THE PERFECT WEEKEND TO MEET THE TIGERS

PROPWASH

HASTINGS DISTRICT FLYING CLUB

Veronica Lind

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NOTES FROM THE EDITOR

Time passes so quickly. It has been more than 2 years since I took over as Editor for Propwash. So this is my 10th issue!

If you enjoy Propwash, would you like to drop me a line and tell me so. Let me know what can be improved or what stories you like featured. We're always hanging out for members to submit stories. So send them to editor@hdfc.com.au

There are a number of events coming up so take a look at them on page 31 and start blocking out your calendars. We're hosting the Tri-Club Flying competition this year on 16th September. The recent fly/drive in to Luskintyre was a huge success. Whether you're flying, shopping or socialising, we all enjoyed ourselves! Our members have posted lots of photos on Facebook.

The acoustic tiles have been installed on the ceiling by Ray Lind and Bruce Dunlop for the comfort of our members. I hope more of you would come along on Friday evenings now for a social drink, a chat or a game of Scrabble.

We would like to welcome our new CFI, Steve Smith and express our gratitude to Ray Lind, who will continue to mentor Pilots.

Stay warm and enjoy Propwash!

Veronica

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HASTINGS DISTRICT FLYING CLUB

Ray Lind can't resist Miss Adventure at Luskintyre Airfield!

THANK YOU:

Greg Connors for the two articles in this issue and Mary Pavicich for her cover photo

Publisher of Propwash: VermilionMarketingAU.COM

A TRIP BACK IN TIME

Photo by Rod Davison

40 YEARS AGO

Trevor Blesing made the first landing at Luskintyre on 7 May 1978, in his Tiger RIN.

In 1978 flares and barbecues were lit so the boys could fly until midnight, a time of wonderful freedom flying.

Luskintyre Airfield was established in 1977 and is a 228 acre privately owned airfield near Newcastle in the Hunter Valley, NSW.

Luskintyre's aim is the preservation and operation of vintage aircraft – particularly theDe-Havilland DH-82A Tiger Moth. The property has numerous hangars including Luskintyre Aircraft Restoration's hangar which contains a number of vintage aircraft under construction. Luskintyre Aircraft Restoration specialise in restoring vintage aircraft with his own special style of old fashioned craftsmanship but using modern methods and materials.

Extracted from Luskintyre Airfield's website - Veronica Lind

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PRESIDENTS REPORT MAY 2017
BY ROD DAVISON

Luskintyre provided the perfect venue for our recent fly/drive away. A trip to Luskintyre is akin to a trip back in time. This magnificent all over grass field with its vintage aircraft and comfortable accommodation gives a sense of freedom not experienced at larger modern day airports. No six foot fences or ASIC's required here. To top it off the people are so friendly and willing to share their aviation experience. They are true enthusiasts who love their aeroplanes and flying.

This was the scene that greeted our nine aircraft and several cars and vans. Over 30 of our members made the journey and all came away raving about the wonderful weekend of camaraderie and aviation indulgence. From Alex in his Trike to Rod in the Yak it did not matter if one flew RA or GA, **we all came together sharing a common passion. This is what belonging to a flying club is all about and the HDFC does it so well. Any club is only as good as its people and the HDFC is full of good people. Let's value what we have and continue to support each other into the future.**

Following three months as Acting CFI, Steve Smith has now become permanent in the role. Ray Lind has been forced to relinquish the position as his battle with CASA to regain his Class 2 medical continues. We all offer Ray luck and support through this difficult period and hope for success in his quest. Meanwhile, Ray will continue to mentor pilots. The club is extremely happy to have someone of Steve's calibre accept the responsibility of this essential and often difficult position. Steve is a true club person having its welfare utmost in his mind.

Our maintenance team of Glenn and Alan has been kept busy completing three 100 hourly's in the last week. Foxbat 8685 spent some time in Taree having oil seepage rectified and will be going to Kempsey on Monday 15th May for corrosion removal and repainting. It will be out of service for 3-4 weeks while the work is completed under warranty. During this time training will be in Foxbat 7395. Being our back-up aircraft 7395 has been invaluable this last month and into next month.

Enquiries regarding the **sale of the CTLS** have been few. It has just completed its major 600 hourly inspection which involved wing removal. The aircraft is in perfect condition and will continue serving the club well until its sale.

Clubhouse renovations are now complete. Bruce and Ray attached the acoustic tiles to the ceiling last week. They look good and hopefully will absorb much of the noise. The new carpet and vinyl planks were installed early April. Steve and Ed performed some carpentry work to doors and steps. Two lounges, tables and an office desk have also been acquired. The response to the fresh and attractive appearance has been overwhelmingly positive making the whole project worthwhile. A sincere thanks to the many volunteers making this upgrade possible.

We almost lost our newly renovated clubhouse when a fire ignited in an adjacent wheelie bin. A cigarette butt thoughtlessly placed in the bin provided the ignition with flames reaching the roofline on the external wall. If not for the presence of David Mitchell, Bob Needham and personnel from the neighbouring AIAC, the clubhouse would have almost certainly caught fire. Bins have now been moved from the wall but the message is clearly not to put cigarette butts into bins.

CFI Steve and myself recently met with the Australian International Aviation College (AIAC), voicing concerns over operations at PMQ airport. Aircraft numbers in the circuit, stop and go operations, and arrival/departure procedures were mainly discussed. Awareness of existing problems was heightened and hopefully a safer flying environment will result.

PRESIDENT@HDFC.COM.AU HDFC.COM.AU

Lack of a parallel taxiway at PMQ is a huge contributing factor to congestion. HDFC along with other organisations have approached Council numerous times requesting one to be constructed. Nothing flash, just something suitable for GA. The response is always overcomplicated and too hard. Finally, Council may be listening. They are calling for tenders for the planning and design of the parallel taxiway with tenders closing 18th May. No timeline is mentioned, but I assume construction is still well down the track.

Communication is vital to an organisation such as the HDFC. Channels of communication are changing with modern technology. **Love it or hate it, Facebook has emerged as a powerful tool in HDFC communication.** We have a closed group of around 130 members. Sharing information with these members is instantaneous. I invite any member not in our group, to join simply by clicking here - https://www.facebook.com/groups/HDFCgroup/ or contacting Veronica Lind.

Time to recognise the organisers of two recent events. On the 1st April, thanks to John and Anne Hayler, about 30 members had the pleasure of cruising the Hastings on the Junk. Good food and good company provided another memorable experience. Mary Pavicich was behind the highly successful Luskintyre trip. Her enthusiasm and can do attitude are infectious. Also thanks to those who helped with food preparation and cleaning up. A team effort making for a highly enjoyable weekend.

In the last Propwash I spoke of expanding the core. We would like to see more members become involved in the everyday activities of the club. This is particularly relevant in the areas of key personnel such as Maintenance Engineers and Instructors. We are extremely lucky to have highly experienced men like Glenn and Alan maintaining our aircraft and Steve, John, Bob and David offering flight instruction and other roles as outlined in the various rosters. However, this may not always be the case into the future. **The longevity of the Club is highly dependent on its members with a club ethos fulfilling these and other roles. If you can help please let me know.**

Finally, those who dream of owning a Cirrus, your day has come. The Cirrus arrived on Saturday 13th May. Read what Ray Lind has to say about the Cirrus on page 30.

Fly Safe,

ROD

This is what happens when someone puts a cigarette butt in the bin.

AIRCRAFT WASHING ROSTER

It is the individual pilot's responsibility to care for our valuable aircraft. This not only involves washing and keeping them clean and tidy but also in general movement of any aircraft within the hangar. Treat our aircraft as your very own because as a member you have part ownership of these aircraft. Please take care of them and help us keep our costs down by looking after them.

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.

Thank you for your assistance in sharing the load.

Fortnight Beginning	Team	Phone
8/5/17 to 22/5/17	Bruce Dunlop	65595444
	Gayle Kee	0428569660
	Trevor Kee	0488569660
22/5/17 to 5/6/17	Mary Pavicich	0419693617
	Tim Amor	0418296380
	Jon Maguire	0427194108
5/6/17 to 19/6/17	Mike Bullock	0412237787
	Col Hayler	0437478549
	Graham Smith	0408409966

PILOT PROFICIENCY – AVOIDING STALLS

By Greg Connors

Pilot Proficiency Days by the Hastings District Flying Club are conducted monthly and all pilots are invited to attend. Usually up to about twelve pilots attend which is very disappointing given the benefit pilots can gain from these exercises. Not to mention the voluntary time given by instructors, other pilots and helpers who provide a great service and lunch for all. I can thoroughly recommend PPDs to all as I believe my flying skills and confidence have greatly improved since becoming involved in PPDs. At a PPD you can use your own aircraft or one of three club aircraft at a reduced rate.

PPDs are not competition based although there is a point system associated. This is a great system because we all wish to know how we performed compared to others but more importantly you become acutely aware of any short comings in your skills. You will be debriefed after the exercise to help improve your skill level. PPDs undertake skill based manoeuvres for personal improvement and may actually save your life one day.

Two of these manoeuvres being a river bash and steep turns seem to sort out most pilots. These two manoeuvres involve some degrees of steep turns so can the exercise of a glide approach although not recommended in this situation, however it could occur in a real life event. After viewing this video and reflecting on its content I can now recognise some of the common mistakes I make during the PPD exercise.

I think there are two reasons why pilots have trouble with some exercises. Firstly a lot of pilots fly monthly or less, skill levels will nearly always improve the more you fly and secondly when the exercise is reviewed do you fully understand why you had trouble flying the exercise and how to correct these skill short comings.

Photo: Greg Connors came in tops at PPD several times

"I can thoroughly recommend PPDs to all as I believe my flying skills and confidence have greatly improved since becoming involved in PPDs"

It is my opinion that a lot of the manoeuvres we undertake at PPDs leading a poor personal outcome can be put down to one fundamental short coming, uncoordinated turns. At the end of this article is an exercise you could practice to improve you skill level in banked turns.

I recommend this to you.

Avoiding Stall and Spin Accidents “Don’t Pull Back”

Acknowledgement: Most information below has been extracted from a video Avoiding Stall & Spin Accidents “Don’t Pull Back” By John Shearing Certified FAA Ground Instructor, Advanced Rating.

YouTube - https://www.youtube.com/watch?v=UJQsAxB7E4Q

Don’t Pull Back

How a skidding turn can trick a pilot into pulling back on the stick to cause a stall & spin accident.

Spin and Stall accidents are usually caused by the pilot pulling back on the stick. The elevator should not be used to control the altitude of the airplane. Pulling back on the elevator will slow the airplane down and height is lost. You should increase power to make the airplane go up.

In a non-turn flight, stall will occur at the bottom end of the green arc and with flaps down at the bottom end of the white arc. On the HDFC Foxbat Flaps 0 stalls at 38 kts (clean & green arc), Flaps 1 = 35 kts and Flaps 2 = 32 kts (full flaps and white arc).

A common place where the pilot may introduce a stall is turning base to final and when a pilot wishes to climb up and over a ridge, hill or mountain but is already at full power so a greater sustained rate of climb is impossible. The pilot thinks that pulling back on the stick will give the altitude needed so starts to pull back, the airplane starts to climb as indicated on the altimeter so the pilot thinks they are doing the right thing. But without extra power from the engine he is paying for his greater rate of climb with lower airspeed.

This plan seems to be working so the pilot continues to pull back some more. Stall and spin occurs as aircraft airspeed falls below the green arc (Foxbat 38 kts). The green arc is a good indicator of oncoming stall in wings level flight assuming no wind shear, wings clear of ice and the pilot is not jerking the controls or performing a high G-load manoeuvre such as pulling out of a dive.

But in turning flight your stall speed increases as your bank angle increases so the end of the green arc on your airspeed indicator will no longer tell you when you are approaching stall speed.

What higher airspeed is required for a banked turn?

At a bank angle of 45 degrees you see the airplane stall at a higher speed. For the Foxbat your stall speed will increase to 45 kts to which we should add 10 kts for safety, so our 45 degree banked turn should be flown at a minimum speed of 55 kts.

An airplane must be flown by keeping the elevator & rudder in correct alignment with the flight path. How can you tell if the airplane is aligned with the flight path? The ball and inclinometer tells you if you need to yaw the nose of the airplane right or left by use of rudder. This is called coordinating your flight path. Your airspeed tells you if you need to increase or decrease your angle of attack by use of the elevator. You the pilot cannot see your angle of attack directly but knows from airspeed if the wings are about to stall (airspeed is at the bottom of the green arc).

The ailerons are the control surfaces which allows the pilot to choose the shape of the flight path. Wings level makes a straight flight path and wings banked makes a circular flight path. Ailerons allow you to change the direction of the aircraft. The rudder does nothing to turn the airplane, banking the wings make the aircraft turn.

Over and under use of the rudder forces the nose of the aircraft out of alignment with the flight path this is called uncoordinated flight and is a very dangerous condition when flying at low airspeeds or near the critical angle of attack.

Descending Flight

1. The pitch attitude is in no way a direct measure of your angle of attack. Attitude indicator does not indicate your angle of attack.

2. In non-turning flight your airspeed is a direct measure of your angle of attack regardless of your pitch attitude and regardless of your angle of ascent or decent. You can always look at the green or white arc of your airspeed indicator and know how close you are to the critical angle of attack. The airspeed indicator is an accurate indicator of your angle of attack and reads true regardless of whether you are descending, ascending or holding altitude.

3. Entering a descent increases your angle of attack if you do not pitch down to match the changing angle of your flight path.

Remember airspeed in the white or green arc and always fly coordinated turns. Also in turns the green arc no longer represents a safe airspeed for critical angle of attack. DO NOT use skidding turns – remember to “step on the ball”. You lose altitude in a skidding turn and you may be tempted to pull up on the stick resist this temptation and simply step on the ball to return it to centre and thus arrest the descent.

A review of the lifesaving facts covered above and in the video

1. A skidding turn causes an enormous loss of altitude and causes the nose to pitch down. This may make an inexperienced pilot pull back on the stick to cause a stall.

2. To make matters worse the nose also yaws towards the ground in a skidded turn making the urge to pull back almost irresistible for even the most experienced pilots.

3. The relative wind is always opposite the direction of your flight path.

4. The angle of attack is the angle at which the relative wind strikes the cord line of your wing.

5. The critical angle of attack is the angle of attack at which the wings will fail to produce lift. Generally speaking, this is around 18 degrees for most airplanes.

6. An airplane will always stall at the exact same angle of attack.

7. Entering descending flight causes the relative wind to strike the wing more from below which increases angle of attack unless the pilot is willing to pitch down to match the changing angle of descent.

8. The loss of altitude that comes with the skidded turn increases the angle of attack which makes stall more likely because of closer proximity to the critical angle of attack. For this reason, stall speed calculations for various bank angles are only valid for coordinated flight and grossly underestimate the airspeed required to maintain flight in the skidded condition.

9. And in the event of stall a skidded turn will make an airplane spin which is almost impossible to recover from when you are near the ground.

10. Pitch attitude is no way a direct measure of your angle of attack, and pitch attitude alone cannot tell you if your wings are near the critical angle of attack.

11. With wings rolled level, the green arc on your airspeed indicator (or the white arc when flaps are extended) tell you at what airspeed your wings will exceed the critical angle of attack and stall.

12. Stall speed can be calculated for all angles of bank and a good pilot does these calculations and commits the results to memory.

13. The rudder is not used for turning the airplane – ailerons do that by banking the wings. The rudder is used only to maintain coordinated flight which means keeping the nose and tail in line with the flight path as indicated by the ball inclinometer.

14. The control yoke/elevator combination is not used to control altitude as you might expect, power does that. The control yoke/elevator combination is rather used to control airspeed& angle of attack.

15. Pushing the control yoke forward increases airspeed & decreases the angle of attack which moves the wings away from a stalled condition.

16. Pulling the control yoke back reduces airspeed and increases angle of attack which brings the wings closer to a stalled condition.

17. Except for wind shear and icing conditions, it is nearly impossible to stall an airplane unless the pilot or the trim tab is pulling back on the yoke and it is nearly always the pilot.

Exercise:

Select one of the training areas and go to about 2,500 ft, trim the aircraft for straight and level flight, power is set for 80 kts. Start a bank angle of say 30 or 45 degrees. During the turn. ENSURE the ball is centred in the inclinometer, your vertical climb rate is Zero, height has stabilised and your airspeed is constant & more than 10 knots IAS above our banked angle stall speed (55 kts). If all of that is TRUE we know we are in a coordinated circular flight path which is to say that our nose and tail are lined up with our circular flight path.

If you are losing height in the turn then you are skidding the turn and uncoordinated. DO NOT pull back on the stick. To correct this you apply enough opposite amount of rudder to coordinate the airplane. Once coordinated you will cease to loose height and may continue the turn.

Now put in a small amount of excess rudder. You will notice the ball is no longer centred. Your vertical climb indicator is going negative and you are losing height.

You have produced a skidding and uncoordinated banked turn. DO NOT pull back on the stick.

To arrest the height loss, slowly apply enough opposite rudder to coordinate the turn. Ball in centre and vertical rate is Zero, altitude stabilised.

A coordinated turn will hold altitude.

Remember if you must turn hard and cannot accept a loss of altitude then stay coordinated, add power then increase bank angle until your rising stall speed starts to approach your airspeed and then reduce bank angle again if your airspeed decays so as to ensure that your stall speed always remains lower that your current airspeed.

PILOT PROFICIENCY DAYS

Our goal is to produce GREAT and RESPECTED Pilots. We do this by ensuring total aviation safety and disciplined airmanship through accurate and professional flying training. Therefore, it is important that Pilots Keep Current.

- Ray Lind -

Join us every 3rd Sunday of the month followed by BBQ lunch at $10 per person

DATES

21st May 2017

18th June 2017

16th July 2017

20th August 2017

16th September 2017 at Kempsey Airport in conjunction with Tri-Club competition

15th October 2017 at Camden Haven Airfield

19th November 2017

Captain's Report

MARCH 2017 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Our Pilot Proficiency Day flying continues to cost each pilot only $100 an hour so with each exercise lasting about .5 of an hour, it makes it a very inexpensive way of keeping yourself totally current. Also now remember our absolute emphasis is on perfect landings now rather than focusing on box scores.

Our March PPD for 2017 attracted seven (7) HDFC pilots to take advantage of this wonderful opportunity to improve their flying skills at such a generous cost for our members. The weather was perfect for flying but unfortunately once again we had several of our regular pilots away so our flying numbers were down on our usual participant rate.

Stuck Throttle / Partial Engine Failure with Spot Landing

In this event the pilot is given a partial engine failure after turning downwind. By immediately setting the aircraft up with the best glide speed the pilot then manoeuvres the aircraft safely back for a spot landing. With statistics showing that a partial engine failure is the most common form of engine failure in aircraft, this is a very valuable exercise.

1st Col Hayler 50pts, 2nd David Mitchell, Greg Connors, Mark Whatson 30 pts

River Bash (A006)

This is a very valuable and exciting flying co ordination exercise as we follow the Maria River at exactly 600' while keeping the aircraft in balance and remaining exactly over the middle of the river.

1st Col Hayler 61 pts, 2nd Jon Maguire 59pts, 3rd Greg Connors 56 pts

Forced Landing (A020)

This exercise simulates a total engine failure overhead the field at 2000'.

1st Mark Whatson 86pts, 2nd Greg Connors 71, 3rd Jon Maguire 45pts

Mark Whatson
March 2017 PPD Winner

BONUS LANDING POINTS (RWY Middle 10 Pts, Column Hard Back 10 Pts)

Out of a possible 40 points these were our most proficient pilots in landing the aircraft.

David Mitchell 30pts, Greg Connors, Col Hayler 20 pts, Jon Maguire, Mark Whatson 10pts

OVERALL HIGHEST SCORES

1st Mark Whatson 178 pts, 2nd Greg Connors 177 pts, 3rd Col Hayler 173pts

Congratulations to all of those pilots who participated and did so well in retaining their piloting skills in these exercises. See you at the next PPD.

Captain's Report

APRIL 2017 PILOT PROFICIENCY DAY (PPD)

By RAY LIND, Club Captain
Hastings District Flying Club

Our April PPD experienced good flying weather and clear skies for the most part but with some coastal turbulence adding a challenge towards the end of the flying. 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, confidence and competency.

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. This activity shows the pilot that flight can take place perfectly safely despite a total instrument failure.

Our highest scoring pilots were:

1st Rod Davison 128 pts, 2nd Col Hayler 113 pts, 3rd Jon Maguire 86 pts.

River Bash

(Co ordinated Flying Exercise up the Maria River)

1st Rod Davison / Ivan Daniel 59 pts, 2nd Sue Stubbs / Greg Connors 56 pts, 3rd Col Hayler 54 pts.

Forced Landing

1st Jon Maguire 55 pts, 2nd Rod Davison 49 pts, 3rd Greg Connors 45 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 Ivan Daniel 30 pts, 2nd Jon Maguire, Rod Davison, Mark Whatson and Sue Stubbs all on 20 pts, 3rd Greg Connors, Col Hayler 10 pts.

OVERALL

1st With some very impressive flying was Rod Davison 246 points.

2nd Jon Maguire 212 points.

3rd Col Hayler 202 points.

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

Rod Davison
April 2017 PPD Winner

Jim Davis Training - Exercise Side Slipping

"This article was written by Jim Davis. For more of the same you can go to www.jimdavis.com.au and get his best-seller "PPL".

HDFC thanks Jim Davis for these articles.

There is nothing prettier than a yellow Cub doing a graceful sideslip to a gentle, three-point touchdown on the grass. Sadly, grass strips, taildraggers and sideslips are all gradually going out of fashion. Like the disappearance of spins, this is another nail in the coffin of stick and rudder skills.

OKAY let me first tell you what sideslips are about, and a tiny bit of their beginnings. After that, we can look at their aerodynamics and how to do this beautiful manoeuvre safely.

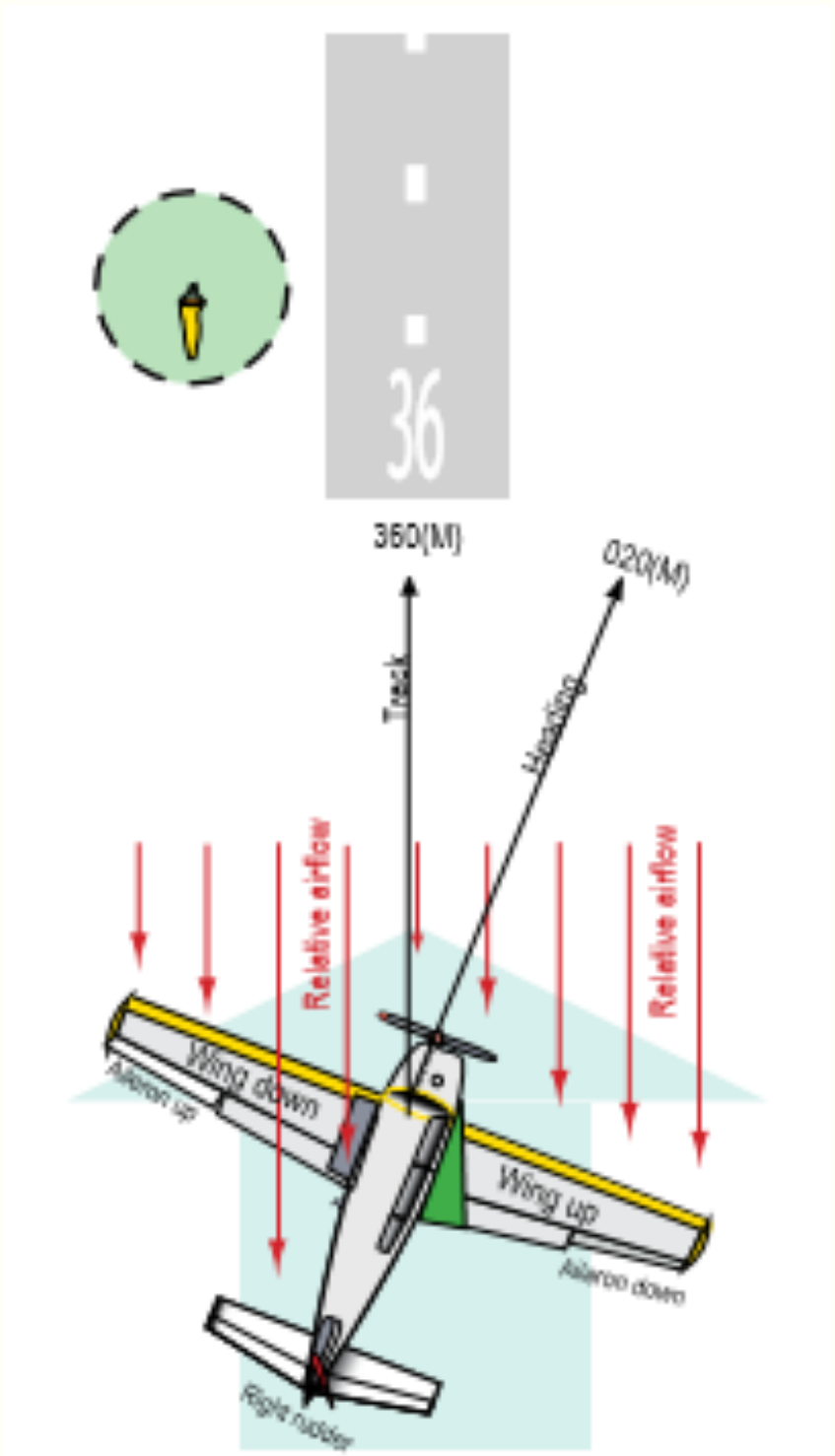
Sideslips have had a short life. They were started in the days before aircraft were fitted with landing flaps (yep, that's what they were called). The idea is that you sideslip to lose height quickly without gaining forward speed. But, in those days it had its drawbacks - death being one of them. The problem was that many early aircraft would flick into a spin if you crossed the controls.

So if you were too high, which was often the case, because most landings were from a glide approach, and you had no flaps, and you were scared of sideslipping the only answer was to go around again. But as aeroplanes became more stable and pilots began to understand what caused spins, sideslips became fashionable.

But when Louis Briguet invented landing flaps in 1917, the scene started to change. As more and more aircraft took advantage of landing flaps, there was no need to sideslip unless you badly overcooked the approach.

So what exactly is a Side Slip?

It's a way of making more drag so that you can descend steeply without increasing your airspeed. It's very simple – if you make the aeroplane go sideways it gets all draggy, which means you can come down rapidly while preventing the airspeed from running away. And you make it draggy by crossing the controls so that the rudder tries to turn you say to the right, and ailerons fight the turn by banking you to the left. This way the aircraft descends crabwise – it's not going where it's pointing. Here's what it looks like from above.



L Stick & R Rudder

The ball is to the left but there is no indication of turn

Let's have a close look at what's going on here. The aircraft has a heading of about 020 but it is tracking north. The pilot is using right rudder and holding the left wing down.

Notice that, because it's a low wing aircraft, part of the upper surface of the right wing (shown in green) is not getting its share of airflow because the fuselage is blanketing it. So this tries to level the wings.

With a high wing aircraft, part of the bottom of the right wing is blanketed. But this has a weaker effect because, as we know, most to the lift comes from the top. High wing aircraft are generally good at sideslipping because the air hitting the side of the fuselage below the wings helps to keep that wing down.

This is very noticeable on a day-today basis. A Cub, a Colt, a Tri-Pacer and a Cessna, in fact any high wing aircraft, will sideslip a whole lot better than the Cherokee, a Mooney, a Comanche or a Bonanza.

With both high and low wing aircraft, the airflow hitting the side of the fuselage and tail fin tries to straighten the aircraft, rather like a dart, hence the need for rudder to maintain the slip.

Okay now let's look at how to enter a sideslip. There are two methods. The first is to use the rudder only to pull the nose to say the right of the runway. And then use left aileron to cause a bank which exactly matches the effect of the rudder.

A common fault is to allow the airspeed to decrease during the entry. When you first try it, go into it nice and gently so you get everything balanced and you keep the airspeed under control. More of that later.

The second method is perhaps more common. You are most likely to use it when you are too high on finals, so during your left turn on to finals, when the nose gets to about 20° before lining up, use right rudder to prevent the turn going any further, and left aileron to keep the left wing down.

Think very carefully about Tank selection before sideslipping.

During the slip it is helpful to think of the aileron, or bank, controlling your rate of descent, and the rudder controlling your direction. Actually you use both to do both jobs, but that is the easiest way to think of it.

It's particularly sexy because, unlike flaps, which often come in only two or three fixed flavours, sideslipping gives you infinite control over your descent.

Eventually, as you steepen the slip you will find that either the aileron or rudder reaches full deflection. That tells you the maximum amount of slip your aircraft is capable of. With a low wing you will probably run out of aileron first because of its inherent lateral stability. And most high wings will run out of rudder first.

There are two more aerodynamic variations to think about. The first is airspeed, and this can get a little complicated. The obvious problem is that the pitot is not facing the airflow, so your ASI will theoretically under-read. I say theoretically because your ASI (plus your VSI and altimeter) also depend on a correct reading from your static vents - and these cause all sorts of potential for nonsense.

The static vents are very carefully positioned on the fuselage or pitot to give the correct pressure when the aircraft is aligned with the airflow. If you chose to go sideways, it's almost impossible to predict what porkies these instruments may tell. (Porkies = pork pies = lies. No extra charge for lessons in Cockney rhyming slang.)

Many aircraft have static vents on both sides of the fuselage to balance different pressures caused by the prop's slipstream - which works fine in normal flight. But as soon as you sideslip, there is no guarantee that the increased pressure on one side will match the decrease on the other side.

What all this boils down to is that your ASI, plus the VSI and altimeter are not to be trusted in a sideslip.

The problem is compounded by the fact that if you have one or more of the controls against the stop - you are not getting any feel for the airspeed through the controls. I have to admit that this caused me to crash my Tiger Moth at an airshow at Oudtshoorn. Here's what happened.

I had developed what I thought was an extremely neat conclusion to my display of rather pansy aerobatics. You fly directly above the runway at 800ft in the opposite direction to your intended direction of landing. You pass the threshold, count three and throw the aeroplane on to its left ear, so the wing is pointing straight at a spot on the ground where you will start your round-out - perhaps 30m short of the runway. Then you use full right rudder and the aeroplane comes down vertically, but completely sideways, with the wingtip pivoting through 180° above your round-out spot. Just before you reach the ground you straighten everything up, round out, float a few yards and touch down gently at the threshold. Well that's the plan.

Shortly afterwards my Tiger taught me another lesson about sideslipping. I was doing the same manoeuvre - a 180° slipping turn on to runway 20 at George. I had it all nicely crossed over when there was a sudden twang and everything felt awfully sloppy. I straightened up and landed knowing that this would be the last flight for a while - 25 years as it turned out. The strain of going sideways had broken the stern-post. When I started digging I found many more spots where the termites were not holding hands properly, so it turned into a long and costly, complete rebuild.

While discussing my sideslipping career, I also have to admit to crashing an Aztec - and this was a proper crash, at the end of a desperate sideslip.

Sideslipping need not be as dramatic as CC Pocock passing his wall of flame - but its still great for demonstrating your flying skills.

The manoeuvre requires practice rather than great skill. At Oudtshoorn there were two problems: first I hadn't practiced recently, and second I ran out of airspeed because I wasn't paying attention to the fact that I had aileron and rudder against the stops and the elevator was pulling me round the turn, so none of the controls was giving a normal feel for airspeed.

The result was that when I levelled the wings 30m short of the runway there was no airspeed so I bounced through a few bushes and things before reaching the tar. Perhaps technically not a crash, but it certainly taught me that you must be careful not to rely on the ASI, or your normal feel for airspeed, when sideslipping.

I have told this story before, so if you are getting bored just skip forward a few paragraphs for more exciting stuff.

I had recently converted to the Aztec after many hours of Twin Comanche flying. Anyhow on my first charter, with five heavy Germans from Volkswagen on board, the left engine stropped making oil pressure, so I shut it down and returned to Port Elizabeth.

No big deal. I came in high, as is the custom on such occasions, and when I could easily make the field I pulled back the power on the right engine, and chucked out the gear and flaps. Surprisingly, very little happened and I found myself heading for the far end of the airport.

Its particularly sexy because, unlike Flaps, Sideslipping gives you infinite control over your descent.

I only found afterwards that the dead engine was the one with the hydraulic pump, for both gear and flaps. I would have to pump like hell on the donkey's-dong hand pump, below the throttle quadrant, to fill up the pipes after the gear had dropped half way out.

Actually there was another option - which I also didn't know about, I could open a secret hatch, hidden under my seat, and yank on a ring to blast everything down with Co2. But as a result of a crappy conversion, and my failure to read the handbook - this was unknown to me.

What I did know was that I was much too high and the tower were bleating at me to do a single engine go-around - which is a big no-no. The great Barry Radley had taught me that, if the aircraft is heavy, and the gear is down (which ours mostly was - and there was no way of pulling it up again), then you have two options, one is to try for a go-around and wind up sailing into the ground inverted, and the other was to 'start killing sheep', as he put it. He was working on your dilemma being caused by shoal of sheep wandering on to the runway.

Geez, it's taken a while to get round to the point of the story, hasn't it? I was trying to tell you that a vicious sideslip saved our bacon. The Aztec plummeted to earth well short of the far end. Okay it was still a mess because the mains locked down and the nosewheel didn't, but the mess was a lot less than it might have been had we inverted ourselves into the military base at the far end.

Now, if you were paying attention, you would remember that quite a while back I said there were two aerodynamic variables to think about. The first was airspeed, which we have discussed, and the second is the possibility of spinning. If you have the controls crossed and the airspeed low, you are setting yourself up for a spin. And as most sideslipping happens below about 500ft AGL, this is not a great idea.

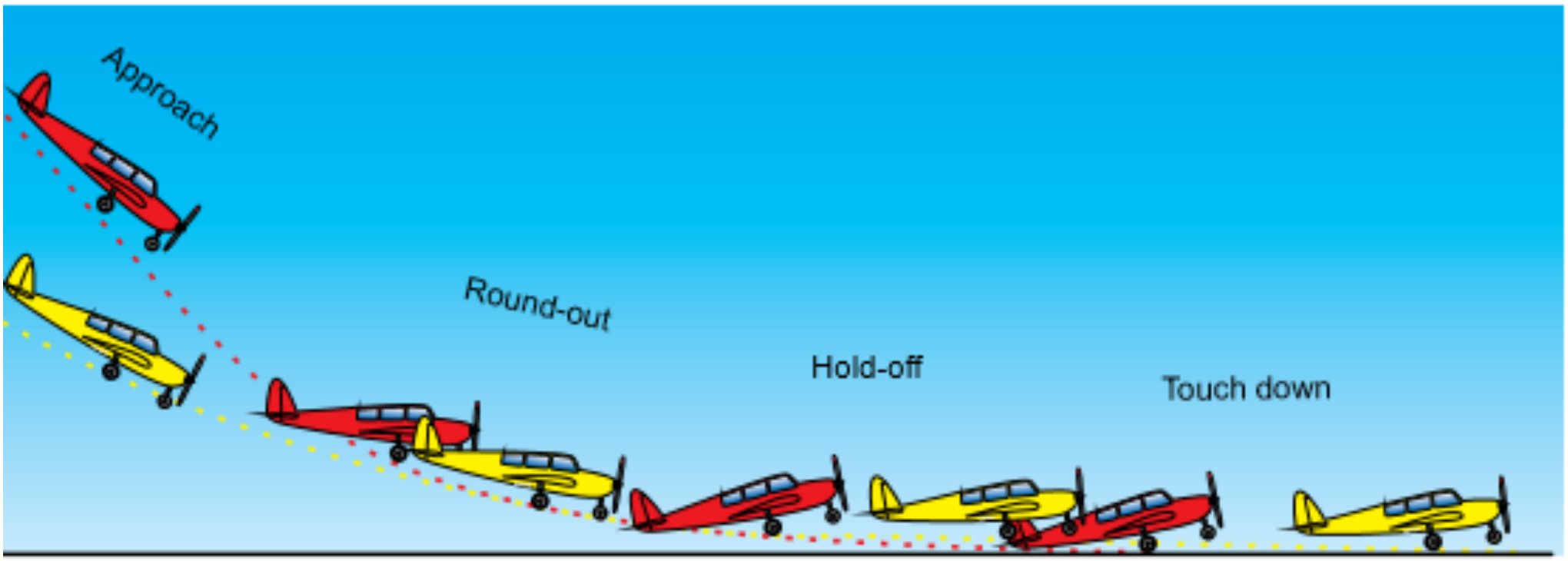
In fact the only way you can avoid spinning is to maintain enough airspeed to prevent either wing from stalling. But, as we discussed, it can be very difficult to keep track of airspeed - both from the ASI and from feel.

The answer is to know your aircraft. Grab a greybeard and some altitude, and find out how she behaves in both left and right sideslips, as well as with and without flaps.

And now we come to a very odd thing. Logic tells me that when you straighten up after a sideslip you are likely to have excess airspeed and find yourself floating. My reasoning is that the ASI has been under-reading because the pitot is not facing into the airflow. Sounds right, doesn't it? The odd thing is that in practice I find that the aircraft generally tends to sink out of your hands as you straighten up.

I have studied instructor manuals from Canada, Australia, New Zealand and England, and the best I can get is out of the Kiwi one. It says that one should beware of a loss of height during the recovery. But none of the manuals say why.

So I got hold of three instructors whose opinions I value. Let's call them the three wise men. They all scratched their heads and sounded a bit vague. Finally Scully phoned to say that the answer had come to him at three in the morning. Here's what the first wise man said:



Imagine you are slipping to the left. The stick is hard over to the left, which means the right aileron is down. It's supplying lift, exactly like a flap. So as you straighten up you centralise the aileron and dump the lift from the right wing. At the same time you use a boot full of left rudder to get the nose straight. This swings the left wing back, reducing its airspeed and causing a loss of lift on that side. I then phoned Steve Goodrick in Australia, wise man number two, and here's what he said:

The sideslip gives you a very steep angle of descent, so as you straighten up you have to arrest this descent, and the only way of doing it is to come back on the stick. This increases your angle of attack creating massive drag and loss of lift, which can cause you to mush through the round-out.

Notice how the red, sideslipping aircraft, has a much steeper approach and more abrupt round out. It tends to sink through the round-out with a high angle of attack and a lot of drag, causing it to touch down short.

In, fairness, Scully had also mentioned this, but I wasn't paying proper attention. Finally, the third wise man, Robin Gout, from 43 Airschool, agreed that all the above is probably correct, but in addition, he agreed that the drag retards your descent, like a parachute. If you suddenly dump this drag it's like cutting the chute loose and you will indeed plummet.

All three agreed that – no matter the reason – when you recover from a sideslip near the ground – beware the dreaded sink.

Because of this, you need quite a lot of practice at sideslipping before you start taking it too low. So double beware.

You may wonder why I keep referring to sideslips to the left. Two reasons: first, you can see where you are going very nicely because the nose gets out of the way. Obviously I am talking about side-by-side seating. And second is that you are likely to enter the sideslip during a left hand turn on to finals. You see you are too high and you can start your sideslip at any point during the turn.

A well-executed slipping turn can lose an incredible amount of height and it feels magic. But remember that it puts serious strain on things - like the one that broke the stern-post of my Tiger.

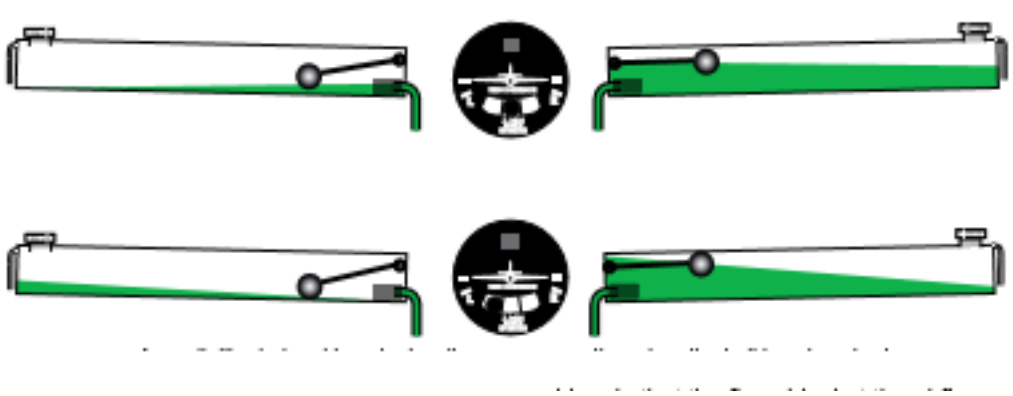
Don't try anything smart or sudden until you have got good at it at high altitude, because if you stuff it up, you are likely to spin without the height to recover. And now I have three odds and sods to discuss, fire, fuel and flaps.

Fire. Most in-flight fires are likely to be in the nose because that's where the heat is mixed with combustibles like fuel and oil. And if you have a fire burning right in front of you, and the wind blowing straight at you, this is not nice. So while you are switching off the fuel, bleating Mayday and deciding where to land, a good strong sideslip is what you need - both to get on the ground smartly, and to blow all the nasty hot, smoky stuff to one side.

Fuel. Think very carefully about tank selection before sideslipping. The fuel goes where the ball goes, so if we are back in our left wing down, and right rudder slip the ball will be to the left. This means the fuel in both tanks will go to the left. Let's say you are selected to the left tank and it is down below a quarter. That fuel will move left - towards the wingtip and away from the outlet pipe that carries it to the engine. This is called 'unporting' and it causes the engine to stop.

So obviously, select the upper tank - no matter which way you sideslip.

A large dihedral and short tanks keep the fuel at the outlet ports



Finally, **flaps**. Normally, if you are doing a glide approach, or a forced landing, and you find yourself too high you will use the flaps to get you down. If you eventually have full flap and you are still too high then you can sideslip off the excess height - if the POH allows it.

Cessna handbooks specifically discourage sideslipping with full flap - but they don't explain why. I have tried it and can only say that it is ineffectual. The problem is that the flaps blanket the airflow to the rudder. You run out of rudder, which means you can't get the wing down much and the whole thing is a waste of time.

A quick, final clearing up of terminology. You may have heard of folks talking about the difference between a sideslip and a forward slip. Aerodynamically, there is no difference at all. The aeroplane is travelling sideways with the controls crossed and the ball out towards the lower wing.

The term forward slip is sometimes used to indicate that you have the nose pointing along the runway and you are sideslipping just enough to counteract a crosswind. So the only difference is the direction you are travelling over the ground. Put another way - it is impossible to do a forward slip in no wind.

Personally, I think it is one of those terms that should be stricken from the menu. It's like the word 'course' - nobody knows what it means. The Yanks think it means track, and the Poms use it to mean heading. Best not to use it at all.

Go practice sideslipping, with an instructor if you feel the need. It is a hell of a lot of fun, and potentially a very useful art. Besides which, when you get it right, the admiring crowds will all exclaim - 'Now there's a pilot who knows about flying'. Have fun and fly safely

This Champ has the controls properly crossed over to slip into wind.

CFI Report
BY: STEVE SMITH

MEET HDFC'S NEW CFI

STEVE SMITH

Congratulations to Steve Smith for his appointment as Chief Flying Instructor of the Hastings District Flying Club and Port Macquarie Flying School.

After several aborted attempts due to bad weather, Steve managed to finally do his flight check with the examiner from Cessnock on 5th May 2017.

We thank Ray Lind for all the good work he has done as CFI. Ray will continue to be a mentor to HDFC pilots and instructors.

Steve Smith's profile is on our website. Get to know Steve.

ANNA HAYLER

It has been a delight to have sixteen year old Anna Hayler fly with us during the school holidays. Under Steve's guidance Anna logged around 10 hours and successfully completed her pre solo exam. Well done Anna and hope to see you soon.

Happy Birthday Anna who turns 17 on 15th May.

CFI Report

BY: STEVE SMITH

FIRST SOLO

Congratulations to Simon Guthrey on his first Solo on 9th April 2017. Since Simon's wife gave him a Trial Instructional Flight Simon has got the flying bug. He likes to fly twice a week when the weather allows. His job is with Essential Energy as an Electrical Engineer.

FIRST SOLO

Nathan Green from Crossfit Hijacked flew his first solo on 8th May 2017. WELL DONE!!! Light westerly crosswind, one in the circuit and an inbound Velocity didn't phase Nathan at all as he completed a text book circuit and landing. Good work mate, well deserved!!

PILOT CERTIFICATE

Congratulations to Mark Crawford on attaining his Pilot Certificate on 13th April 2017. Mark is a retired builder and plumber - a handy man to have around the Club!

JULIAN BOOTH

Student Pilot of the Year 2016

Julian was one of seven local pilots who took to the skies above Kempsey on ANZAC Day, flying in formation above commemoration ceremonies at Gladstone, South West Rocks and Kempsey.

JULIAN BOOTH

Julian was featured in the Macleay Argus newspaper on 9th May 2017

Flying runs in the family for John Dunn, the president of the Kempsey Flying Club.

His grandson, Julian Booth has been awarded Student Pilot for the year 2016 by the Hastings District Flying Club (HDFC) at Port Macquarie.

Julian showed a rapid progression with his flying training in 2016.

He was the first student pilot to fly first solo on January 8 last year in the Hastings club's newest Foxbat 24-8685.

Julian got his pilot certificate on March 11 and went on to achieve his cross country certificate in July.

He also gained his passenger endorsement on August 7, with a great deal of work required to gain all these flying achievements in just one year.

Ray Lind, the chief flying instructor of HDFC and Julian's flight instructor, said the list of certifications required commitment and determination from a young pilot.

"This can only be achieved by hard work and dedication," Mr Lind said.

"Many problems, including weather conditions, are encountered along the way in gaining a pilot's certificate and this often takes a great deal of perseverance by the student to overcome individual difficulties."

Julian Booth has indeed developed into a very competent and professional pilot.

Under the watchful guidance of his grandfather John Dunn, Julian is now proceeding to gain his commercial pilot's licence and hopefully work in the industry as a professional pilot.

"He's a young bloke and he's doing really well," John told the Argus.

"It takes a lot of commitment to get to where he wants to go and he's very focused."

Julian has 15 more hours to go and is busily clocking up his flying hours in 'Pop's' plane, as he calls the Cessna 172 that belongs to Kempsey Flying Club.

Julian is now dedicated and focused on becoming a commercial pilot, as well as soaring high and making Kempsey proud.

FLYING TOGETHER AGAIN AFTER 50 YEARS

Col and Steve first flew together in Orange on 20th July 1967, almost 50 years ago. Steve was the CFI of the Orange Flying School at that time and Col wanted a check on the Super Cub (Call Sign VH-CUB still flies today). However Col then took up gliding and gained his instructors rating and the highly regarded Silver "C". At the HDFC Pilot Proficiency Day, Steve and Col met up again. Col topped the River Bash Score.

Bob Needham and Maureen used to fly together in Tiger Moths above Biggin Hill, England when they were younger. Bob moved from his home country to Rhodesia and later to Australia raising a family and continuing his occupation as a flying instructor. Maureen stayed in England and raised a family of her own. A few weeks ago Maureen arrived for the first time in Australia and flew again with Bob.

MEMBERS PLANES

A Yak.ing Time

Rod Hall is now thick in the Bobcat Formation action!

John Hayler on his recent adventure to Narromine

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 - 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.

HDFC.COM.AU cfi@hdfc.com.au

Photo: Ted Whitfield

Elegant, sleek Flight Design CTLS Light Sport aircraft is for sale now at $132,000

FOR SALE: *Flight Design CTLS*

Year of Manufacture 2014

Airframe hours. approximately 618

Annual due. 28/4/2018

Engine Rotax ULS 100hp

Engine hours. 584

Propellor. Neuform 3 blade Constant Speed Variable Pitch

Instruments. Dynon 7" single screen, Analogue engine instruments, Analogue back up ASI, Altimeter

Avionics. Garmin SL-40 Com, GTX 327 Mode C Transponder, Garmin 795 GPS, Kannad 406 ELT

130L fuel giving over 6 Hours endurance at 110-115 TAS. Empty weight of 329 kg giving useful load of 271 kg.

This aircraft always hangared and L2 maintained. No accident history. Immaculate condition inside and out. Would suit new aircraft buyer.

More details on our website

The beautiful Cirrus aircraft visits Port Macquarie.

There is so much automation in this aircraft....it would make some older airliners seem positively backward.

- Ray Lind -

Cirrus G6 SR22 Australis arrives into Port Macquarie on Sat, 13th May 2017

Key features:

Propeller pitch is changed automatically as the throttle setting is changed. No need for two separate controls as in conventional aircraft.

The light blue button is an automatic wing leveller. If the pilot becomes incapacitated in any way the passenger simply has to press the blue button and the wings will be automatically levelled as the aircraft flies on autopilot. The passenger can then sort out what they want to do...radio for help or deploy the ballistic parachute.

All you need is a cool million!

More details on their website

Photo: Ray Lind

EVENTS

Hoods & Hookers (check Facebook for details)
1st July 2017 at HDFC Club House

Awards Presentation Night and Annual Dinner
2nd December 2017 at HDFC Club House

AGM
Annual General Meeting

Annual General Meeting
6th September 2017 at HDFC Club House

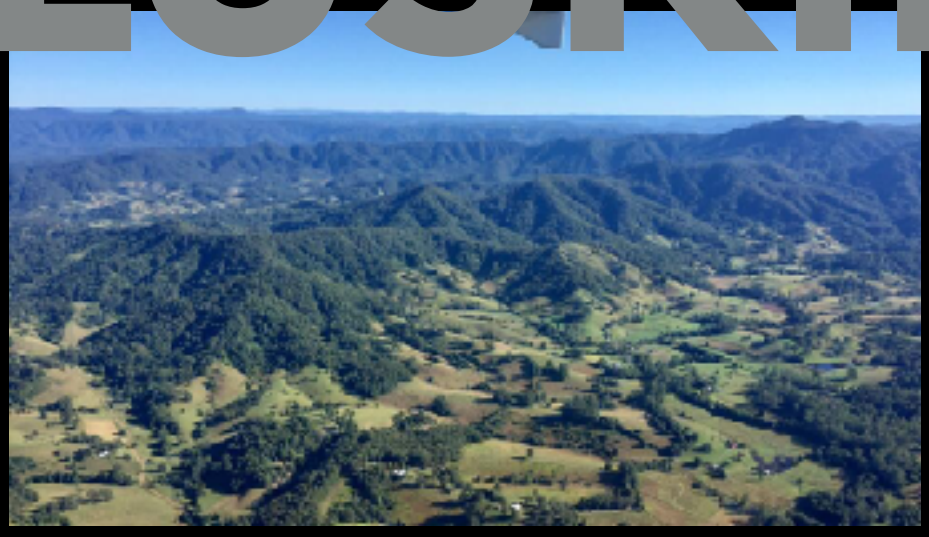
Fly-Away to Palmers Island
Date to be advised

Annual Tri-Club Competition
16th September 2017 at Kempsey Airfield

Get updates on Events at our Members Only Facebook page - https://www.facebook.com/groups/HDFCgroup/

29th and 30th April 2017. Photos from HDFC members

LUSKINTYRE



can you HEAR me now?

THANK YOU

RAY LIND AND BRUCE DUNLOP

Shhh .... whisper quiet!
On the 28th of April 2017, Bruce Dunlop and myself installed the acoustic roof tiles on the HDFC ceiling. Hopefully this improves the acoustics of the club when we have large groups socialising. Enjoy the Peace and Quiet!

- Ray Lind -

TRIVIA

Some of the questions asked during the 2007 Fly and Spy. Would you know the answers?

1. If the arches on the Dennis Bridge over the Hastings River could be read as morse code, name the two three letter sequences that they could represent in which no letter is repeated. If you add whisky to one, what do you get?

2. On what side of the railway line is Kundabung Station?

3. You're near a place where there's no turning back. Name it. (approaching Kempsey township)

4. Why wouldn't you land at Crescent Head ALA?

5. Name 9 sports facilities at Crescent Head

6. How many holes at the Crescent Head golf course?

Answers on the next page

Bobcat Formation

Photo: Mary Pavicich

Roster.

Please check website for Roster updates
- http://www.hdfc.com.au/roster

HOSPITALITY

May

19th Bruce Dunlop

26th Mary Pavicich

June

2nd Ray Lind

9th John Hayler

16th Steve Smith

23rd Rod Davison

30th Matt Connors

July

7th Ed Godschalk

14th Craig Whiting

21st Bruce Dunlop

28th Mary Pavicich

PPD LUNCH

Food prices have gone up, so PPD lunch is now $10 per person

May - Frances Smith

June - Di Davison

July - Marite

August - Stephanie Pursehouse

AIRCRAFT WASHING

See page 7

FLY & SPY ANSWERS

EAI, INE, WINE

THERE IS NO RAILWAY STATION AT KUNDABUNG

BURNT BRIDGE

THE AIRFIELD IS NO LONGER OPERATIONAL AND HAS HOUSES ON IT

FOOTBALL FIELD, SURF CLUB, BOWLING CLUB, GOLF COURSE, SWIMMING POOL, TENNIS COURTS, BOAT RAMP, NETBALL COURTS

BEST SELLER

FLY BOY
Author: Geoff Litchfield
My eldest son, Michael has encouraged me to detail my fascinating and intriguing experiences as a country boy to Navy fleet air arm pilot to airline pilot for 30 years.
I hope you will enjoy reading it as much as I had writing it.
Purchase this book online - http://www.hdfc.com.au/fly-boy-book-by-geoff-litchfield

The nostalgia for me reading Geoff's early memories of Tamworth is wonderful! I think my mum was about 16 when the Tiger Moth crashed nose first into the street about a block from her home in William St, West Tamworth, killing the pilot instantly! Didn't know that G for George the famous Lancaster had come to Tamworth in 1945 just two years before I came into the world!

- David Mitchell -

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 per month

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

Publisher of Propwash: VermilionMarketingAU.COM

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 Steve Smith 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/

Mark Hastings

Peter Duggan

Management Committee
&
Flying Instructors

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Vice President/Club Captain	Ray Lind | T: 0428.820.698 | E: cfi@hdfc.com.au
Facilities Manager//Chief Flying Instructor	Steve Smith | T: 0405.775.192 | E: sfrqsmith@me.com
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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

www.hdfc.com.au

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.

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