

PROPwash

Hastings District Flying Club NEWSLETTER

President's Report

October 2014



The August AGM saw the retirement of two long-standing committee persons. Bill and Lyndal Coote have purchased a home on Lake Macquarie and will be moving late October. During the last ten years both have served on committee in various positions including Bill as President and

Lyndal as Treasurer. Their dedication and enthusiasm will be sorely missed. Bill and Lyndal will be officially farewelled at the Annual Presentation Dinner in late November.

Joining the committee were David Toulson and Alex Pursehouse. According to Dave, his main claim to fame is being our longest serving trainee pilot. He is also a talented accountant and will be a great asset to the club. Alex owns a Trike and was named Pilot of the Year in 2013. He is a businessman bringing valuable expertise to the club.

Flying activities remain buoyant with flying training predominating. Conversion training to the CTLS is still restricted due to the lack of a manifold pressure gauge required for the constant speed propeller endorsement. The factory is providing the necessary paperwork and materials for the reconfiguration but unfortunately their customer care parallels their aircraft delivery program in terms of speed. In the meantime the aircraft is proving a delight to fly and a real performer. For our GA pilots the good news is David Massey now has a Cessna 152 available for hire at a special club rate. Contact David for more information regarding your GA requirements.

Replacing the hole in the Foxbat panel is a new Avmap Ultra EFIS. Not only does this little

instrument provide an artificial horizon but also airspeed, altitude and heading information. It is one button simple to use adding to the flexibility of the aircraft. Also purchased are two quality David Clarke headsets enabling clear communication in comfort. Headsets and other aircraft equipment can be easily damaged so I would ask that all equipment be handled with care and respect. Please treat as if your own because as a club member the equipment is your own.

Extending care of equipment to our aircraft, a washing roster has been implemented. It is vital we care for our valuable assets with regular washing so that any deterioration is slowed. Initial response is encouraging and I am sure all pilots appreciate a nice clean aircraft.

Congratulations to Anson Needham on the completion of his beautiful RV8. The aircraft made its maiden flight with Anson at the controls on Sunday 27th July. A large number of club members were on hand to witness the historic flight.

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Hastings District Flying Club operates at Port Macquarie on the NSW Mid North Coast, with a hangar and club house at the airport. Friday night is Club Night from 5pm, with a sausage sizzle every 1st Friday—visitors welcome. Club membership is 85.00 (flying) and \$35 (social). The club owns one aircraft available for hire by flying members—a Foxbat for \$120 incl GST. A monthly pilot proficiency day and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

President's Report (cont)

Staff and students of the Australian International Aviation College (AIAC) visited for a meet and greet sausage sizzle in early September. Eighteen students are currently training in PMQ with that number set to grow on a regular basis. The large crowd in attendance had an enjoyable night which can only foster our relationship with the college.

The 2014 HDFC Flying Scholarships have been awarded to Caleb Butterfield and Jack Kalchbauer. The boys prevailed in a strong field of eight applicants. Both are progressing well and proving to be worthy recipients. Congratulations.

The Recreational Pilot Licence was introduced on 1st September 2014. However, there was still confusion about the licence which David Massey helped clear up with his recent presentation to club members. CASA also recognise this confusion and will present an AvSafety Seminar relating to all the new licences. It will be held in the clubhouse on Wednesday 5th November at 6pm.

The original PMQ airport terminal is now the office and briefing room of our clubhouse. Bob Needham and Ian Moss recently met with Port Macquarie-Hastings Council Heritage representatives to discuss the historical significance. The Council response was quite positive and the possibility of a heritage listing is now being explored.

Three flying events in the last month have entertained club pilots. Firstly, our team of Bill Coote, Caleb Butterfield, Ed Godschalk, Craig Whiting, Jon Maguire and Rod Davison successfully defended the Tri Club Flying Competition Trophy in Kempsey. Congratulations to the team and also thanks to air judges Ray Lind and Bruce Dunlop and to Lyndal Coote who was kept busy ground judging. Secondly, some flew and many drove to Taree to witness the arrival and departure of 39 Tiger Moths in the Great Tiger Moth Air Race. A truly spectacular sight and nostalgic experience. Thirdly, our annual Fly-In and Fly & Spy was held over the long weekend. Thank you to all involved and congratulations to the winners. A full report can be found elsewhere in this newsletter.

If you think we have been busy just look at what is happening in the lead up to Christmas. Events include the Presentation Dinner, Fly/Drive to Dexfield Park, Club Christmas Party and a New Year's Eve Party. Everyone is welcome so mark the dates in your calendar now.

As another year draws to a close I would like to thank everyone for their continued support. Enjoy the festive season and have a safe Christmas and New Year.

Rod

For Hire

Cessna 152 VH-IVA

Club Rate: \$180/hr

Contact David Massey for all your GA requirements including the new RPL

Ph: 0403 925 462



Flying Scholarships 2014

Caleb Butterfield and Jack Kalchbauer are both 16 year old classmates at St Paul's High School, Port Macquarie. However, that is not all they have in common. Both were recently awarded a flying scholarship with the Hastings District Flying Club. Eight quality candidates vied for the two scholarships on offer with Caleb and Jack impressing the judging panel with their sense of direction, enthusiasm and commitment to success. Caleb had already logged several flying hours with the club and has made two solo flights.



Caleb Butterfield and Jack Kalchbauer

The Hastings District Flying Club strongly encourages the younger generation into aviation with nine teenagers currently flying with the club. Eighteen scholarships have been awarded since the inception of the scheme in 2006.

Congratulations



Chris Watt



Paul Hayler

Randy Bable
PIFR and Command Rating

Caleb Butterfield
First Solo August 16th

Greg Connors
Cross Country Endorsement

David Frewin
RAAus Pilot Certificate

Paul Hayler
First Solo

Ken Trotter
RAAus Pilot Certificate

Chris Watt
First Solo



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Hastings District
Flying Club (HDFC)

Fly-In / Fly & Spy 2014



It was third time lucky on the October long weekend. The annual Fly-In and Fly & Spy had already been postponed twice. This time the weather co-operated with a sunny but windy day.

The long weekend timing worked for and against us. It attracted the largest Fly-In contingent but lowest Fly & Spy entries on record.

About 13 aircraft visited on Saturday from Sydney, Wollongong, Warnervale and Maitland. The clubhouse was packed for the barbecue lunch courtesy of Glenn Cleary and Bob Barnett. Other helpers included Phoebe Ann Needham and Ian Moss.

Many of the regular Fly & Spys ventured away for the long weekend leaving only six teams to do battle. Despite the bumpy conditions all managed to enjoy themselves.

About 35 people attended the dinner where visiting pilots were welcomed and Fly & Spy presentations made. George Northey did a sterling job as chief cook and bottle-washer. Results for the Fly & Spy were:

1 st Prize	\$300	Glenn & Damo
2 nd Prize	\$200	Jan & Ross
3 rd Prize	\$100	Bill & Lyndal
The Cabbage		Thomas & Cecily

Winner of the Chipmunk flight kindly donated by David Cooke was Jan Burgess. Thank you to everyone involved in this year's event and to Port Macquarie-Hastings Council for their continued \$500 sponsorship. See you next year.



Rod



Our Great Outback Adventure—Rod Davison

Camden Haven to Lightning Ridge – 31/07/2014

Camden Haven Airport Thursday 31st July 2014. John and Ann Hayler, Bob Barnett and Ian Moss plus VH-OMC a rakish RV6 and VH-UBB a well-proportioned RV7 are preparing to launch into another high adventure into the vast unknown, equipped only with all the electronic gear we could carry plus ample food and water to get us to the next port of call, which was a staggering 2 hours away. We launched at 0100Z hrs in time to get to our first overnight before lunch and a beer to this dot on the GPS known as Lightning Ridge. Tracked via Walcha, Manilla, Narrabri, with a pit stop for fuel at Walget. Our combined intelligence enabled us to get the bowser to part with fuel at the cost of 236.5 cents per ltr.



Up and away 35nm further to the Ridge (that's what outback travellers call it). We were picked up by a delightful young lady, daughter of the manager from the Wallangulla Motel. Booked in, settled and pleased with the standard of the room. What to do now as it was early and some sightseeing was in order. Big and pleasant surprise as the lady of the manor gave us the keys to a new Toyota with the message "take this for a look around - I know where your planes are, so you will bring it back".

Went to an opal mine that had been fixed up for the tourists - that is they had installed a cash register (ka-ting). Very interesting, we decided that we would leave the mining to other more capable persons, as our ancient backs might protest. Drove around and took in the sights, some being very different - the place is populated by characters who seem to thrive on the ridiculous. Back to the motel and then into the club opposite for dinner, a couple of drinks and then back for a good night's kip in preparation for the next leg to Charleville. A bonus for our Senior Cit was to catch up with a friend he hadn't seen for for about 50 years!

Lightning Ridge to Charleville - 01/08/14

It was time to tackle our next obstacle and that turned out to be a very nice breakfast in the motel dining room. The respective senior captains huddled over their scrambled eggs and had deep and meaningful looks at the program. We the first officer types had another cuppa and relaxed knowing we were in good hands. The announcement came that we would be off to Charleville at the crack of smoke-o, so pack all the electronics and summons the driving staff.

Away, in a devil may care attitude via Cunnamulla to the outback town of Charleville, hoping that they had running water etc? It is amazing but true, that after departure the radio failed and Oz Runways failed to supply a little red aircraft on the iPad. But that cunning senior officer in UBB had a hand - held radio that he had borrowed from our likable, but young LAME. It also transpired that if you turn the GPS on, on top of the dash, the performance of Oz Runways can be greatly improved (see I told you we were in good hands).

Arrived at Charleville after a couple of hours of head wind, and a miracle, as the radios came back on. Pleasant reception by Peter the airport manager; filled both aircraft with fuel plus filled the occupants with a pie and coffee. Wait for it - Peter offered to lend us a motor car for our stay! We obviously took him up on it. Can you imagine that happening in Port? Bob decided to drop UBB to the local LAME to have the radios checked. Said LAME was seen rubbing his hands together and slapping Bob on the back saying, "trust me I'm an honest engineer and will ring you on completion of task as requested".

Our Great Outback Adventure (cont)

Into town to a nice motel and a walk around to see the sights. Found a nice pub - settled down for a thorough debrief or two with a publican who was kind enough to put some, out-of-the-oven nibbles, free (I love the outback people). In the meantime, the dreaded call from the LAME, "Come and get it, all fixed. Just need to move cradle out a little as it is too far back and contact is not complete". But to his credit, he advised Bob how to fix the problem when he gets home! (Bob was observed hyperventilating after settling the account!) On our walk around town we stopped at an old pub (a different one) and had a look around as it was full of history. Poppa Coronas had the pub built and as he was a bit of a go-getter, made a little cash in his time. Anyway, the dining room was a very good example of early hotel architecture and the place for us to eat dinner that night. A fine night of really good food and wine was had by all. Time to go to our lodgings. John and Ann decided on a trip to the observatory for a bit of star gazing. Bob and I opted for counting some jumbucks.

Next morning we had booked a tour to see some historical sites around town. Turned out that this was a major US air base during WW11 - no less than 160 B17 bombers based there with 3500 US service personnel. This was the home of the top secret 'Norden Bomb Sights' and we were privileged to see a real live version still in its bunker. Really interesting tour. So it was back to the trusty flying machines for our next leg in this adventure.

Charleville to Longreach - 02/08/2014

UBB showed very poor manners by running rough during the mag check prior to departure. Off with the top cowl (John & Ann sight seeing over Charleville) to discover a plug lead had come adrift (after being with that honest LAME?) Finally, the flight to Longreach was smooth and trouble free for both aircraft. Pre shut-down revealed a further mag drop on UBB so, off with the top cowl again but all plug leads in place. Hawk-eye Moss picks up on a loose "P" wire on the mag and further testing sees a smooth-running engine - problem solved (I wish).

Picked up at airport by motel bus and arrived at very nice lodgings. The motel was conveniently located close to the airport and best of all, next to the Outback Hall of Fame and the Qantas museum. That night we decided that the sunset from Stockman's bar plus another debrief, which turned out to be a good choice. Dinner and a sleep was our next priority. So back to the digs and a much deserved meal, then rest. Next day started clear and just right for a visit to the most fantastic Stockman's Hall of Fame. But first a phone call to Macca at, 'Australia all Over' to give him a weather report and let him know what we were doing. Then a short stroll next door.

We were not prepared for the high quality and the size of this magnificent enterprise. All agreed that it was well worth the trip just for this alone. Unfortunately we could only stay for so long or we would run out of time and miss the Qantas museum. It is a shame but we did not realise how good the various places of interest are and could have allowed more time in the various outback towns that we had seen so far. Qantas museum turned out to be as good as we began to expect from our experiences so far. (Unfortunately Captain John Hayler missed his trip down memory lane - he had flown the 747 Classic during his flying career but ran out of time to climb back in just one more time). I might add that at this point, the crowds of tourists amazed us and I had no idea how many people with grey hair are on the wallaby, just seeing the outback of this great land. Alas, the clock dictated that we had to leave Longreach and head for our next highlight being Winton, the Waltzing Matilda capital of the world.

To be continued in the next edition of *Propwash*.

Photo Competition—Winning Photo



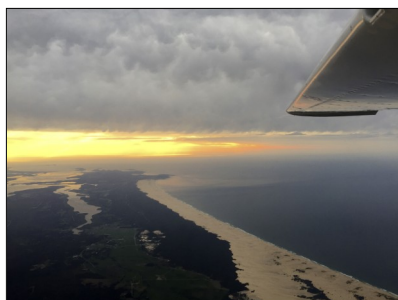
Some great photos have come in but the 'secret panel' has decided on this close up of Anson's red plane by Mary Pavicich as the winner for the great use of angle and light. Congratulations, Mary.

Send in your shots now. If you have an interesting, funny or spectacular aviation photo please send it to me with your details and the winning photo will be displayed in *Propwash*. First prize is one free drink (beer, wine or soft drink) at the club on Friday night.

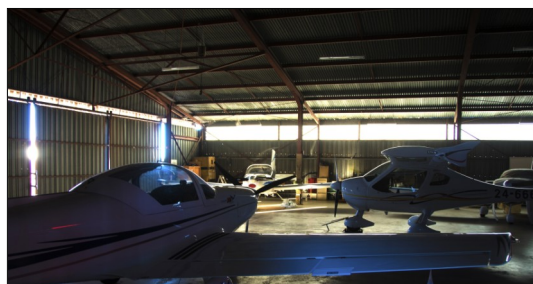
Please ensure you send details of the photo, i.e. where, when, plane type and any other interesting info.

Honourable Mentions also to these submissions:

Send entries to: egchalk@gmail.com



Learning to Fly



Return to Paradise—Rod Davison

Well, most would probably not consider South Grafton airfield Paradise but I am biased. It is here in 1970 I learnt to fly a Victa Airtourer. Too young to drive, every weekend I would hitchhike 20 miles to take my flying lesson. Flying was leisurely on the grass strip with little traffic and no use for a radio.

Fast forward 44 years and an advert for Grafton Aero Club Wings & Wheels Fly-In caught my eye. The CTLS was now available and Steve Smith was keen to come so a plan was hatched.

The winds of the previous week abated but still provided a good tailwind giving a flight time well under the hour and a groundspeed up to 135 kts. As we approached Coffs at 9.30am local the tower was still closed so we arranged mutual separation with an inbound Dash 8. As soon as the Dash landed the tower opened. Figure that!

Coffs to Grafton the wind dropped providing a smooth ride. Soon we were in a circuit which was very familiar 44 years ago. The strip has been lengthened and some bitumen added but it was still a great feeling touching down on that strip.

Here we were in Paradise. A grass strip with parallel taxiways (eat your heart out PMQ) no tall fences, no ASICs and very friendly people wandering around flying machines of all shapes and sizes. This is grass roots aviation at its best. The weather was perfect and the steak sandwiches delicious. All too soon it was time for Captain Steve to fly us home. Over to Red Rock and down the Coffs Coast. Another perfect flight in a great little plane to end a perfect day in Paradise.

Rod Davison



They are Racing—Rod Davison

The frocks and hats were out for the HDFC Race Night. Even the blokes scrubbed up well. Chicken, prawns, champagne and a six race program ensured an enjoyable and exciting night for racegoers. On the racetrack some jockeys bolted while others were left in the barriers. The official results are:

Race 1 – The Beef Stakes
The Shadow ridden by Glenn Cleary

Race 2 – The Fanatics Maiden
Flying Kiwi ridden by Craig Whiting

Race 3 – The Socialites Maiden
Delta India Delta ridden by Lyndal Coote

Race 4 – The Filly Invitation
Starlia ridden by Max(ine?)

Race 5 – The Stallion Invitation
Whiskey India Delta ridden by Bill Coote

Race 6 – The HDFC Cup
Knackered ridden by Bill Coote

Fashion on the Field winners were:

Best Dressed Female—Kirsty Whiting

Best Dressed Male—Craig Whiting

Best Hat—Mary Butterfield

Thanks to race commentator Mark Watson, tote operator David Toulson and the ladies in the kitchen. Everyone had a great time.



Winning Jockeys



Fashions in the Field Winners



The Great Tiger Moth Air Race—Rod Davison

For the first time in its 37 year history the Great Tiger Moth Air Race visited Taree rather than Port Macquarie. Closure of the grass runway and increase in traffic at Port Macquarie were obviously determining factors in the change.

The arrival of 39 Tiger Moths in close succession provided a spectacular sight for the large crowd in attendance. About 20 HDFC members made the trip and were rewarded with a close inspection of the race fleet. After the two hour refuelling stop the first Tiger was flagged away on its return to Luskintyre coastal. Taking off at one minute intervals the departure continued over the next 40 minutes.

The organisers must be congratulated. It is a rare opportunity to view so many Tiger Moths together. Taree proved the perfect venue with everything running smoothly. Thank you for another wonderful aviation memory.



Rod



After every flight, Qantas pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humour. The following are supposedly actual logged maintenance complaints and problems submitted by Qantas pilots and the solution recorded by maintenance engineers.

P: Test flight OK, except auto-land very rough. S: *Auto-land not installed on this aircraft.*

P: Target radar hums. S: *Reprogrammed target radar with lyrics.*

P: Aircraft handles funny. S: *Aircraft warned to straighten up, fly right and be serious.*

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer. S: *Took hammer away from midget.*

Instructor Profile—Bob Needham (cont from April Propwash)



Over the years I have often been asked what aeroplane would I buy if money were no object. Well it would have to be the Hawker Hurricane. When I was a child living in the South East of England the Battle of Britain raged in the skies over my head. On the British side the Battle was fought mainly by Hurricanes of the Royal Air Force (RAF) together with a few of the new Spitfires just coming into squadron service. I was too young to remember seeing them at the time but later in the war I certainly remember seeing "Hurries" over my home on many occasions. At the time this classic aeroplane was still a front line fighter, some of them operating nearby from the famous

RAF fighter aerodrome of Biggin Hill in Kent. Little did I know then that I was destined to fly as an instructor from this hallowed place.

The more modern and faster Spitfire took the public imagination during the Battle of Britain but there is no doubt in my mind and most historians minds for that matter that the Hurricane, together with its pilots, was the prime machine that saved Great Britain, some would say the free world, in its darkest hour. I have flown from the place that they flew from. I have flown in the skies that they flew in. What an honour it would be actually to fly the aeroplane that saved Great Britain!

Another question that most instructors are asked is "What is the most interesting aeroplane that you have flown". For me this is always a difficult one to answer because, at the last count, if I include GA, ultralight and sailplane types, I have flown in command on well over 350 totally different types. All of them have their particular and sometimes peculiar characteristics. Here is just a small sampling.

My all time favourite – the De Havilland Tiger Moth - don't forget to strap into the Sutton Harness painfully tight before flight. If you don't, when you roll upside down your bum leaves the seat and the sensation is that you have just fallen out of the cockpit. Then as you continue the roll you are left swaying upside down in your harness and it feels like you are hanging outside of the aeroplane. Of course the engine stops as you roll inverted because the good old Gypsy Major engine doesn't run upside down. But you knew that was going to happen anyway so you are pretty well up to speed on diving air restarts as there is no starter motor fitted. Great character building stuff. Aeroplanes were made of wood and pilots were made of steel in those days. Not like now where it is the other way around.

The two thirds scale open cockpit Hawker Fury bi-plane fighter was a fun machine - don't round out too high or it will drop a wing on you as you three point. The CAC Winjeel with its castoring tail wheel - don't forget to lock it for take off or you are in for an exhilarating take off as you swerve from side to side down the runway. The Grumman Ag Cat crop sprayer - big old draggy 450 HP engined open cockpit bi-plane – don't go one knot below 80 Kts on final or it won't round out.

Then there was the Pilatus Porter tail dragger with its 600 HP PT6A gas turbine engine - the only aeroplane that I have ever flown that could be taxied backwards. Phoebe Ann and I ferried one of these aeroplanes from Switzerland to Nairobi, Kenya in the late sixties for me to take up a crop spraying job in it. This was just after the time of the Israeli/Arab six day war. We created quite a stir in Libya, Tripoli, Egypt and the Sudan because the aeroplane had the Swiss flag painted on the tail and airport authorities constantly mistook this flag for the symbol of the Red Cross. So what's the problem with that you ask? Well in Africa many gun runners paint the Red Cross symbol on their aeroplanes in an

Instructor Profile—Bob Needham (cont from April Propwash)

attempt to make people believe that they are engaged on humanitarian flights. So we were constantly being either locked up or escorted around at gunpoint until we could prove that we were indeed not gun runners. Actually this wasn't too hard to prove as Phoebe Ann was very obviously seven months pregnant with our first daughter, Tana.

Once the authorities at each airport realised that we were fair dinkum we then, much to their delight and accompanied by lots of hand clapping, had to demonstrate our backward taxiing act since most of them had never seen such a thing before. Indeed I think that I spent more time taxiing backwards than forwards on that trip. To add to the fun of it all we rescued an American exotic dancer in Aswan, Egypt who was running away from her Saudi Arabian Muslim husband. She had to lie flat on her tummy in a very confined space on top of the ferry tanks in amongst a tangle of plastic fuel pipes. Both Phoebe Ann and I were extremely worried that she might use one of the fuel pipes to pull herself forward, break it and cause a fuel gusher in the cockpit. In the end she left us in Abu Simbal where we stopped off to see the temple of Ramises the second and we never saw or heard from her again. We often wonder what happened to her.

Saturday Sortie with Ed



When Alan Bradtke asked me if I wanted to go formation flying with himself and the Flying Doc, (David Cooke) I thought, "Is the Pope Catholic?" It was a partly cloudy Saturday morning with light winds and for me, an air of expectation. Rolling side by side down runway 21 with the Chipmunk to our left was a sight to behold and the focus and concentration on Alan's face as he anticipated every move, made it clear that this was not your average morning joyflight!

Yes, I was feeling pretty good about myself, watching our "squadron leader" bobbing around off our wing like a cork on the ocean, when Alan announced "breaking left for a practise rejoin!" I said to myself, "Brace yourself Ed, this is going to test out your post colonoscopy gut!" (I had it the day before and all's well by the way.).

Anyway, we rolled left then rolled back in without a hitch before gliding smoothly underneath the Chipmunk for a look at the other side. It was then our turn to take the lead for a while and Dave completed a few moves of his own, before we headed back in for a formation landing, side by side down the runway- what an experience!



It's great to be able to get up in the air with such experienced pilots and we really are lucky to have such depth in our club. I'm hoping to do this again and if you ever get the chance, go for it!

Ed Godschalk

2014 Tri Club Competition

The Tri Club Event is traditionally held between HDFC, RNAC and MRAC. This time we welcomed KFC to join in as well. KFC did a superb job of catering for the hungry pilots as well as hosting the competition for the day. We had a remarkable number of 20 pilots fly in the event which is the most we've had for a long time. The weather was perfect for flying so there was no indecision concerning being able to fly to and from the event either. The flying events were:

BLIND CIRCUIT / GLIDE

1st Paul Stubbs (KFC) 82pts, 2nd Caleb Butterfield (HDFC) 77 pts, 3rd Ed Godschalk (HDFC) 74 pts

RIVER BASH

The River Bash had three pilots all on the same score to take out the win and they were all from KFC.
1st Paul Stubbs, Hilton McLeod, Toni Bonhomme (62)

SPOT LANDING / FLAPLESS

1st Jon Maguire (HDFC) 75, 2nd Rod Davison (HDFC) 70, 3rd Bob Doran (RNAC), Bruce Harrison (MRAC), Ed Godschalk (HDFC) all on 65pts

OVERALL

The winning teams for the 2014 Tri Club were:

1st HDFC 649, 2nd KFC 605, 3rd RNAC 521 4th MRAC 495

The Tri Club also took the place of our normal monthly **Pilot Proficiency Day**. So HDFC results were:

BLIND CIRCUIT/GLIDE

1st Caleb Butterfield 77pts, 2nd Ed Godschalk 74pts, 3rd Craig Whiting 49pts

SPOT LANDING/FLAPLESS

1st Jon Maguire 75, 2nd Rod Davison 70, 3rd Ed Godschalk 65pts

RIVER BASH

1st Ed Godschalk, Caleb Butterfield 54, 2nd Rod Davison 53

OVERALL

OUR PPD winners were:

1st Ed Godschalk 193, 2nd Rod Davison 161, 3rd Caleb Butterfield 156

Caption this Photo Competition

Send in your captions for this photo to:
egchalk@gmail.com

Winner will be announced in the
next *Propwash*.

See page 14 for the July winner.



Annual Presentation Dinner

Annual Presentation Dinner Incorporating a Farewell for Bill and Lyndal Coote



Come along for the last chance for some people to have Christmas drinks and a catch-up before the Silly Season starts.

HDFC Clubhouse
Saturday 29 November 2014
6.00pm
Golden Roast Dinner
\$35 per person

RSVP to [Rod Davison](#).

Caption this Photo Winner: July Competition



The winning caption for this photo is from Dave Frewin:

"Simon says..."

Pilot Proficiency Day

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

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

Pilot Proficiency Day Results—October

Proficiency Day pilots continue to pay only \$100 an hour in the Foxbat while participating in the PPD. This would definitely be the cheapest flying available anywhere. Also, what better way is there to keep currency!

Pilots continue to earn up to **20 bonus points** for the landing on each exercise, regardless of the scoring box position. This makes the obsession with scoring boxes less important than the landing itself. To score the 20 points, the pilot must have the **column fully back** and be exactly in **the middle of the runway**. Not many pilots are gaining these bonus points; an area where we hope for much improvement with longer use of the system.

For our October PPD (Pilot Proficiency Day) we had four (4) pilots participate. A disappointing number but lots of our regular pilots were away. The conditions were calm earlier in the day but got quite rough and gusty towards lunchtime. One pilot missed out on flying because it just became too uncomfortable and risky to fly. We again welcomed our early solo student, Caleb Butterfield to his second PPD and once again he acquitted himself very well considering the low number of flying hours he has flown.

Our first event was the **Stuck Throttle at 3000RPM** simulating a partial engine failure so the pilot has to treat the exercise exactly like a total engine failure. The pilot then has to complete the exercise with a spot landing on the big touchdown markers while landing perfectly to gain extra points.

1st Ed Godschalk 20pts, **2nd** Glenn Cleary 10pts

The next event was the popular **River Bash** where each pilot has to fly along the Maria River at 600' following all of the twists and turns while keeping the aircraft in the middle and balanced at all times. The results were:

River Bash

1st Glenn Cleary 46pts, **2nd** Ed Godschalk, Jon Maguire 40pts, **3rd** Caleb Butterfield 37pts

Our final proficiency check event was the Forced Landing.

Forced Landing (A020)

1st Caleb Butterfield 76pts, **2nd** Ed Godschalk 50pts. In very gusty conditions Caleb managed to touch his main undercarriage exactly in the middle of the large touchdown marker and earning the maximum 50 points. Caleb has only just completed his Forced Landing training as part of his training so it proves that currency does indeed pay off.

Bonus Point Winners (Perfect Landing)

Bonus point winners included Glenn Cleary who earned an extra 20pts on his Forced Landing event and Ed Godschalk who earned an extra 10pts on his Forced Landing.

Overall Winners for the PPD

1st Caleb Butterfield 113pts, **2nd** Ed Godschalk 110pts, **3rd** Glenn Cleary 76pts

Wing Tips—Situational Awareness



I've been looking to put a story in Propwash around **Situational Awareness** for some time now and at one of our Friday night aviation lectures at the clubhouse, I had the chance to discuss an experience that one of our enthusiastic pilots had in his early hours of flying. The following story by Matt Connors speaks volumes about situational awareness and is a welcome reminder to all of us that flying defensively could save your life. Cheers, Ed

My Near Death Experience

8th November 2013 with a grand total of 49 flying hours, at Approx 8.21am, YPMQ Runway 03, Wind 330, 5kt, CAVOK.

I started confidently, happily flying circuits at pprox 7.45am and was practising glide approaches with touch and goes, "on top of the world and loving it". I had done about ten circuits and was feeling very chuffed with my newfound skills when the first of two fire-fighting helicopters took off. I was on base when the first called and took off directly west from the helipad, across the runway near taxiway Charlie at about 75ft, on approximately 270 heading.



Soon after, I was on short final for another touch and go on 03 when I heard a noise on the radio, so I made an extra call to say I was on short final for 03. I touched down then started my next climb, but when I was about 50ft airborne I noticed a second helicopter heading towards the runway at about 50ft which at first appeared to be taxiing along the grass runway. I then noticed he was accelerating toward the runway at 90 degrees to the runway and the adrenal gland started pumping.

Once I had no doubt at all that he was climbing and accelerating, the reality and seriousness of the situation slapped me in the face! I slightly panicked and made a call "Helicopter, Helicopter Avoid". I got no reply and the helicopter was heading for an exact collision path over runway 03 at about 150 – 200 feet. By this stage I had eaten up a lot of runway and time and decided I could not turn right in case he stopped, or go under or over him due to his downdraft, so I turned as sharp to the left as I could, thinking this would give me more time to avoid him. We closed and closed and closed as he began to disappear beneath me. In the end it felt like I had the Foxbat at 90 degree to the ground and was pulling hard to stop any further trajectory into his massive rotors. George assures me that's not possible or legal, so let's go with "approximately 60 degrees". I looked down to my left and the sight of the ground at about 350 feet staring back up at me was frightening. For a moment I had no idea whether we were going to collide or not as he was underneath me and I was waiting for the rotor blades to come through the floor of the Foxbat. I rolled quickly out of the turn to wings level as I was now worried about stalling. As I rolled out the passenger in the helicopter was staring back at me, so close I could see his freckly face and almost read the logo on his hat. We narrowly avoided collision by about 50 to 100ft from fuselage to fuselage and when you consider the size of his rotors and the wingspan of the Foxbat, it doesn't leave much room between us.

The chopper took no evasive action at all. He didn't see me, he hadn't looked and in my opinion had not made a call or monitored the radio prior to take off. About a minute later, he made a radio call "sorry about that". I promptly informed him of how close we came and that looking and making radio calls might have helped. I landed and asked for his call sign, which he reported back. I documented the situation and filed a report to CASA.

Doug Page, the Airport Manager, was on the ground mowing and had seen the entire thing, describing it

Wing Tips—Situational Awareness (cont)

as “the closest near miss he has ever seen”. Doug came over and checked my welfare and pulled the tapes for CASA.

Upon CASA’s investigation it was revealed that the chopper pilot had not heard any of my radio calls and that he had said he had made a departing call. Whether this is fact or fiction is anyone’s guess, but clearly these guys don’t monitor the radio for five minutes before departure. This might be due to workload or other factors, but please be aware of it. My initial reactions were of course full of emotion and disbelief, followed by blame, anger, etc, etc. But like an eager 20-something newlywed, my initial reaction may have been premature. After having now had months to reflect on it and with another hundred hours or so of piloting, I look at the situation very differently and have learned a lot from it.

My workload as a pilot at that stage of my flying was largely focused on procedure and physically flying the plane, whereas now that I have more experience and a lot of procedures and activities are more routine I have much more situational awareness.

For me now, situational awareness is not just about monitoring the radio and looking in front of you and having a mental picture. It’s about monitoring the entire environment I’m in, in terms of airport movement, approaching weather and many other factors. I won’t bore you with all of them as most readers have thousands more hours than I. But for the benefit of new or less experienced pilots I will share a couple of tips. I now make part of my downwind checks every circuit about monitoring the ground movement as well as what is in the air. If any RPTs are on the apron, I’m checking whether their doors are shut, props are spinning or if the baggage loading ramp is still on location. It’s easier on rwy21 than on rwy03 as you can see the doors, but there are still things you can see on 03 that indicate an imminent departure. When choppers are on the ground I always do a quick check to see if there are any signs of people loading them or they have stationary rotors visible.

There were clues I now know that could have alerted me to this situation on the day, had I had some better situational awareness or experience at the time. When I taxied out that day there were crew members near one chopper and as such I wrongfully “assumed” that only one chopper was departing. In reality I should have realised they were all together, all fire-fighting choppers (different colours) and the likelihood of them departing together was possible.

I should also have scanned them regularly on downwind to see if they had activity or rotors turning. I also now realise that often choppers on the grass runway cannot hear the base or final call when we are on 03 due to the trees adjacent the grass runway. I have also learned that their departing calls, if they are on the ground, are not necessarily audible if we are on final or base and below 1000ft.

But in all of this the two biggest lessons for me is to avoid this situation ever occurring by being more aware, and to take evasive action immediately as the closing rate late in the collision path is phenomenal and does not allow time for a reaction to occur. The third lesson is to always assume they have not seen or heard you, because if you’re correct in assuming this, you’re alive. If you assume they heard you and you’re wrong, you may never read my next exciting *Propwash* contribution.

If I could have the day over again, it would never have happened, but I can’t. Hopefully, spilling the beans on my thoughts and emotions can help someone make a better decision if or when a similar situation arises.

I wish you many decades of happy and safe flying.
Matt Connors

Wing Tips—Carburettor Icing

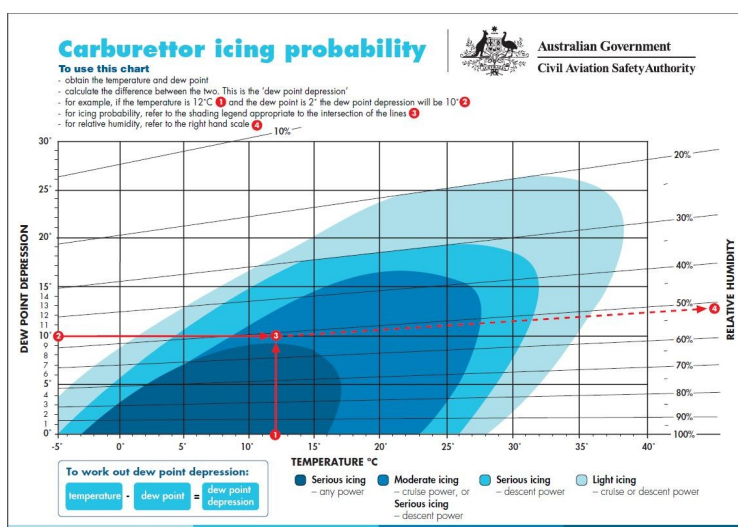


Summarised by Greg Connors from the CASA website

Carby heat on: Carburettor ice should be the first consideration in the event of a power loss. With a fixed-pitch propeller a power loss is indicated by a reduction of engine speed. When there is a manifold pressure gauge installed, a reduction in manifold pressure would show up along with the engine speed reduction. If the relative humidity is above 50 per cent and the ambient temperature is below 27°C, use carburettor heat immediately before take-off to clear the system of ice, which may have formed during taxi. Return the selector to “cold” before take-off.

In general, carburettor heat should not be used during taxi because air is unfiltered in the “alternate” or carburettor heat “on” position. Always take-off without carburettor heat unless extreme carburettor icing conditions are present and the use of carburettor heat is approved in the Pilot’s Operating Handbook.

Remain alert after take-off for indications of carburettor icing, especially when the relative humidity is above 50 per cent, or when visible moisture (cloud, rain, snow or fog) is present. If carburettor ice is suspected immediately apply full heat and keep it on. Do not adjust the throttle initially: throttle movement may kill the engine if heavy icing is present. Watch for a further power loss then an increase in power as the ice melts. Once heat has been applied, be patient. Do not expect immediate results as it will take time for the ice to be cleared from the induction system. In case carburettor ice persists after a period of several minutes of full heat, gradually move the throttle to the full open position and climb the aircraft at the maximum rate of climb to obtain the greatest amount of carburettor heat. Cautiously adjust the mixture to the leanest practicable setting.



Remember, carburettor icing can occur with ambient temperatures as high as 38°C and humidity as low as 50 per cent. Before a reduced-throttle operation, such as descent, apply full heat and leave on throughout the reduced throttle sequence unless the Pilot’s Operating Handbook indicates otherwise. Periodically open the throttle during extended reduced-power operation so that enough engine heat will be produced to prevent icing. Be prepared to remove carburettor heat if a go around is initiated. Return the control to the “cold” position immediately after landing to avoid ingestion of unfiltered air.

Notices

DECATHLON AVAILABLE

For tailwheel endorsements and aerobatics.
Contact David Massey for details.

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.

PRICES (incl GST)

Foxbat hire	\$120.00/hr
CTLS	\$130.00/hr
TIF	\$80.00
Flying membership	\$85.00
Social membership	\$35.00
Junior membership	\$11.00
Hangar rental	\$170.00
Shirt	\$35.00
Broad brim hat	\$20.00
Cap	\$16.50
Cloth badge	\$4.00
Anniversary key ring	\$4.00
Come Fly With Me (from club)	\$10.00

BAR ROSTER

OCTOBER

24th Bary Williams
31st George Northey

NOVEMBER

7th Ray Lind
14th Jack Terp
21st Ed Godschalk
28th Glen and Marite Carey

DECEMBER

5th Lyndal & Bill Coote
12th Bruce Dunlop
19th Rod Davison
26th John Hayler

JANUARY

2nd Barry Williams
9th Pete Ford
16th Richard O'Neil
23rd Rod Farley
30th John Hayler

NEW MEMBERS AUG—OCT

Di Davison
Paul Hayler
Jack Kalchbauer
Veronica Lind
Reta Maguire
Daniel Maxworthy
Frances Smith
Michael Roebuck

ARTICLES FOR PROPWASH

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

New email address for *Propwash* submissions: newsletter@hdfc.com.au

Notices (cont)

Pilot Whiteboard Details

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

Student pilots should provide their details to the CFI George Northey at George@northeys.com

Details required include:

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

And here's one last Qantas pilot complaint and the maintenance crew solution:

P: DME volume unbelievably loud.

S: *DME volume set to more believable level.*

CALENDAR

Wednesday 5th November
CASA AvSafety Seminar
6pm

Sunday 16th November
Pilot Proficiency Day & lunch

Saturday 29th November
Annual Presentation Dinner

Sunday 7th December
Fly-In and Pizza
Dexfield Park, Wauchope
Clyde & Sue Stubbs

Friday 19th December
Christmas Party

31st December
New Year's Eve
Clubhouse

HDFC COMMITTEE 2014 - 2015

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

Ray Lind—Vice President/Club Captain/Senior Flying Instructor
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