

President's Report

January 2011



EXPERIMENTAL

A concerned member of the HDFC recently posed the question. Why do we have so many students and new pilots staying away from our monthly Sunday flying competition?

I fully understand how new pilots and some old feel about taking part in the competitions - intimidated. I remember when Lyndal and I joined in soon after gaining our GFPT ten years ago.

I have asked myself how do we get more RAAus pilots involved? At a recent competition Sunday I ran a little survey asking people why they attended. Interestingly very few came for the opportunity to win. Most answered that they liked the socialising, and they used competition as a way to stay current.

Ray Lind often says staying current is the way to stay confident. Most pilots, if not all, will lose confidence in their flying unless they fly regularly. But flying regularly is expensive. So a thirty minute flight during club competition with a check pilot in the right-hand seat is a most cost effective way of staying current.

Competition activities are just the sorts of things in which pilots need to remain competent., activities like steep turns (river bash), forced landings and low level circuits stuck throttle spot landings.

When a pilot wins a competition he/she is given a handicap, and the handicaps keep coming with each win giving others a better chance of being on the podium.

I think the reason the same names appear on the winners board is that not a large number of pilots fly regularly. Eventually everyone who flies regularly ends up winning something. For example Lyndal won the

forced landing in FPT last January and she won the entire GA event in March 2011, the first time in 10 years of competing. When we were in Maitland last year at the Tri-Club competition I actually won top overall score for the day even though I didn't win any section. This is not to do with me trying to win but just a result of flying regularly to stay current and confident.

From March this year we have at least two check pilots, Ray Lind in the Foxbat/Eurofox for RAAus and Bruce Dunlop in FPT. On the first trial Sunday it worked well with more pilots flying RAAus than GA. Some GA pilots have RAAus licences and fly RAAus because they find RAAus more challenging than the stable old Cessna. Over the last 1-2 years our competition has started around 10am because of waiting for Virgin to come and go. We plan to start earlier from now on. By 10 the wind has usually arrived. Sometimes we are still there after 4pm when the wind is often less. We break for lunch at 12.30pm to allow Qantas and Virgin to turn around so keep in mind the afternoon generally starts at 1.30pm.

The committee has sourced a broad-brimmed hat for those sunny days of summer. These will be available with club logo in a range of sizes for \$20.

Rod Davison has been hard at work collecting and assessing applications for the HDFC flying training scholarships. We will offer two scholarships this year. Three young would – be pilots are undertaking a flight with George Northey and the two winners will be announced at the end of April.



Fly regularly stay confident.

Bill Coote

This is the hat. Lovely model!

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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 \$65 (flying) and \$35 (social). The club owns 3 aircraft available for hire by flying members - a Cessna 172 for \$180 incl GST per VDO hour, a Foxbat and a Eurofox for \$110 incl GST. A monthly club competition and lunch is held at Port Macquarie Airport on the 3rd Sunday of the month.

www.hdfc.com.au PO Box 115 Port Macquarie NSW 2444



On the 26th Feb 2011, George and Peter Ford flew to Lake Keepit Soaring Club as part of Peter's cross country training. On arrival they assisted in the launching of about a dozen gliders including the Duo Discus piloted by HDFC member Dennis Stacey.



GUESS WHO (Answer on Page 9)

Flying Competition Results

GA

March 2011

9 pilots

River Bash

1st Mark Watson (70), 2nd Rod Farley, David Mitchell, Mike Coulter & Vaughn Durkin (65), 3rd Richard Bentley & Lyndal Coote (60)

Forced Landing from 1500'

1st Ray Lind (90), 2nd Vaughn Durkin (76), 3rd Rod Farley (69)

500' Circuit with Sport Landing

1st Ray Lind (100), 2nd David Mitchell (85), 3rd Mike Coulter (80)

Overall

1st Ray Lind (220), 2nd Rod Farley (204), 3rd Mark Watson (180)

February 2011

8 pilots

Forced Landing from 2500'

1st Rod Davison (97), 2nd Col West (82), 3rd Lyndal Coote (74)

Stuck Throttle 1400rpm/ Spot Landing

1st Lyndal Coote (50), 2nd Mark Watson & Col West (40), 3rd Bruce Dunlop, Vaughan Durkin, John Hayler (20)

Instrument Climb to 3500'

1st Bruce Dunlop (91), 2nd Ray Lind (86), 3rd Mark Watson, Vaughan Durkin, Rod Davison & John Hayler (85)

Overall

1st Lyndal Coote (203), 2nd Col West (198), 3rd Rod Davison (192)

RAAus

March 2011

7 pilots

River Bash

1st Peter Ford (75), 2nd Ted Whitfield (67), 3rd Rod Farley (60)

Forced Landing from 1500'

1st Peter Ford (65), 2nd Rod Farley (39)

500' Circuit with Spot Landing

1st Peter Ford (70), 2nd Ted Whitfield (40), 3rd Jon Maguire (39)

Overall

1st Peter Ford (210), 2nd Rod Farley (134), 3rd Ted Whitfield (107)

February 2011

6 pilots

Forced Landing

1st Rod Davison (90), 2nd Jon Barnaby (52), 3rd Jon Maguire (36)

500' Circuit with Spot Landing

1st Barry Williams (95), 2nd Glenn Cleary (59), 3rd Jon Maguire (50)

Compass Turns

1st Rod Davison (20), 2nd Glenn Cleary & Jon Maguire (10)

Steep Turns

1st Rod Davison, Glenn Cleary & Jon Maguire (75), 2nd Jon Barnaby (60), 3rd David Toulson & Barry Williams (55)

Overall

1st Rod Davison (215), 2nd Jon Maguire (171), 3rd Barry Williams (155)



March 2011 competition day

Thanks to Peter Ford for most of the great photos in this edition of Propwash

Fly 'n' Spy



A formidable team with Matthew and Mark Baker on board!

Sixty people attended the presentation dinner with all agreeing Masterchef George did a fantastic job in meal preparation. The presentation following the main meal was eagerly awaited by crews hoping to win a share of the prize money on offer with compliments of the Port Macquarie – Hastings Council.

Results were:

The Cabbage Award (Last Place) **Team Fly By Night** consisting of the Bentleys and Cannons

Third Place (\$100) **Team Ten Dollar Poms** consisting of David and Jan Massey



A touch of Febreeze improved the air in the Foxbat. Pity poor Marite and Glenn who had to fly the Foxbat after George and Richard. Who could blame them for cutting their trip short?

Windy turbulent air and afternoon showers greeted competitors in this years Fly and Spy. These difficult conditions reduced the field to 17 aircraft with a further three crews wisely deciding to remain on the ground.

Designed to be an enjoyable flying activity many found the opposite to be true with one crew member displaying his discomfort with a technicolour yawn. Several other crews deviated around showers while Rod Farley optimistically departed only to manage a poor weather circuit.

Despite all this a sense of enthusiasm and competitiveness prevailed. The most innovative technique was employed by Team Barney using Google Earth to survey the course before taking flight.



Where's the rest of George's team? Well after throwing up twice, Richard O'Neill had to retire to recover.

Second Place (\$200) **Team Technicolour Productions** consisting of George Northey and Richard O'Neill

First Place (\$300) **Team Flour Power** consisting of David and Liz Cook and Mark and Matthew Baker.

Best Team Name was **VADAR RECTORS** consisting of John Hayler and colleague. Both fly for Cathay Pacific and usually fly by Air Traffic Control RADAR VECTORS.

Thank you to all who participated and helped in the success of Fly and Spy 2011. See you next year.

Rod Davison

Fly 'n' Spy



Not every team can win but, at least the Fly By Nights completed the whole course—unlike others who skipped bits or came home early when the going got tough!



Dinner by CFI George (that's Chef Faux Internationale)

Being my first ever Fly-n-Spy I wasn't 100% sure what to expect or what Rod had in store for us. On collecting the questionnaire at 8am however it soon became apparent that not only would this be great fun, but things would become very busy once airborne. Joining me in the Eurofox was Paul Townsend. Paul is a workmate with a passion for motorcycles, who was also coming up for his first ever flight in an ultralight.

Having completed the preflight inspection and briefing, Paul and I flicked through the questionnaire and then got underway behind George and Richard in the Foxbat and Bill and Lyndal in FPT. Rod was clearly easing us into the questions with the first one about the colour of the lighthouse, but from then on in the pace and complexity escalate rapidly.

By the time we got to tially left Paul to the ques-
trate on positioning the
gusty Southerly. Passing
North Brother Mountain
not the most comfortable
smoothed out and our
increased as we turned



North Haven, I had essen-
tions so I could concen-
Eurofox in the rough and
through the lee side of
on our way to Kew was
experience but things
ground speed dramatically
north.

Following the rail way line
coming thick and fast and

With the continual counting of railway crossings, looking for substations and putting ourselves into the mind of an earthworm burrowing vertically 50 meters resulted in me allowing the aircraft to overtake the questions. We found ourselves 3/4 of the way to Point Plomer guessing answers to questions about features at Telegraph Point.

In the end the flight took us just over 1 hours and 15 minutes and was a absolute hoot. Paul and I weren't surprised that our final score of 30 something left a little to be desired, but we were elated that we didn't end up sharing the cabbage.

Peter Ford

Waiting for a Chipmunk

I stand to attention and salute the Chief Flying Instructor.

He informs me that I will have three weeks intensive training in which time I must go solo. I will then fly most week-ends while doing my university studies during the week.

My strict Air Force officer training prevents me from an overt smile but my heart beats quickly. As I turn to go, however, he informs me that I will be training on the Tiger Moth. A sinking feeling overcomes me. I understood all ten of us were to train on the beautiful little Chipmunks standing proudly in line outside the flight hut. But no, two of us have been singled out to fly the antiquated Tigers to compare our progress.

Why me?

We used to say that if you drop a leaf and it lands outside your spread legs it is too windy to fly the biplane and so it is for three long days.

Insult to injury!

For three days my fellow hot shots strut out to their shiny craft bragging about how light the Canadian designed trainer is on the controls. Meanwhile I sit in the silent cockpit or drop leaves between my feet. They talk about the funny Chipmunk brake system and flap speeds, but when I look in the Tiger cockpit there are no brakes and no flaps. How primitive.

On the fourth day the wind drops and I climb aboard for my first lesson.

I find it hard to fly smoothly. The heavy dragging ailerons and constant need for rudder inputs is hard work and I cannot seem to balance the turns. Being in the rear cockpit too, I cannot see forward with my instructor's head in the way.

I see the sleek Chipmunks in the circuit looking like little fighters whilst I stagger around the aerodrome in what amounts to a pre-war biplane held together with wires.

The kids on the aerodrome fence gaze with envy at the Chippy pilots whilst I slink out to the stringbag that wobbles and sways on its way to the grass field. My instructor cheerily tells me the Moth flies better when I am not touching it! The hotshots are greasing their landings whilst I bounce across the grass unable to keep straight. I am not helped by the lack of forward visibility, being forced to look sideways to land.

At last I am sent solo at about eleven hours and pull it off more by accident than skill. My second solo is almost a disaster as I have to go around three times before I manage to set my bouncing steed on the ground. The engineers have to examine the results of my heavy landings.

I plough on with my training realising, by comparing notes, that although the Tiger is a safe training aeroplane, it is much harder to fly well than the Chipmunk. I am so disappointed at my bad luck, as no matter how hard I try I cannot fly as smoothly as my fellow pilots tell me they can.

Fifty years of flying pass and the maturity of thousands of hours has taught me how lucky I was to have learnt on the iconic Tiger. I no longer decry the Air Force decision all those years ago.

Of the aeroplanes I have owned over the years, two have been Tiger Moths, but one December day two years ago a friend asked me if I were interested in sharing the purchase of a DHC-1 Chipmunk and could we fly down to Cessnock to see it? Shining in the sun it stood, its proud little nose pointing purposefully to the sky. Complete with Air Force roundels its small cockpit smelt of fuel, oil and military paint. I read the very basic handling notes, written in the fifties and brief myself on the controls as I sit in the pilot seat.

It is so easy to fly and so forgiving. What a joy. I am seventeen years old again. I loop and roll and even pull off some relatively good three pointers and, as it sits now in the hangar at Port Macquarie, I smile to stand beside this sixty year old aeroplane that has been so much worth the wait.

David Cooke



Restaurant Night

Saturday 7th May



Bold Street Laurieton
6.30 – 7pm

RSVP by Wednesday 4th to Bruce Dunlop on 6559 5444 (Work) or email bruce@brucedunlopcomputers.com.au or put your name on the club noticeboard



Hunter Jones and Neil Farr from Auto-Gyro Australia (Manilla) flew in for the HDFC 2011 Fly-n-Spy.

Peter Ford's first taste of a River Bash, from the rear seat in FPT



FIRST SOLOS

GAVIN ROBERTS



DAVID TOULSON

JOHN WEAVER



BAR ROSTER

April

1st Peter Ford
8th Jack Terp
15th Richard O'Neill
22nd Rod Farley
29th Bruce Dunlop

May

6th Doug Jones
13th Rod Davison
20th Bob Small
27th Barry Williams

June

3rd Jon Maguire
10th George Northey
17th Damian Buchtmann
24th Bill & Lyndal Coote

July

1st Ray Lind
8th Richard Bentley
15th Peter Ford
22nd Jack Terp

CALENDAR

April

Fri 22nd - Sun 24th NatFly at Temora

May

Friday th First Friday Sausage Sizzle from 5pm
Saturday 7th The Village Restaurant Laurieton
Sunday 15th Flying competition & lunch
Saturday 21st Tri-Club at Kempsey (tentative)

June

Friday 3rd First Friday Sausage Sizzle from 5pm
Saturday 4th Fly-away to Rutherford or Luskintyre
Saturday 11th Fly-in to Camden Haven Airfield
Sunday 19th Flying competition & lunch

July

Friday 1st First Friday Sausage Sizzle from 5pm
Sunday 17th Flying competition & lunch
Saturday 23rd Off to Oshkosh

August

Friday 5th First Friday Sausage Sizzle from 5pm
Sunday 21st Flying competition & lunch

NEW MEMBERS FEB-APRIL

Eric Atchison
John Gardon
Don Haldane
Ben Hansen
Phil Hannay (revived)
Matthew Hyde
Shannon McGowan
Clyde Stubbs
Sue Stubbs
Mark Tutt
Col West (revived)

Guess Who? David Mitchell being checked by Bruce Dunlop in March comp.

HDFC COMMITTEE 2009 - 2010

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PRICES (incl GST)

FPT Hire	\$180.00/hr
Foxbat/Eurofox Hire	110.00/hr
Flying Membership	\$55.00
Social Membership	\$33.00
Junior Membership	\$11.00
Hangar Rental	\$150 or \$100
Shirts	\$35.00
Caps	\$16.50
Cloth badges	\$4.00
Anniversary Key Ring	\$4.00
Come Fly With Me (from club)	\$25.00

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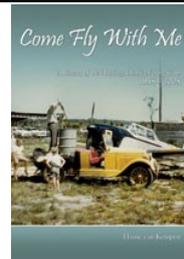
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CONGRATULATIONS

Gavin Roberts
 First Solo in the Foxbat

Ted Whitfield
 First Solo in Foxbat after many years

Don Haldane
 RAAus Pilot Certificate (conversion from PPL)

John Weaver
 First Solo in the Foxbat

Peter Ford
 Cross Country Endorsement

David Toulson
 First Solo in Foxbat