. Again, look at the diagram and try to imagine what happens when we do a 90° bank.

Correct - no vertical lift at all - it is all horizontal. this means that the aircraft will fall at exactly the same speed as a car battery. So if you hear someone bragging about 90° banked turns you know they are perpetrating a terminological inexactitude - a term introduced by Winston Churchill in 1906 to mean a bloody lie. A 90° banked turn, using the lift from the wings is not doable. I say 'using the lift from the wings' advisedly. This is because if you have a hugely powerful, aerobatic aeroplane, and a fuselage that offers lift on its side, then it can be done. But the vertical lift is not supplied by the wings - it comes partly from the fuselage and partly from the down-thrust from the propeller, or jet engine. But that sort of thing is not for us at this stage.

So I was saying that the need for increased lift goes from zero with no bank, to infinity at 90° of bank. You can see this on the Lift required V. Angle of bank graph.

Okay, I have put off the dreaded formulae long enough - actually they are very easy. The first one tells you what your stalling speed will be at various angles of bank, and the second tells you how much extra lift you need when banked. It also gives the G loading for you jet-jocks and aerobatics-fanatics.



1. To work out your stalling speed in a turn:

Calculate the load factor 11 Cog of bank angle.

Calculate the square root of the load factor.

Multiply this by the normal stall speed.

Example: Your normal stall speed is 50lcts. What will the stall speed be in a 60° turn?

Cos 60 0.5

110.5 = 2

42 = 1.4

 $1.4 \times 50 \text{kts} = 70 \text{kts}$

1. To work out your G loading for any angle of bank:

You have just done it! I told you this was easy. The C loading and the load factor is the same thing, and you have already worked that out - it was 'I/Cos of bank angle. QED.

Okay, relax, we have finished with the sums. So let me tell you another seriously scary true story about steep turns just to remind you why all this is so important, (a) for passing exams, and more importantly (b) for staying alive.

TRAINING - STEEP TURNS BY JIM DAVIS

A million years ago I was a hangar-boy at Placo. My boss, Zing! Harrison, said, "Davis, get in the back of that aeroplane - we need some weight, and you can't stuff that up." I was thrilled. Jack Jay, our new wonder-boy, with puffing the finishing touches to his conversion to a brown 235 Apache.

Major Bomb-doors Pidsley was the instructor, Zingi and someone else sat in the middle row and I was in the single seat in the boot and had to scramble in through the hatch. No matter, I was excited to be in any aeroplane. The mission was to do three full-load landings.

The first two were great, the trouble started on downwind when Bomb-doors decided to simulate an engine failure on the left engine. Yes, the one with the hydraulics to pump out the gear and flaps. All went well while Bomb-doors and Jack busied themselves with the donkeys-dong emergency pump to get everything where they wanted it.

The trouble is that they were so busy with their heads in the cockpit that they allowed the downwind leg to converge towards the field. Twin pilots are now starting to squirm in their seats - they can see where this is going - and they are right. We had almost no base leg and Jack did a classic trick - he overshat the centreline, forcing us to do a hammerhead. This called for a steep turn - into the dead engine.

Although I didn't know it at the time, we were in an extremely precarious position. We could do the steep turn risk spinning in. Heavy twins, turning into the dead engine, with everything hanging out, and the airspeed bleeding off, are prone to inverting themselves. Our only other option was to try for a gentle turn and a go-around. But heavy twins don't like going around on one engine. They particularly don't like it up-country, with the gear and flaps hanging out. Even if Jack and the major pumped like hell and managed to get the gear and flaps up before we hit the ground there was still little chance of climbing away unless they managed to start the dead engine while struggling with the hydraulics - but there just wasn't time for everything.

As I said, we were in serious trouble. So serious, in fact, that the aircraft started to shudder on the edge of a stall. I was very new and inexperienced, but by looking between all the intervening shoulders I could just see the ASI with something like 85 mph

showing, so I knew we couldn't be stalling, I assumed the shudder was something to do with the feathered prop.

It was only later, when I asked Zingi about It, that I understood we were on the verge of stalling and spinning in. When I asked how that could happen at 35 mph when the aircraft normally stalled at 65 mph he just said, "Bugger off and do some reading'.

So that was the day that the gentle Clark-Y wing section saved my life - for the second time. It was also the day that Zingi made sure I would never be in that situation again. Thinking about it now, I suppose there was another option - and that is probably what Jack did. I expect he "unloaded" the wing by relaxing his back pressure on the stick. This would have widened the turn and wouldn't have got us back on final properly, so we probably just landed deep and a bit skew.

Which brings me pretty much to the crux of the matter. If you are in danger of stalling in a steep turn, or by pulling too hard to get out of a dive, all you have to do Is unload the wing by relaxing the back pressure on the stick.

A 45 degree banked turn in a Cessna 150.



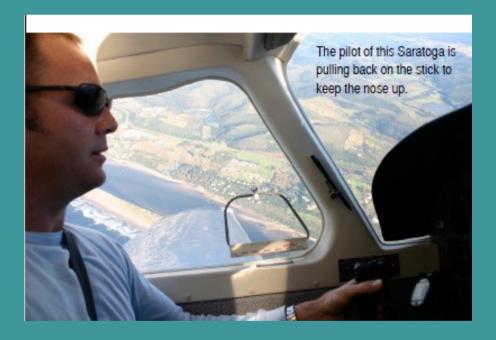
Of course this will mean a loss of height - but that should be taken care of by reducing the bank, or levelling the wings.

Okay, I seem to be doing this backwards - I have told you about what steep turns are, and the sums and graphs and why we do them, but haven't yet told you how to do them. First let's look at the classic one in your flight test.

TRAINING - STEEP TURNS BY JIM DAVIS

Guess what's the first thing to do before hurling the aircraft into a steep turn. Lookout, particularly behind you in the direction of the turn. In fact if you are doing a flight test, or if you feel there is the remotest danger of stalling and perhaps spinning out then do the full HASELL checks:

- Enter as normal, with balanced aileron and rudder. As you go through 30°, smoothly increase power to help maintain airspeed. Many light aircraft need kill power.
- Allow the bank to increase to 45° on the Artificial Horizon (AH), and keep it there. You need to ease back to keep the nose up and supply the extra lift. You will have to use a lot more back pressure as the bank gets steeper.
- Once you are settled in the turn, you have to divide your attention between the horizon, the AH, the ball, and lookout for other traffic. Actually, with a steady angle of bank you can take your feet off the rudders and the ball will stay pretty much centred.



Anything you may have heard about using top rubber to keep the nose up is rubbish. Don't even think of it.

If the bank gets too steep, you will not be able to keep the nose up and the airspeed will start increasing. If this happens, reduce the bank and ease the nose up. These corrections must be positive and immediate. If your inputs are too late or too gentle the airspeed runs away very quickly.

If you can't get the nose up, then throttle back and level the wings before the airspeed or revs become excessive.

If you get the nose too high and the airspeed decreases, possibly to the extent that you get a stall warning, reduce back pressure and level the wings.

Steep turns to the left don't need as much rudder as right-hand ones. This is because the extra power of the slipstream tends to turn the aircraft left. Also, in side-by-side aircraft the nose position will appear different depending on which way you turn.

To recover, smoothly reduce to cruise power as the bank goes through 300. As you roll out, use enough rudder to counteract aileron drag and the power reduction.

In a real traffic avoidance situation, you obviously skip the lookout and throw the aircraft into probably a right hand turn. And in a valley, the slower you are the less space you need, so use landing flap and reduced airspeed.

Don't forget to practice the left-to-right exercise I described. Get it right and you will be considered a great stick and rudder pilot."



RIGHT - Banking a Tiger around a friend's house.



HASTINGS DISTRICT FLYING CLUB



RACE NIGHT

Hot races, Big bets and High fashion on Saturday, November 12 from 6 PM - 9 PM

DETAILS HERE >



PILOT PROFICIENCY DAYS + BBQ LUNCH

20th November 2016 from 8 am. Lunch at 12 noon

Di Davison will be preparing November's lunch



CASA AV SAFETY SEMINAR

All aviators should attend this seminar entitled "Aviation Safety - Lessons for Life" on Thursday, November 24 from 6 PM - 8 PM at the clubhouse.

REGISTER HERE >



FLY OR DRIVE IN FOR A GOURMET PIZZA LUNCH AT DEXFIELD PARK

Hosted by the Stubbs on Sunday, November 27 at 10 AM - 4 PM

REGISTER HERE >



CHRISTMAS SOCIAL NIGHT

Bring a plate to share on Friday, December 16 from 5 PM - 8:30 PM

TELL US WHAT YOU WILL BRING >



NYE 2016

Let's welcome 2017 with a Big Bang on Friday, December 16 from 5 PM - 8:30 PM

Keep checking Facebook for Details >

EVENTS

HASTINGS DISTRICT FLYING CLUB



REGISTER NOW FOR THE **BIGGEST EVENT OF THE** YEAR -**AWARDS PRESENTATION** + ANNUAL DINNER

REGISTER NOW >

This is the time we recognise the achievements of our student pilots, seasoned pilots and club members for outstanding flying, performance and contribution to the Hastings District Flying Club.

Fabulous dinner and company at \$38 per head.

Check out last year >





SCENE AROUND HDFC



Restaurant Night at Hot Rice Chinese Cuisine



George Northey "inspecting" Alan Bradtke's work :-)



Scholarship applicant 2026 - Emma Whiting



Our CTLS wants to play with the big boys



Listen to Chris Higgins telling his story on ABC radio



The 2016 RAAus Safety Booklet is now online!

FLASHBACK - 1960



That's how the Hastings District Flying Club promoted flying training in the 1960s by strapping a plane on top of a truck and driving it around Port Macquarie.

In case you haven't notice, it's a real pilot siting up there!

Does anyone recognise these members?

NOW TAKE THIS TEST SERIOUSLY

WHEN YOU HAVE NOTHING ELSE TO DO DURING THE HOLIDAYS

CIVIL AVIATION AUTHORITY
EXAMINATION FOR THE INITIAL ISSUE OF COMMERCIAL PILOTS LICENCE

Time allowed. Three hours. Pass Mark 75%.

Candidates full name...... (5 marks)

- 1) On the front of the VHF radio set is a switch marked "ON" and "OFF". In which of these two positions can you expect to get the best reception? (10 marks)
- 2) When an aeroplane takes off does it go: UP/DOWN/SIDEWAYS/NORTH. When you take off do you go: UP/DOWN/SIDEWAYS/NORTH/DON'T KNOW.

(10 marks)

- 3) Name the odd man out: VC10; DC8; B707; QE2. (5 marks)
- 4) If an aeroplane has a lot of drag does it mean:
- (a) Pilots are dressed up as Hostesses.
- (b) Resistance to airflow.
- (c) Being towed behind a tractor. (5 marks)
- (5) If two red balls are displayed on the Signal Tower Mast -does mean:
- (a) The Controller is playing billiards
- (b) There is a "balls up" in Air Traffic Control.
- (c) There is Glider Flying. (5 marks)
- (6) Which undercarriage position would you select for a normal landing? Give your reasons (5 marks)
- (7) If the runway visibility at an airport was reported as 50 metres what kind of

weather would you expect to find?

- (a) Fog.
- (b) Thunderstorms.
- (c) Windy. (15 marks)
- (8) If one metre equals 29.36 inches how far is 50 metres? Give your answer in metres. (10 marks)
- (9) An Isobar is:
- (a) An Ice Cream Parlour.
- (b) The Czar of Russia.
- (c) A Line of equal atmospheric pressure. (10 marks)
- (10) A Barrel Roll is:
- (a) An aerobatic manoeuvre
- (b) a left over from last month's PPD lunch
- (c) Roiling a keg of beer. (10 marks)
- (11) What is the opposite to a Cold Front:
- (a) A hot behind.
- (b) Warm front. (10 marks)
- (12) Who was the first person to fly the English Channel?
- (a) Eammon Andrews
- (b) Victor Mike Charlie
- (c) M. Bleriot
- (d) Atilla the Hun. (10 marks)
- (13) PLOTTING. You are flying from Point A to Point B on the chart printed below. With

the aid of a straight edged ruler, draw in the track you would follow. (Extra paper is

available on request.) (10 marks)



Last question, answer truthfully. Are you

Ш	Single
	Married
	It's Complicated
	In a Relationship
	In Aviation

Bring your answer sheet and discuss your answers with John Hayler on Friday's social nights



Happy Holidays from John Hayler



Limited Edition HDFC 2017 wall calendar featuring members and their planes, not to be missed.

Size: (21 x 28 cm)

Paper: Glossy

ORDER ONLINE: HTTP://BIT.LY/2F4MVTN

Roster.

AIRCRAFT WASHING

25/10/16 to 8/11/16	Craig Whiting	0406025416
	Mike Wilkinson	0487958110
	John Cleland	0419912720
8/11/16 to 22/11/16	Russ Delforce	0414710440
	Jan Burgess	0450223446
	Ross Allen	0404207199
22/11/16 to 6/12/16	Steve Smith	0405775192
	Jordan Maxwell	0412555639
	Patrick Barltrop	0497073743
6/12/16 to 20/12/16	Dave Toulson	0418668355
	Rod Davison	0419632477
	Alex McGee	0468891912
20/12/16 to 3/1/17	Bruce Dunlop	65595444
	Gayle Kee	0428569660
	Trevor Kee	0488569660
3/1/17 to 17/1/17	Mary Pavicich	0419693617
	Tim Amor	0418296380
	Jon Maguire	0427194108
17/1/17 to 31/1/17	Mike Bullock	0412237787
	Col Hayler	0437478549
	Drouin Pike	0447128388

BAR

November

4th Steve Smith
11th Bruce Dunlop
18th Matt Connors
25th Rod Davison

December

2nd John Hayler9th Alex Pursehouse16th Ray Lind23rd Craig Whiting30th Ed Godschalk

Please ring Craig Whiting T: 0406 025 416 if you would like to change your roster.

Why an aircraft washing 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? With 3 aircraft, we need three people 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. The two Foxbats 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.

Aircraft movement. The hangar is full with aircraft in close proximity. Please exercise extreme care in moving aircraft to avoid damage. Pay particular attention to wingtips moving over propellors and windscreens. Ideally three people should be involved with one on each wingtip and one moving.

Questions? Please contact Rod Davison if you have any questions or problems concerning this roster. He will act as the co-ordinator.

New Prices.

Including GST

Aircraft For Hire

- Aeroprakt A22LS Foxbat \$130/hour (\$145/hour for non-members)
- Flight Design CTLS \$140/hour (\$155/hour for non-members)
- Cessna 172 VH-WXA \$250/hour (contact Rod)
- Cessna 182 VH-DUZ \$250/hour (contact David Mitchell)

Flights

- Trial Introductory Flight (TIF) \$99 purchase online http://goo.gl/go7KbX or call us
- Hangar rental \$190

Memberships

- Flying membership \$80
- Social membership \$35
- Junior membership \$11
- Join the club http://goo.gl/ZbgRbn

Merchandise

Visit our online store - http://www.hdfc.com.au/#!online-store/ca37

- Shirt \$35
- Broad brim hat \$20
- Cap \$16.50
- Cloth badge \$4
- Anniversary key ring \$4
- Come Fly With Me Book \$10
- Fly Boy Book by Geoff Litchfield \$20

JOIN THE CLUB - If you wish to join us as a member of the Hastings District Flying Club, please download our Membership Kit here http://goo.gl/jlK4C7

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

WELCOME NEW MEMBERS

All members can ask to join our private Facebook Group

- https://www.facebook.com/groups/HDFCgroup/

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Flying Instructors

President Vice President/Club Captain/Chief Flying Instructor Facilities Manager/RAAus Senior Flying Instructor

Secretary

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Members Support

Events Manager/RAAus & GA Flying Instructor RAAus Senior Flying Instructor

RAAus & GA Senior Flying Instructor

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Bruce Dunlop | T: 0414.594.223 | E: secretary@hdfc.com.au

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Veronica Lind | T: 0407 779 828 | E: marketing@hdfc.com.au

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HASTINGS DISTRICT FLYING CLUB

P.O. Box 115, Port Macquarie, NSW 2444

T: (02) 6583 1695 | E: president@hdfc.com.au

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Where Aviators, their families and friends come together to share their flying dreams since 1958

Since 1958, the Hastings District Flying Club (HDFC) Port Macquarie brings aviators, their family and friends together to share their flying dreams.

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 three aircrafts available for hire by flying members— two Foxbats for \$130/hr each and CTLS for \$140/hr (including GST).

A monthly pilot proficiency day and lunch is held at the Port Macquarie Airport on the 3rd Sunday of each month.



HASTINGS DISTRICT FLYING CLUB

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