

## President's Report

April 2013



The initial payment towards purchase of CTLS Registered 24-6669 was made in March. A final decision on instruments will be made as we go along over the next few months. Delivery is expected June or July this year.

The CTLS is the newest evolution for the Flight Design CT range of aircraft. Longer, lower and sleeker, the CTLS was designed specifically for the Light Sport Aircraft category, and offers many new features to further improve comfort and performance. It has a range of 830 nautical miles at 97 knots using just 18 litres of fuel per hour.



CTLS

The committee has decided that the charge rate for the CTLS will be \$130 per hour to cover costs of operation and the expected depreciation over five years.

Our Cessna has been purchased by club member and joint 2013 Fly 'n' Spy winner Christian Corse of Extreme Velocity. FPT will remain tied down in the usual spot outside the club hangar. Bookings can be made on our website calendar and the hire charge has been increased by Christian to \$200 per hour. The aircraft will be used for our Pilot Proficiency Days with Christian invoicing the club and the club collecting from pilots. Private hire is as easy as it has always been. Our club can now get on with the task of providing the best recreational flying on the NSW North Coast, if not the best in Australia.

The Eurofox has been advertised online and a small amount of interest has been aroused. It will be advertised in the RAAus magazine in April 2013 and has already appeared in Aviation Trader this month. Having sold my Jodel recently, I have been putting in some hours on the Eurofox and can I say it is a lot of fun to fly.

The Foxbat has been in Kempsey for its respray and AD attention but is now back on line and looking like a new aircraft.

I have been talking with Rob Cornhill from Manning Valley Aero Club and Barrie Bishton from Kempsey Flying Club about moving the three clubs towards greater cooperation. As an initial step I proposed at a recent HDFC Committee meeting that we offer members of these clubs access to our aircraft (RAAus) at the HDFC member rate. I have asked Manning River and Kempsey clubs for a reciprocal arrangement to allow HDFC members access to the C172 aircraft currently owned by both Manning River and Kempsey clubs.

Rod Davison has released details of the Flying Scholarships for 2013. HDFC is offering two \$1,200 flying scholarships to promote aviation to the youth of the Hastings. For more details speak to Rod or myself or download the application form from our website.

It is encouraging to see Roy Cousins fulfilling a life-time dream of learning to fly aged >90. It just goes to show you're never too old if you have the desire to learn.

Rod Davison organised and ran an excellent Fly 'n' Spy this year which included some challenging and interesting ground questions at Kempsey Airport. Dinner by George Northey was top class and everyone who participated enjoyed a great day. Commiserations to Doug Ross and his flight companion, Bob Sullivan. They took off the cabbage for the second year in a row.

Finally, our thoughts are with Margaret Bentley at this time. Richard Bentley was an active and valued member of our club and his presence is missed.

Safe flying

Bill Coote  
President HDFC

Hastings District Flying Club operates at Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday—visitors welcome. Club membership is 75.00 (flying) and \$35 (social). The club owns three aircraft available for hire by flying members—a Cessna 172 for \$180 incl GST per VDO hour, a Foxbat and a Eurofox for \$110 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

[www.hdfc.com.au](http://www.hdfc.com.au) PO Box 115 Port Macquarie NSW 2444

## Flying Scholarships

### FLYING SCHOLARSHIPS 2013

The Hastings District Flying Club (HDFC) is offering two \$1200 flying scholarships to promote aviation to the youth of the Hastings.

Application forms can be downloaded from the home page of the club website.

#### Applicant Criteria

Applicants must be

- Aged between 15 and 20 years
- Submit their most recent school report
- Outline why they would like to learn to fly
- Take a trial flight to assess aptitude at a cost of \$80

Successful candidates will:

- Contribute dollar for dollar toward flight training i.e. \$1200
- Join the HDFC at a cost of \$75 per annum
- Join Recreational Aviation Australia (RAAus) at a cost of \$185 per annum
- Be responsible for obtaining and studying the associated theory material
- Complete scholarship training within 12 months

#### Training

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

#### Applications

- Close on Friday 26th April 2013
- Will only be accepted on the official HDFC application form.
- Should be posted to:

Hastings District Flying Club, PO Box 115, Port Macquarie NSW 2444

#### Further enquiries

Phone Bill Coote 0428 599 953 or email [bill@becominghealthy.com.au](mailto:bill@becominghealthy.com.au)

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#### NEW HIRE RATES

Hire rates for the HDFC aircraft will be increased on 1<sup>st</sup> July 2013 as follows:

Eurofox	\$120/hour
Foxbat	\$120/hour
CTLS	\$130/hour (when it arrives)

Hangar space rent will also rise on 1<sup>st</sup> July 2013:

Hangar space	\$170/month
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Lyndal Coote - Treasurer

## Pilot Proficiency Results

### GA Pilots

February 2013 (7 pilots)

#### River Bash

1st Mark Whatson 47, 2nd Bruce Dunlop 46,  
3rd Rod Davison 43

#### Blind Circuit with Spot Landing

1st David Mitchell 128, 2nd Lyndal Cooté 116,  
3rd Rod Davison 78

#### Flapless Forced Landing from 1500'

1st Alan Kerr 64, 2nd Rod Davison 57

#### Overall

1st Alan Kerr 182, 2nd Rod Davison 178,  
3rd David Mitchell 168

### March 2013

Four pilots competed on a day of very high winds. This was quite challenging but gave our pilots practise and also an insight into what type of conditions the aircraft (both GA and RA ) are capable of handling.

#### Instrument Climb

1<sup>st</sup> Bruce Dunlop 95, 2<sup>nd</sup> Ray Lind 87,  
3<sup>rd</sup> Rod Davison 78

#### Forced Landing

1<sup>st</sup> Rod Davison 93 (Rod scored a perfect 50 on the ground), 2<sup>nd</sup> Lyndal Cooté 47

#### Steep Turns

1<sup>st</sup> Bruce Dunlop 70, 2<sup>nd</sup> Rod Davison, Ray Lind 65

#### Overall

1<sup>st</sup> Rod Davison 236, 2<sup>nd</sup> Lyndal Cooté 166,  
3<sup>rd</sup> Bruce Dunlop 155

### RAAus Pilots

February 2013 (4 pilots)

#### River Bash

1st Rod Davison 56, 2nd Jack Terp 54,  
3rd Bruce Dunlop 53

#### Blind Circuit with Spot Landing

1st Bruce Dunlop 104, 2nd Jack Terp &  
Bill Cooté 80, 3rd Rod Davison 78

#### Flapless Forced Landing from 1500'

1st Jack Terp 78

#### Overall

1st Jack Terp 212, 2nd Bruce Dunlop 167,  
3rd Rod Davison 134

### March 2013

Four pilots competed in the very windy conditions with up to 20kts and at times gusting higher from the south . However, the Eurofox aircraft and the pilots handled the conditions very well.

#### Stuck Throttle (3000RPM)

1<sup>st</sup> Bruce Dunlop, Bill Cooté 40, 2<sup>nd</sup> Rod Davison 30

#### Forced Landing

1<sup>st</sup> Bruce Dunlop 51 (Bruce was the only pilot who managed to get into the scoring boxes but everyone was very close nevertheless.)

#### Steep Turns

1<sup>st</sup> Rod Davison, Bruce Dunlop 80,  
2<sup>nd</sup> Don Haldane 70

#### Overall

1<sup>st</sup> Bruce Dunlop 161,  
2<sup>nd</sup> Rod Davison, Bill Cooté 100



## Congratulations to

Peter and Amber Ford

on the birth of their beautiful daughter.

Genevieve Laurel Ford  
born Saturday 30 March 2013  
2.82kg (6lbs 2oz) 45.5cm

## The Opportunity of a Lifetime—Jimi Ludriks

This story begins well before I knew what I was getting myself into.

In late 2000, high over the Siberian highlands and late in the evening whilst the cabin lights were dimmed my dad and I were kindly awoken and invited to the flightdeck. Looking out the front we could see the Northern Lights meandering above us as we were propelled across the sky at Mach .86. The 'Jumbo's' RB211s hummed away, and dad chatted to the captain whilst I just stood there beady eyed, hypnotised by the mass of dials, buttons and displays, and barely old enough to realise what was happening.



Some things will never change.

It's funny how hindsight is, because until recently I had no intention nor desire to work for that company, Cathay Pacific, that first showed me the flightdeck all those years ago.

Skip forward several years and I now find myself still somewhat hypnotised by the complexity of what I am embarking on and the excitement of what lies ahead.

I've had a great run in general aviation and have enjoyed nearly every minute of it. It has taken me to far flung places which have incomprehensible names, such as Oombulgurri, which are otherwise impossible to say on the radio without a bit of practise, to some of the more spectacular once in a lifetime time sights such as Purnululu National Park in Western Australia's Kimberley region, Lake Eyre in full flood, and most recently the awesome Whitsundays and Great Barrier Reef.

With that I bowed out of general aviation and am now launching into an airline career with the aforementioned airline. Getting into the airline was in itself an ordeal sending me all over the country and the world to attend interviews. It started in Perth in December 2011 where I had a gruelling morning of first round interviews. I was

then invited to Hong Kong in March 2012 for another two days of epic stress designed to 'break' those that couldn't handle it. Fortunately, after a math test, interview, flight planning test, group exercise, psychometric test and medical, I got through and on return home to the Whitsundays I was invited to stage three of the process. This required me to fly down to Adelaide to do a series of 'grading' flights to test both my flying ability and determine my rate of learning. Unfortunately the weather didn't play ball and in the two weeks allocated I only completed four out of seven flights and had to return to work to complete the last three flights on a subsequent return to Adelaide two months later. Then after eight months of testing and interviewing I was offered a position on Cathay Pacific's Advanced Entry course eventually leading to a second officer position.

I left again for Hong Kong in late October where I was semi-inducted to the airline and met the other nine cadets on my course for the first time. From there we were shipped out to Adelaide where I've now been for 22 weeks.

The purpose for us being in Adelaide is to convert and obtain our Hong Kong equivalent qualifications and complete multicrew training before returning to Hong Kong to do my type rating and line training. The training is provided by Flight Training Adelaide and all cadets (~220 Cathay, Virgin Australia, Dragonair and QantasLink cadets in total) live on campus. Our meals are provided each day in a mess and the facilities are excellent.

## The Opportunity of a Lifetime—Jimi Ludriks (cont)

With eight weeks to go until graduation, I've now completed both Australian and Hong Kong ATPL and Technical subjects and have, at the time of writing, just completed the flying component to obtain a Hong Kong command instrument rating. These flights were in a Diamond DA42 twin each fitted the Garmin's G1000 suite so as to familiarise me with the glass displays of modern jets, I'm told. Now I'll move onto to the fourth module which is multicrew simulator training in a generic jet simulator based roughly on the Boeing 737-800.



Preparing the Diamond DA42 for another sortie.



Upon graduating I can expect to be based in Hong Kong, heralding in yet another new chapter in my life and one that will no doubt be one of the most exciting and daunting to date.

Of course looking back I most definitely didn't expect to return to the flightdeck of a Cathay Pacific jet yet every passing day puts me one day closer to that reality, and frankly, I can't bloody wait!

As always, the HDFC has had a huge role to play and many thanks are due to all those who've offered support whether it be flying, moral or otherwise.

*Jimi Ludriks*

*Note: Jimi, as well as Natalie McKenzie, were the first recipients of the Vern Polley Flying Scholarship in 2006. Jimi went on to complete his Pilot's Certificate in late 2006 and early 2007.*

### FOR SALE



**EUROFOX 3K (24-5054, 2009) \$65,000**

Total Time 1700 hours  
L2 Maintained  
Rotax 912UL 100hp engine  
Dynon D100 EFIS

## 74 Year Old Instructor Teaches 90 Year Old Student

Roy Cousins, a 90 year old resident of Lake Cathie, has finally started flying lessons.

From the earliest memory of his life in Kurri Kurri, Roy yearned to fly. He joined the local Air League Club; built and flew radio controlled models and in 1942 applied to the RAAF.

Although passing his medical for aircrew and waiting for a call, he was devastated to be conscripted into the army.

Roy served for 3 ½ years in New Guinea as an artillery gunner and signaller and was trained in Morse Code.

Never giving up his desire to fly, he tried unsuccessfully to be transferred back into the RAAF. With an airbase nearby, he managed to cadge some rides in transport or bomber planes over enemy territory, which was totally against the rules.

At the end of the war he returned to civilian life to work for Australia Post; married his lovely wife and raised his children, but his dream of flying started to fade. Although making enquiries at local clubs the costs were now prohibitive.

Then in 2012 at the Hastings District Flying Club's Open Day he took a trial instruction flight and met the Club's Senior Flying Instructor, Bob Needham, and his dream became a reality.

Bob Needham's flying career started in London as a 17 year old in a World War II trainer. But as costs were high he switched his training to gliders, obtaining his Gliding Certificate after 57 minutes instruction. He was soon able to afford power flying lessons and gained his Pilot's Certificate in a Tiger Moth at Croydon Aerodrome, London.

Since then Bob has amassed over 19,000 hours in the air and has flown at least 350 distinctively different power aeroplanes, ultra lights and gliders, including twin engine and jets. Other qualifications include British Parachute Certificates, Commercial Pilot's Licence with Instructor rating to teach instrument, night, aerobatic, low level and formation flying and he has competed in "Pylon Air Racing" twice. His experience covers at least six countries with charter, corporate, ferry and crop dusting and at one stage Bob worked for the Police Air Wing in Rhodesia during the war against Robert Mugabe.

As Roy still has a little way to go to obtain his licence, he is deeply grateful for Bob's patience in allowing him to already achieve his boyhood dream of flying an aeroplane.



Bob Needham and Roy Cousins

### 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.

Chantelle Hancey  
E: [chantelle@essentiaediting.com.au](mailto:chantelle@essentiaediting.com.au) P: 0438 204 417

## In Bob's Words

I was born eight months before the outbreak of World War II on 5th February 1939. Current Age 74 years.

I had my first flying lesson in June 1956 just after my 17<sup>th</sup> birthday. It was in a Miles Magister, an ex RAF WWII trainer, at Elstree Aerodrome, North London. This means that in June of this year I will have been flying for 57 years. Well over half a century.

The first aeroplane flew 110 years ago in 1903. This means that I have been flying for over half the time that aeroplanes have been around.

After my first lesson at Elstree I realised that I couldn't afford power flying so I took up gliding. My very first solo took place after 57 minutes of dual air instruction. I completed my A and B gliding certificates on that same day. My original A and B gliding certificates were signed by Lord Brabazon of Tara who held UK pilot certificate no. 1. A very proud moment. This gliding was with the Air Training Corps at the Royal Air Force aerodrome at Hawkinge in Kent, England.

Later my first power solo was in a Tiger Moth at Croydon Aerodrome, London.

I have just over 19,000 (nineteen thousand) hours in the air as a pilot and have flown at least 350 distinctly different types of power aeroplanes, ultralights and gliders. This does not including sub types. These types range from Tiger Moths, which I mainly learnt on, to light twin engine and jet aeroplanes. I have done two parachute drops and hold British Parachute Association certificate no. 328. No tandems in those days. You just climbed out on the wing and jumped.

I hold a Commercial Pilot's Licence with instructor rating plus ultralight pilot examiner certificates. I have been an Examiner of airmen at commercial and private pilot level. I also hold A and B gliding certificates plus a silver C height qualification.

I have held British, American, Kenyan, Swiss, Rhodesian and Australian pilot licences during my career.

Most of my flying has been as an instructor teaching at commercial and private pilot's level. I have also taught instrument, night, aerobatic, low level and formation flying throughout my career. I have flown as an air show pilot on quite a few occasions and competed in pylon air racing twice.

Other flying jobs that I have had include charter flying in Kenya, Rhodesia and Australia, corporate pilot for an American oil company, ferry flying Switzerland to Kenya, crop spraying pilot and Police Air Wing pilot and examiner with the Rhodesian Police during the terrorist war against Mr Mugabe.

My wife, Phoebe Ann, and I, owned flying schools in Bulawayo, Rhodesia and at Port Macquarie, NSW for many years.

I am now semi retired but still teach students on ultralight aeroplanes with the Hastings District Flying Club where I am a life member. I do about 100 hours flying instruction a year.

*Bob Needham*

### 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.

Lyndal Coote, Treasurer

## Fly 'n' Spy 2013

Another great observation trial held on Saturday 23<sup>rd</sup> March. The weather gods were kind, the forecast strong winds and turbulence failed to appear, and it was hot, humid and calm.

This year's challenge included a landing at Kempsey and 19 ground questions.

What was the game of chance at KFC? There were those who looked for a fast food outlet and those who realised that the reference was to the Kempsey Flying Club, the answer being "**roulette**".

With Davo as question-setter, you always need to read carefully and be prepared for tricks. So not many were correct when they declared that there were eight houses at Telegraph Point between the service station and the school – because two of the eight were businesses.

And what about the orchids on either side of Crescent Head Road? Most of us assumed that it should have been "**orchard**" but at least one team looked for giant flowering plants.

Eleven teams took part this year in a range of aircraft and we celebrated with an excellent dinner prepared by George Northey.

In every game there are winners but with the annual HDFC Fly 'n' Spy, everyone is a winner – with a chocolate rabbit to prove it this year.

Joint 1<sup>st</sup> Place with 50/62, sharing \$500, were D&C (David Massey and Christian Corse in Liberty XL-2) and Naked Pilots (Sue and Clyde Stubbs in Cessna 152 Juliette)

2<sup>nd</sup> The HandyCoots with 44/62, winning \$100 (Bill & Lyndal Coote in the Eurofox, so much better for spying than the Jodel. What a difference an aircraft makes!)

3<sup>rd</sup> When We's (Bob and Phoebe Needham and Chayanne Harihi in FPT)

4<sup>th</sup> Eagles Eyes (Steve and Fran Smith in the Foxbat)

5<sup>th</sup> Damo and Dave (Damian Buchtman and David Toulson in the Foxbat)

6<sup>th</sup> Jordan Seward and friends in FPT

7<sup>th</sup> Young Guns (Peter Ford, Ed Godschalk and Tim Hitchens in the Cessna 172)

8<sup>th</sup> Don and Dad (Don Haldane and his Dad in the Foxbat)

9<sup>th</sup> Check Captains (Ray Lind and Bruce Dunlop in the Eurofox)

10<sup>th</sup> Karati Kids, winning the cabbage for the second year in a row, and coming all the way from Cessnock (Doug Ross and Bob Sullivan)

Thank you Rod Davison for another great competition, and thank you to Port Macquarie Hastings Council for the sponsorship.



Christian Corse, David Massey, Sue and Clyde Stubbs  
Winners—Fly 'n' Spy 2013



PORT MACQUARIE  
HASTINGS

## Fly 'n' Spy 2013 (cont)



Rod Davison and Doug Ross



John and Anne Hayler



Christian Corse



Lorraine Dunlop with brother Allan and sister-in-law Raewyne



Rod Davison



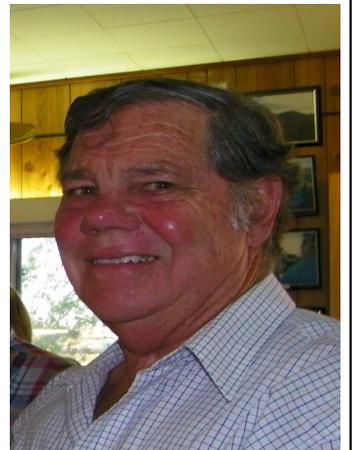
David Massey and Christie Corse



Clyde and Sue Stubbs



David Toulson and Rod Davison



Steve Smith

## David Massey—Pilot of the Robin

### AIRPROX REPORT No 137/02

Date/Time: 13 Aug 1104

Position: 5211N 0248W (4¼nm SE of Shobdon)

Airspace: UKDLFS/FIR (Class: G)

Reporting Aircraft Reported Aircraft

Type: Hawk T1A Robin DR400

Operator: HQ PTC Civ Pte

Alt/FL: 1500ft 1800ft  
(RPS 1014mb) (QFE)

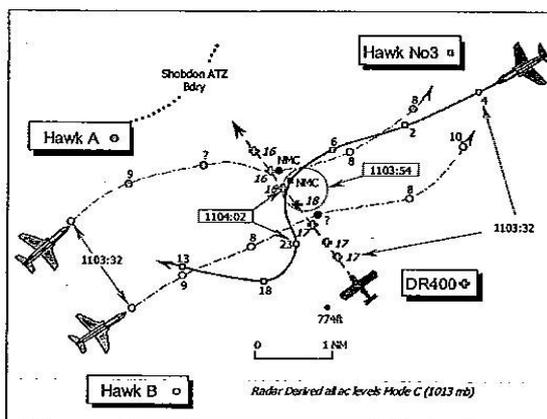
Weather: VMC CLBC VMC CLBC

Visibility: 40km 20nm

Reported Separation:

30ft H, 200ft V Not seen

Recorded Separation: Tracks merged



### PART A: SUMMARY OF INFORMATION REPORTED TO UKAB

**THE HAWK PILOT**, a QFI, reports he was the No3 of a 3-ac Hawk formation on a low-level sortie in LFA4, but flying independently as the bounce ac with a student pilot flying the ac from the front seat. His ac has a black colour scheme and HISLs were on; a squawk of A7001 was selected with Mode C, but neither TCAS nor any other form of CWS is fitted. They were operating VFR on the UKDLFS frequency of 300.8MHz and were not in receipt of an ATS.

About 5nm SE of Shobdon at 350 kt, whilst positioning to bounce the other 2 formation ac he executed a climbing L turn. Once sufficient height was obtained at 2000ft agl they entered a descending L turn to intercept the other 2 ac. Turning through 200° both he and his student – the PF – became aware of a light ac (LA) in close proximity on the nose - less than 1000m away. The PF immediately pitched up, rolled R to wings level and pulled to the 'light buffet' (the maximum ac performance attainable) to avert a collision as the LA passed 30ft away to port about 200ft below his ac. The bounce was subsequently terminated. He assessed the risk of a collision as "high" and added that the high cockpit workload whilst positioning for the bounce had been a factor.

[UKAB Note (1): Despite many requests through HQ PTC for the reporting pilot's F765A, none was available until 2 days before the Board's deliberations, but the formation disposition and geometry of this encounter was still not confirmed. The diagram above is based solely on data derived from the LATCC (Mil) radar recording and the UKAB staff's interpretation of an occurrence observed at 1104UTC, whereas the No3 Hawk pilot reported the Airprox occurred at 1115.]

**THE ROBIN DR400 PILOT** provided a very frank report stating he was flying to Shobdon from a private strip near Ross-on-Wye and under a FIS from Shobdon INFORMATION. A squawk of A7000 was selected, but he could not be sure if the Mode C was switched on. Whilst inbound on a heading of 340° at 120kt, flying at 1800ft Shobdon QFE, he observed two military Hawk jets below his ac at low-level, which he kept in sight, however, they never posed any risk to his ac.

After he had landed, the Tower received a call from RAF Valley, and he spoke to the pilot of the No3 Hawk (which he never saw) who informed him that they had flown very close. He said he was performing a 'bounce' manoeuvre on the other Hawks. As he had not seen the third Hawk, he could

## David Massey—Pilot of the Robin (cont)

not make any worthwhile comment and was unaware that the Airprox had occurred until contacted by the Hawk pilot.

UKAB Note (2): From Meteorological Office archive data the BARNSELY RPS for the period 11-1200 UTC was 1012mb.

UKAB Note (3): The LATCC (Mil) Clee Hill radar recording shows the No1 & No2 Hawks westbound passing ahead and below the DR400, one min before the Airprox is presumed to occur. It is not possible to determine which contact is the No1 or the No2, therefore, they are depicted on the diagram as "A & B" and hereinafter referred to as the 'pair'. The target pair turned about eastbound indicating 900ft Mode C (1013mb) and are opposed by an ac that is the No3 'bounce', which is shown on a SW'ly heading indicating 400ft Mode C (1013mb) at 1103:32. The Robin DR400 is shown maintaining a NW'ly track inbound to Shobdon indicating 1700ft Mode C. All four ac converge on a point about 4¼nm SE of Shobdon. After first descending to 200ft Mode C, the No3 initiates a climb and then turns L after passing 600ft. At the next radar sweep at 1103:54, the DR400 indicates 1800ft, but the No3 Hawk shows NMC before reversing into a R turn – possibly the point at which the No3 achieved top of climb and started to descend. The tracks merged between this and the next radar update at 1104:02; minimum horizontal separation was <0.3nm and more probably of the order reported by the Hawk pilot - 30ftH - as the No3 pulled hard to an indicated 2300ft Mode C, some 700ft above the Robin, indicating 1600ft Mode C. Meanwhile, the target pair bracket the subject ac eastbound. Though the respective levels cannot be determined at this point, taking into account the previous and succeeding responses, they were, in all probability, about 800ft below the Robin.

HQ PTC comments that it would be unreasonable to expect a GA pilot – to look out for the bounce. We suspect that his submission might have been less equable if he had seen it, as they were clearly quite close. Nevertheless, despite being tactically pre-occupied, the Hawk pilots were able to see and avoid the Robin.

### **PART B: SUMMARY OF THE BOARD'S DISCUSSIONS**

Information available to the UKAB included reports from the pilots of both ac, radar video recordings, and a report from the appropriate operating authority.

The HQ PTC member apologised to the Board for the Hawk unit's exceedingly late submission of the supporting Form 765A, whose pilots, unfortunately still did not confirm the formation disposition at the moment of the Airprox. From the Robin pilot's perspective he had already spotted the Hawk pair – A & B – at some point, but it was unclear from his report if he saw the two jets as they crossed ahead of his ac for the first time from E – W before turning about onto their second easterly run [as depicted in the diagram]. Meanwhile - unbeknown to the Robin pilot - the No3 Hawk had orbited to the NE as the crew set up for their next 'attack' on the pair. Members thought it understandable that the Robin pilot's attention should be focused on the fast moving pair closing rapidly from the left and initially distracted away from the other threat coming from the opposite direction and below. The GA member pointed out that the No3 would have been across the cockpit from the Robin pilot - seated on the left - and the low wing configuration of the Robin could have masked the presence of the approaching third jet. However, members were very surprised that the Robin pilot had neither heard nor seen the No3 as it climbed through his level and then descended towards him – apparently very close. Here was an important lesson for GA pilots; "military fast jets seldom fly alone and even if you see two flying towards you there could be another around so keep looking out for them – *don't be distracted by the one to port there may be another to starboard!*" Here, the Robin pilot was oblivious to the presence of the No3 throughout and members determined unanimously this non sighting was one part of the cause.

## David Massey—Pilot of the Robin (cont)

Turning to the position of the occurrence, one civilian pilot member - highly experienced in flying Hawks - was surprised that this location - so close to the Shobdon ATZ boundary - was the point chosen for the 'bounce' to take place. Nevertheless, other members contended this was Class G airspace where 'see and avoid' predominated and the Hawk formation were perfectly entitled to fly here, observing that the bounce could only take place when the No3 crew could find the pair during their low-level transit. Nonetheless, flying in the vicinity of active GA aerodromes made the potential for an encounter with a civilian ac more likely - as happened here. The skylined Robin should have been plainly visible to the No3 Hawk crew below, who had ample opportunity to spot it before they commenced their pull-up and wing-over into their diving attack on the pair. Moreover, it was surprising that the pair had not spotted the LA and transmitted a warning to the No3, before his next 'bounce'. Whereas this was undoubtedly a period of high workload - both for the No3 student PF and the QFI checking his actions in the rear seat - they should both have been more thorough in checking the airspace they were about to penetrate. Their frank and commendably honest report reveals that they were only "aware" of the Robin at a very late stage in the manoeuvre and it was evident to the Board that this was the other part of the cause - a very late sighting on their part.

This 'awareness' of the Robin and very late sighting instilled in the PF the need for urgent and robust avoiding action; the resultant high energy manoeuvre - rolling R out of the L turn to wings level and converting the plunging descent into a 'max rate' climb - was all that the pilots could do. It was emphasised that by pulling to the light buffet the student PF was working the small wings of the jet to their maximum aerodynamic efficiency to induce the greatest lift - any more and a stall would have resulted - thus he was unable to do any more to manoeuvre his jet away from the Robin than he did. This coupled with the Robin pilot's non-sighting suggested to some members that an actual risk of a collision had existed. It was difficult to determine the horizontal separation that pertained as the jet passed the LA. The ac tracks certainly merged, but this was between individual sweeps and at these distances members were more inclined to accept the reporting No3 Hawk QFI's opinion that they passed in the order of 30 ft horizontally away from the Robin. Other pilot members whilst realising this was a very close call with devastating potential thought that the Hawk crew had spotted the LA during their manoeuvre in just enough time to enable them to climb their jet 200 ft above the Robin at the critical moment. This was a very robust manoeuvre indeed but it was enough to change the flight path significantly. Whilst not a unanimous decision, the Board concluded that the No3 Hawk crew's avoiding action had been enough to avert an actual collision - just, but that the safety of the ac involved had indeed been compromised during this Airprox.

### **PART C: ASSESSMENT OF CAUSE AND RISK**

Cause: Very late sighting by the No3 Hawk crew and a non-sighting by the Robin DR400 pilot.

Degree of Risk: B.

**BEFORE YOU FLY AT YPMQ,  
CHECK NOTAMS**

**THERE IS A LOT OF WORK  
BEING DONE AIRSIDE**

#### PRICES (incl GST)

FPT hire	\$180.00/hr
Foxbat/Eurofox hire	\$110.00/hr
TIF	\$80.00
Flying membership	\$75.00
Social membership	\$35.00
Junior membership	\$11.00
Hangar rental	\$150 or \$100
Shirt	\$35.00
Broad brim hat	\$20.00
Cap	\$16.50
Cloth badge	\$4.00
Anniversary key ring	\$4.00
Come Fly With Me (from club)	\$10.00

## A Look Back in Time

**Monday, 12th July, 1937 – The Sydney Morning Herald**

### SYDNEY FAMILY'S AEROPLANE TRIP TO CHINA

"It all seems like a wonderful dream and it will be some time before I can remember clearly all the details of our journey," said Mrs. Harry McEvoy, when she and Mr. McEvoy and their daughter, Miss Cettien McEvoy, and sons, Messrs. John and Andrew McEvoy, arrived at Mascot aerodrome on Saturday, after flying to China and back in their de Havilland Dragon Fly plane. They left Sydney on May 26.

Later in the day, when Mrs. McEvoy had returned to her home at Ashfield, she was still a little amazed to think that at six o'clock that morning she and her family had been in Central Australia. The speed with which she went from one country and one climate to another on this aeroplane journey caused Mrs. McEvoy some difficulty both in adjusting her dress to suit the swift changes in the temperature and her mind to the almost, as frequent changes of currency. She found that no sooner was she sure how many guilders went to an Australian pound than she had to pay with Straits dollars or Chinese coins.

Mrs. McEvoy said that after some days of flying she found the travelling slightly monotonous, so bought herself some silk and spent her time making a blouse. Miss McEvoy filled in her time by writing up a very complete diary. She kept the book at her feet, and as the pilot, Captain Frank Neale, made any comment on the country over which they were passing, she wrote up her "log". She kept it so faithfully that even as the plane landed at Mascot she wrote the last words in her "book of the trip".

"We had no trouble at all about having our washing done," replied Mrs. McEvoy to a question. "For as soon as we landed we found laundry boys, and they were such quick workers that if we landed at a place at 2 p.m. and I said the washing must be back by 9 p.m., as we intended to leave first thing next morning, it was always there. The same good service was evident in the tailoring trade, for at Singapore, between 4 p.m. one day and the same time next day, a tailor had made four white suits and three pairs of shorts for the men in our party. They were beautifully made and carefully finished off. I soon learned to economise in the clothes I needed, for we had to travel light," continued Mrs. McEvoy. "Muslin I found to be much the most satisfactory material for lingerie in the hottest places, and both my daughter and I had chiffon dinner frocks which went into the smallest amount of space. As soon as we hung them up and turned on the fans they lost all their creases. My daughter chose uncrushable linen suits and I wore frocks which needed only washing and no ironing, so we always had fresh clothes. When we were forced to stay at Nanning, a town in the interior of China, our European clothes were such a novelty to the residents that they followed us about the town, and the crowd became so big that a traffic block was caused. Eventually we were escorted by an armed guard. It was a strange experience, for no one could speak English. It is far off the tourist route, and indeed I do not know how any tourists could get there, for the only means of reaching it would be in the Chinese boats which go up and down the river. A novel feature of Siam, said Mrs. McEvoy, was the rickshaws, which, instead of being drawn by the boys, as is usual, have bicycles attached so that the boys sit in front and ride the cycles, and their passengers sit behind in the tiny carriages. Smiling faces greeted us wherever we went in the East, and everyone was exceptionally kind," said Mrs. McEvoy.

It seems aviation has been in Lyndal Coote's family for a while—the family in this story are distant cousins on her mother's side.

## CONGRATULATIONS



**Dylan Williams**  
RAAus Pilot Certificate

**Nic Fleissgarten**  
1st Solo

## BAR ROSTER

### April

5<sup>th</sup> Ray Lind  
12<sup>th</sup> Jack Terp  
19<sup>th</sup> Eddie Godschalk  
26<sup>th</sup> Bill & Lyndal Coote

### May

3<sup>rd</sup> Glenn & Marite  
10<sup>th</sup> Peter Ford  
17<sup>th</sup> Richard O'Neill  
24<sup>th</sup> Rod Farley  
31<sup>st</sup> Bruce Dunlop

### June

7<sup>th</sup> Rod Davison  
14<sup>th</sup> Barry Williams  
21<sup>st</sup> George Northey  
28<sup>th</sup> Ray Lind

## CALENDAR

21st April  
**Pilot Proficiency Day & Lunch**

## NEW MEMBERS FEB—APR

Pablo Aguilar  
Kirk Byrnes  
Robert Cornhill  
Alan Kerr  
Tallun Rose  
Darcy Carney  
Rick Hopkins

## HDFC COMMITTEE 2012 - 2013

### Bill Coote - President/GA Operations

Ph: (h/w) 6559 9953 (m) 0428 599 953  
E: bill@becominghealthy.com.au

### George Northey - Vice President/Ultralight Operations/CFI Recreational Operations

Ph: (h) 6582 7997 (m) 0414 956 665  
E: gn@hdfc.com.au

### Rod Davison - Vice President/Activities Coordinator/PR

Ph: (h) 6585 3835 E: roddi194@yahoo.com.au

### Lyndal Coote - Treasurer/Public Officer/Website

Ph: (h) 6559 9953 (m) 0427 116 372  
E: lyndal@scootermarketing.com.au

### Ray Lind - Club Captain/Senior Flying Instructor

Ph: (h) 6582 0830 (m) 0428 820 698  
E: lindflight@hotmail.com

### Bruce Dunlop - Secretary

Ph: (w) 6559 5444 (m) 0414 594 223  
E: bruce@brucedunlopcomputers.com.au

### Marite Jansons - Clubhouse Manager

Ph: 6585 1555 E: maritej@bigpond.com

### Glenn Cleary - Hangar Manager

Ph: 0409 485 668 E: glennpc@bigpond.com

### Peter Ford

Ph: 6582 0846 E: pford@mac.com