

PROP WASH

HASTINGS DISTRICT FLYING CLUB NEWSLETTER

November 2015



Rod



Ray



Bruce



Glenn



Veronica



David



John



Ed



Doug

2015 - 2016

new committee members



A MEMORABLE YEAR -

Reflections from the President p4



a very merry christmas



EDITOR'S NOTE



Veronica Lind

EDITOR. MARKETING & COMMUNICATIONS

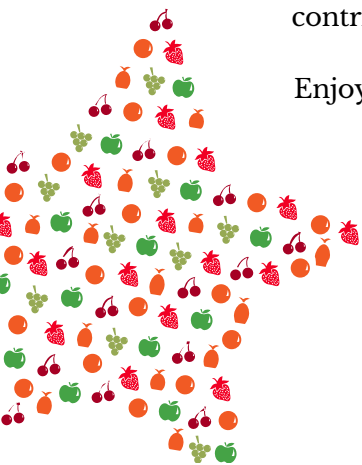
I am honoured to be appointed in August as the Editor of Propwash and the Marketing and Communications Lead for the Hastings District Flying Club, and look forward to working with the rest of the committee members to make the club even more enjoyable and informed. I must thank Ed Godschalk, our last editor who envisioned the transformation of Propwash. Now that I am back from Europe, there's so much to do!

There was already a short introduction of myself on page 17 of the January issue of Propwash so I am not new to the club at all. During the year, I had received flattering comments that communications had definitely improved, and those who live away from Port Macquarie were adequately informed about the club's business. To stay informed, please like our Facebook Page (<https://www.facebook.com/HDFCgroup/>). Members should join our Facebook Closed Group (<https://www.facebook.com/groups/HDFCgroup/>)

HDFC Open Day is on 29th November and I urge you to invite your friends and family to our clubhouse. It is an excellent way to show the community what we do as a flying club.

I would like to remind you that Propwash can only be successful if members and pilots contribute content. So please send comments, photos and stories to editor@hdfc.com.au.

Enjoy this last issue of 2015 Propwash. Wishing all members, families and friends Happy Holidays! Fly Safe! See you in 2016!



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MP - BE THERE!**



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WWW.HDFC.COM.AU

WHAT A MEMORABLE YEAR!



PRESIDENTS REPORT BY ROD DAVISON

Memorable for both the good and the bad.

In January our CFI and Level 2 maintenance engineer, George Northey, suffered a serious illness resulting in amnesia. The impact on the club was huge and the committee had to move swiftly to minimise operational instability. Glenn Cleary and Alan Bradtke stepped up in the maintenance field while Ray Lind became CFI. Through hardship the club spirit shone with the Helping George campaign gaining tremendous support raising over \$14000. George is currently living in Sydney with his sister and still suffers some short term memory loss.

The other major setback involved a Foxbat landing incident in early October. Damage included a collapsed nosewheel and prop strike. Thankfully there were no injuries. The aircraft is currently undergoing repair and should return to service at the end of the month. It has been a difficult time for all involved and I especially feel for the students who have had their training disrupted. Your patience and understanding are much appreciated.

The good news is our new Foxbat is arriving in Melbourne on the 26th November. Delivery should then occur within two weeks. So there is light at the end of the tunnel with 2 Foxbats available from early December depending on the sale of 24-7395. Our instructing team should also be back to full strength with the addition of John Hayler and Mike Bullock.

Further good news during the year was the completion of the clubhouse renovations. The new colourbond roof, ceiling, fans, carpet clean, electrical work and exterior painting have transformed our premises. Leslie Williams MP will officially open the renovations on Sunday 29th November at 10am during our Open Day.

The 2015 Open Day on Sunday 29th November is shaping up to be the best yet. Council has allowed us to rope off an area in front of the hangar for static display of aircraft. All owners are encouraged to participate. Other exhibitors include the Port Macquarie Antique and Classic Car Club, Hastings Radio Modellers and the Australian Air Force Cadets. TIF's will be available as well as the usual food and drinks making for a great day of aviation indulgence.

PRESIDENTS REPORT BY ROD DAVISON

Attendance was up slightly at the August AGM. Replacing Alex Pursehouse and George Northey on committee were Craig Whiting and Veronica Lind. George and Alex contributed much during their time on committee, always demonstrating that well known club spirit. Thanks to you both.

There was another pleasurable memory from the AGM with the induction of Ray Lind to HDFC Life Membership. This is a well deserved honour as Ray has been associated with this club for over 30 years, with the majority of this time being on committee and serving as Club Captain. Ray is currently our CFI and Vice President.

Congratulations to the 2015 Flying Scholarship recipients. They were Lachlan Davidson and Matt Kneipp. Both are eagerly awaiting the Foxbat return.

Several donations to the club have occurred in recent months. Bob and Phoebe Ann Needham purchased a new dartboard, Col Parker donated GPS/Radio equipment and books, John Flamish books while the Laurieton United Services Club have provided show tickets and bottles of wine. Thanks one and all for this kind support.

Since the previous newsletter club members have participated in many memorable activities including the Camden Haven Flying Day, Narromine Aus Fly, Newcastle Tri Club Flying Competition, Fly & Spy and the Mekong Restaurant Night. All were well supported and highly enjoyable events. The calendar remains busy until the end of the year so please check out events and support the club. The New Year's Eve Party is on again and one not to be missed for memorable moments.

Despite the bad news stories of the year our club remains strong and looking to a bright future. Although income is down from ab initio training during the last month, the CTLS managed 62 hours of flying. Club spirits remain high and I appreciate the wonderful support during the difficult times.



ROD

Have a Happy & Safe *Christmas!*

**LACHLAN****DAVIDSON****MATT****KNEIPP**

FLYING SCHOLAR SHIPS 2015

CONGRATULATIONS

Six high quality applicants vied for a 2015 HDFC Flying Scholarship. During the selection process it became evident the final decision would be most difficult. It is in this light that the HDFC is proud to announce the two successful applicants were Lachlan Davidson and Matt Kneipp.

Lachlan was already a student pilot with several hours logged. He resides in Hat Head and is a sixteen year old student attending St Pauls College, Kempsey.

Matt is also sixteen years old and attends Camden Haven high School. He is a member of the Australian Air Force Cadets.

Congratulations to both boys. Welcome to the HDFC and good luck with your flying. Remember, the harder you work, the luckier you get.



**STANDING: BRUCE DUNLOP . GREG CONNORS . CRAIG WHITING . CALEB BUTTERFIELD
 . MATT CONNORS . ROD DAVISON
 KNEELING: JOHN HAYLER . ED GODSCHALK ---- 12 SEP 2015**

HDFC retains Tri Club Trophy

The annual Tri – Club Flying Competition was reduced to just two clubs this year with Manning River Aero Club unable to field a team. However, Royal Newcastle and Hastings District both fielded strong teams with 16 pilots competing.

The scene was the RNAC field at Rutherford on a beautiful Saturday in September. The competition was fierce with good flying being the order of the day. The grass runway, with fence to keep pilots honest, allows close range viewing of the action and is the ideal flying competition location.

At the conclusion of flying only 10 points separated the teams with HDFC victorious. It was with much pleasure we returned to PMQ with trophy in hand.

Congratulations to the winning HDFC team who travelled to Maitland in four aircraft. Team members were Bruce Dunlop, John Hayler, Matt Connors, Greg Connors, Ed Godschalk, Craig Whiting, Caleb Butterfield and Rod Davison.

CAPTAIN'S REPORT.



August 2015 Pilot Proficiency Day

RAY LIND.

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, with our absolute emphasis on perfect landings now rather than focusing on box scores, we have decided to use the CTLS in these exercises as well but only for those pilots who have received their endorsement.

Our August Pilot Proficiency Day was held at YCMH. This is such an ideal flying site and we had twelve (12) pilots fly in our event. How privileged we are to be able to fly in and out of such a beautiful airstrip that is so close to YPMQ. For that we thank our very generous hosts, John Hayler and the rest of the crew for allowing us to share such a special venue. Our PPD became a very well attended family day as well with its wonderful advantage of giving spectators some views of very 'close up' flying. Children and dogs also got to share the passion that our pilots feel from right beside the runway. We also had lots of demonstration flights from the 3 RV aircraft that are based there. Such an exciting day of flying! Both the Foxbat and the CTLS were kept busy all day thanks to Bruce Dunlop helping out with the air judging.

For our PPD we had two flying activities very suited to this delightful grass airstrip. We did a Bomb Drop onto a target from 200' followed by a Spot Landing onto RWY 12.

I have to thank Bruce Dunlop for all of his hard work and enthusiasm in running the PPDs while I've been away for over two months. Bruce has done the very difficult and demanding job of being the air judge on each of the PPDs and also taken on the role of mentor for our less experienced pilots. Many thanks, Bruce as I know all of our pilots appreciate your dedication and enthusiasm.

Bomb Drop

Our master bomb aimer on the day was Bruce Dunlop who landed his bomb only 5 paces from the target, scoring him 45 points. Second was Rod Davison on 38 points and third was Ed Godschalk on 34 points. This is a fun event in accurate bombing but it does require very good pilot flying skill in maintaining a very accurate 200' low level fly pass as the bomb is released and also being able to judge exactly when to drop it.

Spot Landing

The Spot Landing event required the pilot to accurately judge a very tricky approach onto RWY 12 so that the mains of the undercarriage touched down on the scoring boxes with the nose wheel well into the air out of harm's way

CAPTAIN'S REPORT.

RAY LIND.

continue ..

The results were:

1st- John Hayler was unbeatable when he touched his wheels right in the 50 point box for a perfect landing.

2nd was Craig Whiting on 40 points and

3rd, Ed Godschalk and Rod Davison both on 30 points.

After our exciting and very satisfying day's flying our winners were:

1st- Craig Whiting on 70 points overall.

2nd- Rod Davison on 68 points

3rd- John Hayler on 65 points

4th- Ed Godschalk on 64 points.

The close point scoring is indicative of the good quality flying from our pilots all day. Every pilot also scored bonus points for their landing with the nose well in the air and right in the middle of the runway. Well done everyone.

September 2015 Tri Club Competition

8 pilots flew in the Tri-Club competition on a beautiful day at Maitland. Three flew the Foxbat, two in the CT, John in his RV6 and the Connor boys in their Pioneer. Taree did not attend. The top four scores from each club were tallied to determine the final result, HDFC 996 points and RNAC 986. We retained the trophy for another year.

The day was also our monthly PDD. The results being:

River Bash: 1st Bruce Dunlop (100) 2nd John Hayler (95), 3rd Rod Davison (90)

Spot Landing: 1st Rod Davison (98), 2nd John Hayler (91), 3rd Bruce Dunlop (86)

Flour Bomb: 1st Matt Connors (87), 2nd Greg Connors (83), 3rd Rod Davison

After handicaps the overall winner was John Hayler, with Rod Davison second and Craig Whiting third.

October 2015 Pilot Proficiency Day

As the Foxbat was laid up we were limited to the CT and pilots qualified to fly it.

It was a fine day with light winds in the morning increasing in the afternoon however still good flying conditions. Runway 21 for most of the morning and 03 from 11:30am.

5 pilots flew, 4 in the CT and Dennis Stacey in his own aircraft.

Three exercises made up the routine. 1st was the stuck throttle with a spot landing, Flybox set to 5700 and the throttle to 3500 rpm. The throttle was set downwind approx. abeam one third down the runway. This position and setting made for a comfortable approach.

2nd was the Riverbash and lastly, the 2000' overhead practise forced landing.

All flew well with good landings, the bonus system is working well.

Stuck Throttle

1st Bruce Dunlop 40, 2nd Craig Whiting and Dennis Stacey 30

Riverbash

1st Bruce Dunlop 63, 2nd Dennis Stacey 54, 3rd Caleb Butterfield 53

Forced Landing

1st Bruce Dunlop 87, 2nd John Hayler 67, 3rd Craig Whiting 56

Overall after handicaps

1st Bruce Dunlop 180, 2nd Dennis Stacey 130 and 3rd Craig Whiting 127

AUS FLY Narromine

**SEP
4-6**

If you are looking for an enjoyable Fly- In experience then Aus Fly at Narromine is the way to go. Around 400 aircraft visit during the weekend with many opting, as we did, to camp under the wing. It was still bloody cold with some freezing their butt off. Only a minor detail in the overall aviation experience.

Our six aircraft looked great sitting in a field of daisies with tent erected nearby. This is what grass roots flying is all about. Those attending were Anson and Bob in the RV8, John and Mary in the RV6, Rod and Steve in the CTLS, Steve and his son in the Sonex, Matt in the Alpi and Doug in the Foxbat. Those opting to drive included Ross and Jan, Phil, Col, Paul and Greg.

Numerous static displays and a spectacular Air show managed to keep everyone busy on Saturday. Aero Club drinks and food went down nicely in the evening.

En route weather was less than perfect in both directions with low cloud and fog covering the Upper Hunter. Careful analysis of weather information led to informed decision making allowing a safe flight.

more photos on Facebook
- <https://goo.gl/CqnKdd>



rod

Put Aus Fly on your 2016 agenda



FLYING BOBCAT FORMATION

BY MARY PAVICICH

I must certainly be one of the luckiest people on the earth to have had the amazing pleasure of going formation flying with this group of delightful pilots. Every Saturday morning they soar above Port Macquarie skies in their colourful aeroplanes and people on the ground stretch their heads up to gaze at them in wonder.

Bobcat 1 is David Rolla Cooke who once told me "Flying is a disease, Mary." Well, he should know, he's a doctor. I'm sure I've been afflicted. David Rolla Cooke has a beautiful DeHavilland Chipmunk painted in original colours and made in Canada in 1950. This man has a hat to match his aeroplane and always wears a stripy jumper and a big smile. Sitting in tandem in a 65 year old plane is really something if you haven't done it before. They tell me that

in the summertime it smells of oil as you step on the seat and drop yourself into the past and gaze at the antique gauges. The only thing that is new is the headset you put on to let Dave know you are strapped in and sure are ready to go on this wonderful experience. On one embarrassing occasion, I was fumbling with the straps when everyone was ready to go and David Rolla Cooke had to do some acrobatic manoeuvres to help me out, and Bobcat 2 was making fun of us over the radio. I was thinking of giving Bobcat 2 something other than the normal two fingered peace sign I usually give him when we're up in the air.

Bobcat 2 is Alan Bradtke who flies a blue tipped white dove. It is really an RV12, the very first RV12 in Australia actually. Alan flew Skyhawks in the Navy so formation is a walk in the park for him. When Bobcat 1 calls for a break, Alan banks his aeroplane at 70 degrees and once he lost his glasses while



FLYING

BOBCAT FORMATION

continue..



doing so. Bobcat 4, who concentrates so hard that he sweats up a storm, gazes over at Bobcat 2 and wonders how he is so cool, calm and collected all of the time. Alan is the man who knows how to fix anything while wearing a Rotax hat, and could probably build you a hundred aeroplanes.

Bobcat 3 is Greg, and he is known as the Fearless Leader. He flies a Diamond and I don't know a lot about him except that he's very clever, but I know these Diamonds are the latest greatest aeroplanes and the Chinese love them. They look like elegant flying spiders in the sky.

Bobcat 4 is Mr. John Hayler, a lovely jovial and polite man who has the friendly smile of Santa Claus with a Rhodesian accent to top it all off. John is an ex Cathie Pacific pilot who has retired and now flies a yellow RV7. They say people who drive yellow cars are warm and friendly. I'm certain this is the case with aeroplanes as well. John takes formation very seriously and concentrates very very hard, all the while chatting of course because he is a most wonderful chatter. So much so that by the time he is back on the ground his hand is the colour of the leather on the stick. He always says when he arrives at 1000 ft "AHHHHHHH isn't it beautiful! I never get tired of this!" I know exactly what he means.

Bobcat 5 only appears on the horizon once in a blue moon. The dashing Anson Needham is a Qantas pilot who flies A380s to Dallas and back, and we are very lucky that he spends all of his free time at home with us. Anson flies the greatest shiniest red plane you've ever seen. A brand new RV8 that looks like the best toy plane you ever dreamed of when you were a kid. Anson and his plane are a smooth aerobatic duo, but not during formation of course. Sitting behind Anson is like sitting in a brand new toy that reminds you of an old one and you really don't care what he does in the sky because it'll be lots of fun. You look down below at the dots of people on the ground and imagine that they are all envying you up there.

Before going up there is always a pre-formation huddle on the ground with the aeroplanes waiting patiently behind for their task. Papers with number sequences are handed out to each pilot by the Fearless Leader. If you fly with Bobcat 4, you'll need to hold up your paper for him to meticulously follow. However, I've never seen Bobcat 2 use his form paper. I suspect it is stuffed into his back pocket.

And if you are in the back seat of Bobcat 1 after take off, Bobcat 2 always squeezes in so tightly to the Chippy that you can read the lips of his passenger Glen Cleary. At which point David Rolla Cooke always says to me "You can tell when Al's having a good day".



FLYING BOBCAT FORMATION

continue..

No matter whom you may get the pleasure of flying with during formation it is indeed the greatest treat ever. Rising up into the sky with these great and wonderful creatures beside you is a feeling I cannot find any words to describe.

You can't wipe the smile off your face as you gaze at these magnificent men and their flying machines floating beside you. You can see the expressions on the faces that are flying next to you and if you want to you can even wave.

On a sunny morning the town of Port Macquarie is alive with colour and the ocean stretches endlessly in blue. Whales play below you that you will only spot because your pilot is too busy concentrating. And even on a cloudy day the experience is breathtaking when you see the blue tipped dove soar up above you to catch a small ray of sunshine though the clouds and rain on the horizon. Or the outline of the Chippy as it climbs into the light. They are friends that soar the sky together trusting one another, depending on one another, and landing with one another.

When we get on the ground, David Rolla Cook says " Well, we made it Mary, time for a coffee!"

And so off we all go to the furniture shop to have coffee and celebrate that we have all landed safely from another magnificent Saturday morning adventure. Surely the rest of the day could not even compare!

Last week, the waitress at the furniture shop alerted these pilots that their photo had been placed on the front of their café sign. So they all marched out the front to have a look, only to be disappointed that it was a photo of them sipping coffees instead of their aeroplanes. Maybe its time to take the waitress up.

BOB NEEDHAM

A VISIT TO R.A.F. STATION DUXFORD

OR
DOODLEBUGS & ALL THAT



THE IMPERIAL WAR MUSEUM AT DUXFORD

This picture was taken on my recent visit to The Imperial War Museum at Duxford aerodrome in the county of Cambridgeshire in England. The aeroplane behind me is a German V-1 pilotless flying bomb similar to a modern day cruise missile. In Germany it was known as the Vergeltungswaffe 1 or V-1 which roughly translates as Revenge or Retaliation Weapon 1. To us in England this beast will ever be known as the Doodle Bug or Buzz Bomb. Just looking at this one on my Duxford visit made my skin crawl and I got an all consuming sense of being in the presence of a great evil. In the inner most reaches of my mind I fancied that I could still faintly hear that loathsome harsh crackling roar of its pulse jet motor. That very same sound that I heard on occasions as a boy during the war and as I stood there I was overtaken by a great sadness. If you look closely at my face in the picture you may be able to detect this.

During the time of the V-1 attacks I was living with my mum on the borders of South East London and North West County of Kent. The area where we lived

was known colloquially to the rest of England as "Buzz Bomb Alley", "Doodle Bug Alley", "Bomb Alley" or simply "Hellfire Corner". The history books tell us that at the start of the German V-1 bombing campaign against England, up to 100 V-1s fell every hour on London. It was not for nothing that his period of the war was often called the Second Blitz by the Londoners that suffered through it. Over an 80 day period more than 6,000 people were killed with over 17,000 injured. Many horrendously so. A million buildings, mostly homes, were wrecked or damaged. The majority of the V-1s landed in our area of South East London and North West Kent. They were enormously destructive as they were packed with about one ton of high explosive. The blast from a V-1 explosion was capable of taking out a row of at least ten houses in one go. This often meant that at least 50 people would be killed. Men women children; civilian or military; married or single; young or old. It was all the same to a V-1. It was not selective. It killed with an even hand.

Hitler tried to kill me with one of these Vergeltungswaffe on one dark night in late 1944. Obviously not specifically me but I must say that to my young mind it did seem rather up front and kind of personal. I was about five and a half years old at the time and had crept into my mother's bed that night. She later told me that some time after midnight a huge explosion, like the trump of judgement day, woke her up. It was a V-1 explosion. Luckily for us the Doodlebug had landed in the next door street about 200 metres away from our house. The blast from the bomb took our roof off and blew the windows in. In the process a couple of two foot long shards of glass speared into my bed where I would normally have been sleeping had I not been in need of a cuddle that night. If you ever needed proof that cuddles are good for you then here it is!!

It wasn't our turn to cop it that night but the poor unfortunates in the street next to us got it big time. My uncle Patrick and aunt Jessie lived in a house in that street about 100 metres from where the V-1 hit. My mother and I had lived in that same house when we first moved into the area but had moved out to the next door

continue from previous page

Hitler tried to kill me

Written by Bob Needham (Survivor)

street about a year earlier. The house was flattened but both my uncle and aunt crawled out of the wreckage much shaken but alive. Aunt Jessie was taken to hospital in a wheel barrow by my Uncle Patrick with glass wounds in her back and neck. The emergency services just could not cope that night because so many people were either killed or injured by the direct hit on their street. My Mum told me that I slept through it all but I do remember, next morning, seeing my bed covered in glass with two very long bits sticking up out of the mattress.

And later the V2s came and they really were terrifying but that is another story.

WOULD YOU LIKE TO JOIN ME?

WATCH THE 2015 HIGHLIGHTS >

CHECK OUT 2016 DETAILS >

EAA Airventure at Oshkosh 2016

July 25-31, 2016

Visit the world's largest aviation gathering during the last week of July 2016. Several club members have indicated an interest in attending this event. It would be fantastic to have a large HDFC contingent meet in Oshkosh. I have already booked flights and accommodation at the University of Wisconsin. If you would like to join us please email roddi194@yahoo.com.au for more information.

Events - 11/12

Take note of events happening in November and December. We look forward to your participation! For more details on these events, please refer to our website or Facebook Group Page.

HDFC Open Day

29 Nov from 9.30 am to 4 pm



HDFC Open Day is an important day to promote the Hastings District Flying Club and Flying Training. This year, we have Leslie Williams, MP to grace the official opening of the renovated club house. The public will be excited to view the 15 aircraft and numerous vintage and classic cars as part of the static display. Raffle tickets are on sale with lots of prizes and will be drawn during Presentation Dinner on 5th December Night.

In preparation for the Open Day, we are calling for Working Bees to clean the clubhouse and its surroundings on Saturday, 28th November. We also need volunteers during the hours of the Open Day. Please check Facebook for details and register your interests with Rod via email president@hdfc.com.au or phone 0419632477

NYE PARTY. This year, the theme is **FLY into the New Year** so that means you come wearing any costume that signifies flying. You can be a pilot, bird, bumble bee. I'm sure you have lots of ideas. See you then!



18 NOV

CASA Aviation Safety Seminar - 6 pm



22 NOV

Dexfield Park Fly-In / Drive-In Pizza Lunch



18 DEC

Christmas Party



HDFC regards aviation safety as our #1 priority and it is beneficial to the aviation industry if you attend CASA Aviation Seminar on 18th Nov at the clubhouse from 6 pm. Please register your attendance on www.casa.gov.au/avsafety

Clyde and Sue Stubbs host this year's Dexfield Park Fly-In/Drive-In Pizza Lunch once again. Please refer to our website for details.

Bring a plate to share for HDFC Christmas Party on 18th December.

For enquiries on HDFC events, please contact Veronica Lind on marketing@hdfc.com.au

CFI Report

AVIATION SAFETY IS
OUR #1 GOAL

By Ray Lind, Chief Flying
Instructor, Hastings District
Flying Club

After travelling through Europe for 2 months it was certainly a great relief to get back home again. Travelling is very exciting and interesting but in our case I think we tried to cover a little too much with too little time in some areas. Nevertheless it was an unforgettable experience with some incredible memories both good and bad.

While I was away Steve Smith took on the difficult and demanding role of temporary CFI. For his unceasing efforts I thank him deeply as he was very busy dealing with many difficult issues during my absence. For your outstanding efforts, Steve, HDfC and I thank you deeply. I know Steve's presence was very reassuring and appreciated greatly by all of our pilots.

In my role as CFI I would like to be able to transfer my knowledge and skills to all of my students and any other pilots who may require some guidance. In addition to any knowledge I may have gleaned over the years, I am also keen to be able to use our other very experienced instructors and any ideas, assistance and knowledge they may like to share as well. This can only make all of us better and safer pilots. Safety is the key ingredient in all of our flying and training. Every area must be covered to make our flying as safe as it can possibly be.

I thought it was timely to share with everyone the final stages of a successful landing. All of my students are very familiar with this slide and they all have my key words echoing in their minds as

BASIC CIRCUIT LANDING



60kts. (70kts if rough.)
Eyes roving: far end, middle, ASI
60kts. Repeat this sequence to round out. Do Not look at threshold.

Elevator controls the speed

Power controls the rate of descent

Starts at the height of a house.
Slight back pressure to slow descent rate. Let aircraft sink to 1m above strip.
Eyes looking 150m ahead and to the side.

1m above strip. DO Not look over the nose... look to side.

Hold off for as long as possible. During hold off, back pressure increases slowly. Nose slowly rises but no height is gained.

Aircraft lands on mains as it runs out of speed totally (stalls). Column is HARD back, nose high and a/c is right in the middle of the RWY. Steer with RUDDER.

CFI REPORT by Ray Lind ... continue

they go through the HOLD OFF phase and then the landing roll...'**KEEP THE COLUMN HARD BACK!**'

The diagram is self explanatory and as all students know, a successful landing doesn't just happen through luck; it requires a huge amount of practice, knowledge and currency. Without currency, even a pilot with vast experience can easily misjudge a landing totally and if lucky enough to walk away, wonder... 'what happened?'

You'll notice the American term, 'flare' IS NOT used as this rather simplistic term does not go any where near explaining the landing phase; especially in 'difficult to land' high wing aircraft like the Foxbat or the CTLS. Nevertheless, once the ROUND OUT and HOLD OFF routine is fully mastered, the high wing aircraft are a delight to fly and it sets the students up to be capable of flying and landing any other aircraft configuration for the future.

The diagram on the previous page nominates the speeds we use for the Foxbat. I hope you find it of some use, even if it's just to refresh your memory of your own learning experiences.

After the aircraft has completed the 'landing roll' DO NOT touch anything. Leave the flaps where they are, keep the **COLUMN HARD BACK** as you taxi back to the exit point on the runway keeping exactly in the centre of the runway at all times. As you cross the holding point, give your radio call that you are clear and come to a stop. We then use the acronym F.I.S.T. to ready the aircraft for return to the hangar. F. Flaps up, I. Instruments reading correctly, S. Stobes off, T. Transponder back to standby. Then taxi carefully back to the hangar keeping the column back hard at all times to keep excessive weight off the nose wheel.

Remember, the flying is not over until you have put the aircraft safely back into the hangar! A pilot's responsibility is vast.

Nose High Column Hard Back



AIRCRAFT WASHING Roster.

Fortnight Beginning	Team	Phone
2/11/15 to 16/11/15	Caleb Butterfield	0473070177
	Jack Kalchbauer	65838332
16/11/15 to 30/11/15	Bruce Dunlop	65595444
	Robert Stanborough	0419206656
30/11/15 to 14/12/15	Richard O'Neill	0427812635
	Ken Trotter	0428664300
14/12/15 to 28/12/15	Rod Davison	0419632477
	Graham Smith	0408409966
28/12/15 to 11/1/16	Ray Lind	0428820698
	Tim Amor	0418296380
11/1/16 to 25/1/16	Glenn Cleary	0409485688
	Mary Pavicich	0419693617
25/1/16 to 8/2/16	Ed Godschalk	65844339
	Lachlan Davidson	0447290067
8/2/16 to 22/2/16	Craig Whiting	0406025416
	Matt Kneipp	0408698833
22/2/16 to 7/3/16	Ivan Daniel	0428840244
	Russ Delforce	0414710440
7/3/16 to 21/3/16	Jan Burgess	0450223446
	Ross Allen	0404207199
21/3/16 to 4/4/16	Steve Smith	0405775192
	Mitchell Paterson	0487836901
4/4/16 to 18/4/16	Dave Toulson	0418668355
	Rod Davison	0419632477

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

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

How does it work? Two people are scheduled on a fortnightly basis. Washing can occur at any time during this period. The first person (underlined) should contact their partner to arrange a suitable time. Book the aircraft on the calendar. If you cannot perform your duty in the allocated time period you may arrange a swap with another team. Any changes should be clearly shown on the noticeboard roster.

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

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

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

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

Thank you for your assistance in sharing the load.

Rod Davison

BAR Roster.

13th Nov

John Hayler

20th Nov

Dennis Stacey

27th Nov

Rod Davison

4th Dec

Alex Pursehouse

11th Dec

Ray Lind

Payment of Accounts

Members who direct deposit account payments are reminded to reference their deposit with their name. This includes deposits made at HCCU branches.

The bank details are:

Holiday Coast Credit Union, Hastings
District Flying Club,
BSB: 802 214
Acct No: 35022

You can also pay your account with EFTPOS or a Visa or Mastercard, but you will need to come to the club. We are unable to take such payments over the phone.

Pilot Whiteboard Details

All RAAus pilots flying club aircraft must update their details regularly. The information on the whiteboard is vital in determining both licence and flying currency. Pilots can either write up their own information or email it to CFI Ray Lind at CFI@hdfc.com.au

Student pilots should provide their details to the CFI Ray Lind at cfi@hdfc.com.au

Details required include: •

- Name
- RAAus membership number
- RAAus expiry date
- AFR renewal date and
- Date last flown

NEW Members - WELCOME!

MARY PAVICICH - Flying
MATT KNEIPP - Flying
CEDRIC WARNER - Flying
LACHLAN KIRWAN - Flying

FLY & SPY

“Seeking out Hastings Secrets”

24th October 2015

Despite a delayed start due weather, fifteen teams managed to Fly and Spy around a course taking them up the Maria River to Telegraph Point, then down the railway line to Herons Creek, east to Bonny Hills and finally north coastal to Port Macquarie. Teams enjoyed varying success with much debate generated by certain questions. Aircraft choice also made for interesting spying, especially those in Rod Hall's Lancair IV who were overwhelmed by the speed.

About 40 people attended the Presentation Dinner where results were announced.

Congratulations to all participants. Your enjoyment of the event makes the organisation worthwhile. Special thanks to Di Davison for providing a fantastic meal along with all those who provided salads. LUSC donated two bottles of wine as prizes. “Clear Mind, Clear Prop” key rings were provided by RAAus as minor prizes.

RESULTS

PLACE - TEAMS - CREW - AIRCRAFT - PRIZE

- 1 - Naked Pilots - Clyde/Sue - C150 - \$100
- 2 - Team Bullski - Mike/Renee - CTLS - \$50
- 3 - Connors Twins - Matt/Greg - Pioneer - \$50
- 4 - Mockingbirds - Steve/David - CTLS - Wine
- 5 - Geographically Embarrassed - Anson/Mary - RV8 - Wine
- 6 - Dynamic Duo - Craig/Ed - CTLS
- 7 - Pinky & the Brain - Caleb/Dylan - CTLS
- 8 - Team Two - Patrick/Dennis - Glasair
- 9 - Mutley & Penelope Pittstop - Ivan/Diana - CTLS
- 10 - What Goes Up - Mike/Alan - RV12
- 11 - Team Cherokee - Cedric/Dennis - Glasair
- 12 - Cob Bats - John/Ann - RV6
- 13 - Lancairs - Rod/Tim/Ellie - Lancair IV
- 14 - Team One - Matt/Dennis - Glasair
- 15 - Barbie & Teresa - Doug/Molly - Foxbat - CABBAGE





Management Committee & Flying Instructors

President	Rod Davison T: 6583.3835 E: president@hdfc.com.au
Vice President/Club Captain/Chief Flying Instructor	Ray Lind T: 0428.820.698 E: cfi@hdfc.com.au
Secretary	Bruce Dunlop T: 0414.594.223 E: secretary@hdfc.com.au
Treasurer	David Toulson T: 0418.668.355 E: treasurer@hdfc.com.au
Facilities Manager	Craig Whiting T: 0406.025.416 E: craig.whiting@mac.com
House Manager	John Hayler T: 0414.580.246 E: charliervictor44@hotmail.com
Committee Member	Ed Godschalk T: 0400.220.881 E: egchalk@gmail.com
Events Manager	John Hayler T: 0414.580.246 E: charliervictor44@hotmail.com
RAAus Senior Flying Instructor	Bob Needham T: 6583.3418 E: bobneedham@induna.id.au
RAAus Senior Flying Instructor	David Massey T: 0403.925.462 E: david@massey.nu
RAAus Senior Flying Instructor	Steve Smith T: 0405.775.192 E: sfrgsmith@me.com
RAAus Flying Instructor	Dennis Stacey T: 0407.006.292 E: hastingsair@bigpond.com

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

Prices.

Including GST

Aircraft for Hire

- Aeroprakt A22LS Foxbat - \$125/hour
- Flight Design CTLS - \$135/hour
- Cessna 152 VH-IVA - \$180/hour (contact David Massey)
- Cessna 182 VH-DUZ - \$250/hour (contact David Mitchell)

Flights

- Trial Introductory Flight (TIF) - \$85 - purchase online <http://goo.gl/go7KbX> or call us
- Hangar rental - \$180

Memberships

- Flying membership - \$80
- Social membership - \$35
- Junior membership - \$11

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



Have a Great Holiday!
See you in 2016!

Veronica Lind
Editor



HASTINGS DISTRICT FLYING CLUB

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 two aircrafts available for hire by flying members— a Foxbat for \$125/hr and CTLS for \$135/hr (including GST).

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