

President's Report

April 2014



Saturday 22nd March was one of those days I would rather forget. All day I peered skyward awaiting the forecast rain showers and possible thunderstorms with the associated wind. However, to no avail. Severe clear skies with nil wind prevailed. How criminal to waste such perfect flying conditions. Fly & Spy was scheduled but postponed the previous evening. A bad decision.

Life is full of decisions. They may prove to be good, bad, popular or unpopular. Like all decisions this one was based on all available information and with consideration of the implications. Approximately 10 aircraft were flying in with the crews keen to make plans. Weather on Friday was not conducive to VFR flying and the weekend forecast was not much better. The rain echoed on the clubhouse roof Friday evening as the decision was made. Although proving incorrect it is important a decision was made. Any decision is better than no decision. Hopefully a weather related decision will not be required for the rescheduled date of 3rd May.

As a pilot the safe outcome of every flight is based on your decisions. The hardest are generally weather related with poor decisions often proving fatal. David Massey has kindly offered an article elsewhere in this issue on pilot decision making. Our club is proud of its enviable safety record. We remain proactive with well attended safety seminars presented by both CASA and the ATSB in recent months. Our instructors do a fantastic job extending the safety culture to our student and licenced pilots alike. I encourage all pilots to approach every flight with a safe and professional attitude.

Flying activity remains brisk with record hours being flown the last few months. Congratulations Jesse, Matt and Greg Connors, Rohan Taylor, Dylan Williams, Dave Frewin and Matthew Baker on their recent achievements. HDFC scholarship holder, Tim Hitchins, has been successful in obtaining a further RAAus GYFTS scholarship to aide in his advanced training. Well done Tim on this excellent achievement and best wishes for your future endeavours.

The CTLS is due to arrive in Melbourne around the end of April. We can expect delivery to Port Macquarie mid May. It has been a long wait and I thank you for your patience. Talking with the USA distributor at SUN n FUN airshow in Florida last week indicated they also are suffering delayed deliveries similar to or worse than us. Visiting company officials from Germany indicated at the show they are working hard to relieve the backlog on this popular aircraft. The good news is they have agreed to compensation for the delay. Upon delivery the distributor, Leo Moras, will spend about a week with our instructors fully familiarising them with the aircraft.

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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 75.00 (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)

The social scene remains busy. Since the last newsletter we have had a river cruise, camp out at Camden Haven, trivia night, restaurant night as well as the usual Pilot Proficiency Day luncheons and Friday evening sausage sizzles. These events do not just happen and I would like to thank all involved in the organisation. Club spirit is well and truly alive and healthy in our club.

Two big events are coming up. Firstly, the postponed Fly 'n' Spy will occur on Saturday 3rd May with a presentation dinner that evening. The second event is a Fly Away to Palmers Island on the weekend of the 31st May. Those who attended last time will fully endorse this fantastic activity capably organised by Peter Ford. Reserve the date and watch for further details.

In the meantime make a good decision. Get involved with your club.

Rod Davison

Congratulations



Dave Frewin
First Solo



Rohan Taylor
First Solo
RAAus Pilot Certificate

Matthew Baker
Multi-Engine Command Instrument Rating

Jesse Connors
RAAus Pilot Certificate

Matthew Connors
X Country Endorsement

Greg Connors
RAAus Pilot Certificate

Dylan Williams
X Country Endorsement

Tim Hitchins
RAAus GYFTS Scholarship

Caption this Photo Competition



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

Winner will be announced in the next *Propwash*.

Smithsonian Air and Space Museum—Rod Davison

On my recent trip to Washington DC, I visited the two Smithsonian Air and Space Museums. On the mall in Washington is the main museum which features many original famous aircraft. These included :

The Wright Flyer—the original aircraft that Orville Wright flew on its historic first flight in 1903.

Spirit of St Louis—the Ryan NYP that Charles Lindbergh became the first person to fly alone non-stop across the Atlantic.

Bell X-1 Glamorous Glennis—the rocket-powered aircraft that ‘Chuck’ Yeager used to break the sound barrier.

North American X-15—the ultimate speed machine. Rocket-powered, one reached a speed of Mach 6.72 or 4,534 mph. No aircraft has flown faster.

Spaceship One—the first privately developed, piloted vehicle to reach space.

Friendship 7—In 1962 John Glenn became the first American to orbit the Earth in this Mercury Spacecraft.

Columbia Command Module—The Apollo 11 command module that carried astronauts Armstrong, Aldrin and Collins to the moon and back in 1969.



The above aircraft are part of the Milestones of Flight gallery. Other aviation galleries here include America by Air, The Wright Brothers, Early Flight, The Great War, Golden Age of Flight, Pioneers of Flight, World War II aviation, Sea-Air Operations, Jet Aviation, Military Unmanned Aerial Vehicles.



The Space galleries include Space Race, Apollo to the Moon, Exploring the Moon, Moving beyond Earth, Looking at Earth, Explaining the Planet, Explore the Universe.

The museum is huge, but not large enough to accommodate the entire Smithsonian collection. To do this another museum call the Steven F. Udvar-Hazy Center was built at Dulles Airport. About a 1 hour bus ride is required to get there but it is

well worth the visit. The gigantic hangers house more than 150 aircraft including the Concorde , Lockheed SR-71 Blackbird, Lockheed Super Constellation, Boeing 307 Stratoliner, Space Shuttle Discovery and the Boeing B-29 Superfortress Enola Gay that dropped the atomic bomb on Hiroshima.



The museum visits were mind-boggling to say the least. A trip to Washington certainly is not complete without visiting these museums.

Rod Davison.



Kennedy Space Centre—Rod Davison

A forty-five minute drive east of Orlando near Cape Canaveral is the NASA Kennedy Space Centre. For those interested in space travel, allow at least a day to comprehend all that is on offer. A two hour bus tour takes in the different launch pads, Vehicle Assembly Building, Launch Control Centre, Space Shuttle Runway, Countdown Clock, Observation Decks, and the Apollo/Saturn V Centre. One cannot help but be overwhelmed with a sense of awe. You could feel the space race come alive while standing under the largest rocket ever flown. The mighty Saturn V is 363 feet long and was used in the Apollo program to the moon.



Back at the visitors centre the main attraction was the Space Shuttle Atlantis. It was one of five shuttles, the others being Challenger, Columbia, Discovery and Endeavour. Unfortunately, the Columbia and Challenger were lost in accidents. The shuttle program concluded in 2011 after more than 30 years and 135 missions.

The shuttle launch experience was awesome, while I crashed the simulator three times before managing to get it back on the runway.



The rocket garden provided a stunning insight in to early space flight with actual rockets of Mercury, Gemini and Apollo arranged standing vertically within the garden. To round off a great day a 3D IMAX film of actual footage of the operation of the current International Space Station was unreal, especially seeing the Americans and Russians now making combined flights and working together with other countries to further space research. Very different to the intense rivalry of the Space Race. When in Florida a visit to KSC is a must!



Intrepid Museum—Rod Davison

The Intrepid is a US WW2 Aircraft Carrier moored in the Hudson River, New York. It houses the Intrepid Sea, Air and Space Museum. As well as climbing all over the Intrepid, water lovers can also crawl through the Submarine Growler. Growler is the only American strategic missile submarine open to the public.

For us flying freaks there is also plenty to see including a British Airways Concorde and the Shuttle Orbiter Enterprise. The Intrepid Flight Deck and Hangar Deck accommodate a large array of mainly navy and marine aircraft.



Fly 'n' Spy – Saturday May 3



It's on again following the unfortunate postponement in March.



Organise your aircraft and team now for this fun flying event. The course is PMQ, Beechwood, Cowarra Dam/Pacific Highway, The Lakes airfield, North Haven, PMQ. Detailed information will be provided with no difficult navigation involved.

Presentation Dinner commences 6pm Saturday night and costs \$25. Everyone is invited, not just competitors. Put your name on the clubhouse noticeboard list or email roddi194@yahoo.com.au

Port Macquarie Hastings Council has sponsored the event with prize money of \$300 first, \$200 second, \$100 third and the dreaded cabbage for last.

SUN 'n FUN Airshow—Rod Davison



After being grounded during the winter months many US aviators are keen to once again take to the skies. SUN 'n FUN in Lakeland, Florida, provides the perfect opportunity being the first Fly-In and Airshow of the season. Second to Oshkosh, it is a huge event, the likes of which we do not see in Australia. Perfect weather prevailed all week including the Saturday we visited. A wide variety of aircraft including vintage, warbird, recreational, general aviation and rotary were present with the only real heavy metal machines being the six FA18s of the Blue Angels and two F22 Raptors. A close inspection of our new CTLS aircraft currently on its way from Germany and

some discussions with the American sales rep was a thrill. He was envious of our constant speed propeller and larger flap setting.

All day the sky was filled with airplanes up until the closure of the airspace for the afternoon airshow. The highlights among the usual crazy aerobatics and warbird battle simulations were the F22 Raptor and the extremely tight formation flying of the Blue Angels. They were worth going half way around the world to see and despite their speed Di was able to capture some great pics.

Following a brilliant day of aviation indulgence the only downer was the 1 hour struggle to exit the car park. Americans love their airshows!

Rod Davison



MAF Comes to HDFC—Jon Barnaby

A small group of committee members from MAF visited our Club premises on 8th and 9th February this year. WHAT IS MAF?

MAF stands for Mission Aviation Fellowship which is a Christian organisation which supplies an aerial service to various church missionary bases scattered about the world, mainly in remote areas that have limited access to larger towns and medical facilities.

One of the group was Phil Lamb who resides in Sydney but has a holiday cottage at Laurieton and is a member of our club. Phil contacted President Rod to use our Club as a base.

The team spent the weekend promoting the work to various churches throughout the Hastings, as its main source of income comes from the churches and individual people. MAF operates approximately 130 aircraft (mainly single engine) in 55 countries and started in America just after World War 2. The Australian division commenced in 1947 forming State Councils to promote the work (this writer was a member of the NSW Council in the 60s and 70s).



Ron Watts from MAF with his Beechcraft Musketeer

The attached photo of Ron Watts who is one of the committee members, who flew his own plane, a 47 year old Beechcraft Musketeer, into Port to help promote the work. Ron is famous for his record breaking 140 take-offs and landings in a day at Parkes late last year (with 4 quick refill stops) to help promote the work and raise donations from sponsors. There are endless stories over the years of people who owe their lives to the little aeroplane that was available to get them to hospital following illness or accidents. One of the committee members quoted 3 minutes to fly from one mission base to hospital as against an 8 hours walk. If you want more stories talk to Club member Chayanne who used to fly in a Cessna 206 to get to school as a child in PNG. MAF website is www.maf.org

PRICES (incl GST)

Foxbat hire	\$120.00/hr
CTLS	\$130.00/hr
TIF	\$80.00
Flying membership	\$75.00
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

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

Chantelle Hancey
 Ph: 0438 204 417

The Joy of Flying in an Open Cockpit Aircraft—Alex Pursehouse

Propwash wanted to hear more from our club pilot of the year Alex Pursehouse, so here it is!

Well, before we get too far with the good stuff, let's be honest, open cockpit flying is not for everyone. Some like the closed-in, dry, quiet and in some ways removed from flight feel of a sleek, high-speed machine primarily designed to get you from point A to B in the safest, quickest time, and that's great. On the other hand if you want a scenic, local flight on a good flying day, or a bit of a thrill for your senses, I can suggest just the thing - a short flight of ½ to 1 hour in an open cockpit machine such as my Microlight.

There is a huge difference in piloting a simple craft that responds to your every input and to every meteorological change. If it's been a long day, and you start looking around at the scenery, when you look left, the machine steers left, and soon after, you realise you are flying on auto-pilot – sort of like riding a bike, after a while, it's automatic. The next step is - you start putting input to the controls to compensate for an atmospheric change etc just before it happens. Probably sounds strange, but I think most pilots would agree it's a great feeling to be able to fly where you want, when you want and how you want, and to that end any recreational aircraft is a pure joy.

I have attached some photos I've taken from my Microlight over the years to try and show the huge advantage of all-round, basically unobscured vision, which is excellent for photography. Some of the photos are from out west and the crops of central NSW (Canowindra) - the yellow of the canola crops and the green of the young wheat crops, making for high contrast photos. The coastal shots are of our local Hastings area with its beautiful beaches and Palmers Island.

In summary, I would agree with some of my 3 axis passengers who have flown with me recently and likened the experience to the difference being in a fixed wing aircraft and a trike to the difference of driving down the highway in a vehicle and riding down a country road on a motor bike. You see more and sense more, you just don't get there as fast.

I hope this has given you a better understanding of what it's like flying in a Microlight and why I enjoy it immensely.

Alex Pursehouse



Instructor Profile—Bob Needham (Part 1)

I have had an obsession with aeroplanes and flying since my earliest memories and probably even before that. As a very young child I was there when the Battle of Britain was fought in plain view over the green fields of Kent and the grimy suburbs of South East London where I lived. The battle was fought on a stage consisting of a clear blue English summer sky and the audience were the people of Kent and London. Later in the war the skies were thick with low flying military aeroplanes. I have clear memories of Spitfires, Hurricanes, Typhoons, and Wellingtons, Lancasters and even the odd German Heinkel 111 and Focke Wulf 190 flying overhead. I could recognise them all. I remember Lenny Chandler, the son of a neighbour who was a Lancaster rear gunner, home on leave, giving me a model aeroplane for my sixth birthday. He was shot down and killed a few months later. It was a silver bi-plane and was my most favourite toy for many years. I think it was then that I knew I would be a pilot. All this led me to join the Air Training Corps when I was thirteen.

I still recall with nostalgia my early gliding days in England in the last century. 1956 to be exact. I must say that after a life time of professional flying my A and B gliding certificates, which I obtained with the A.T.C. at Royal Air Force Station Hawkinge in Kent, are still my most prized flying qualifications. I went first solo after 57 minutes of dual instruction on a three day course, with no previous air experience other than as a passenger in Royal Air Force aeroplanes. Nineteen launches at three minutes a launch in a Kirby Cadet Mk 3. No soaring allowed! The top cadet on our course went solo in 45 minutes. Those were the days. Our Royal Air Force instructors were men of steel. On the course before mine a cadet crashed on his first solo. He deployed the spoilers on short final and then froze. The increased rate of descent slammed him onto a barber's shop roof. He survived but after that we weren't allowed to touch the spoilers. It didn't matter as Hawkinge was an ex Battle of Britain all over grass forward airfield for Spitfires and Hurricanes. It was very large and long for gliding purposes but on my first solo I still remember giving a huge sigh of relief as I sailed well over the top of the barber shop roof. Later I obtained my C gliding certificate in Germany and my Silver C height qualification in Kenya but it is my A and B gliding certificates of which I am most proud. They were signed by Lord Brabazon of Tara GBE, MC, PC. He was a contemporary of the Wright brothers and was the first person to qualify as a pilot in the United Kingdom in March 1910 when he was awarded Royal Aero Club Aviator's Certificate number 1.



The Kirby Cadet Mk.3 that the A.T.C. Cadet crashed onto the barber shop roof at R.A.F. Station Hawkinge.

Seven years before that in 1903, the Wright brothers had made the first heavier than air, sustained and controlled powered flight. That was 111 years ago and I have been a pilot for 58 years. So I have been flying for well over half of the time that flight, as we know it, has been in existence.

I had a great admiration and respect for my first power flying instructor. He had been a World War Two night fighter pilot in the R.A.F. When he finished his first operational tour as a fighter pilot they sent him on a rest tour as a flying instructor. His name was Alan Wilson and he was much happier upside down

Instructor Profile—Bob Needham (Part 1) (cont)



Bob Needham in a Tiger Moth at Croydin Airport after his first solo (age 18).

in a Tiger Moth than he was the right way up. He imparted to me a great love of aerobatics even before I did my first power solo at the old Croydon Aerodrome, South London in a 1939 vintage Tiger Moth. At about this time I was told by the Department of Civil Aviation medical authorities that, because of a slight eye sight problem, I would never get into airlines. I was devastated. However becoming an instructor like Alan, sending people off on first solos and teaching formation and aerobatics and spin recoveries, seemed a fun way to go so that's what I aimed for. It would certainly be a better job than a builder's labourer which was my employment at the time. I knew it would be a long road but I had that one essential quality to succeed that all student pilots need. A burning and all consuming

desire to become a pilot. I didn't have the education or much money to learn to fly because I had to leave school at age 15 and go to work to help my single mother put food on the table for my younger brother and sister. I was also told that I was wasting my time because of my eyesight problem but I had that burning desire and nothing and no one was going to stop me. My early gliding experience showed me that I could do it and do it I would. I thought about flying every minute of my working day. Running my once a month 40 minute flying lesson over and over in my head. Probably not the best thing to do on a building site but my head was in the clouds and I never even considered the salary difference between airline pilots and instructors for one moment. Silly me. Wage wise I was better off as a builders labourer and as an instructor I worked a damn sight harder than any airline pilot ever did. Nonetheless it certainly was a fun job and one that I could take pride in. Especially as I came from one of the more poorer and disadvantaged areas of London.

I mentioned fun earlier but like most relatively high risk jobs it can have its more sobering moments. Like the time when I and a student had a complete engine failure in an Auster J5 whilst on a cross country training flight out of Biggin Hill in England. Shortening a story that would take two A4 pages to recount fully, the flight ended with the aeroplane upside down in a very boggy field in Essex with both of us trapped inside, soaked to the skin in high octane avgas and hanging upside down in the straps. No pun intended but I can tell you that we didn't hang around for very long.

On another occasion on take off from Biggin Hill in an Aeronca 7AC the student, who was on his first lesson, took it into his head suddenly to grab onto his stick and yank it hard and fully back just as we got airborne. As we had briefed that I would be doing the take off his action was totally unexpected. My stick was wrenched out of my hand and held fully back. Now the Aeronca is a tandem seat aeroplane and the instructor sits in the back so it was impossible for me to get his hand away from his stick in the front. In circumstances like these the instructor's manual advises that you should call out in a masterful voice "I have control" but it came out more like a squeak as I said with non standard phraseology "get your effing hand of the stick you stupid bastard".

Instructor Profile—Bob Needham (Part 1) (cont)

To his credit and no doubt recognising that his ideas on how to conduct a take off were basically flawed, he did in fact let go. The aeroplane was now at about 100 feet above the runway. No inherent problem with that but the issue was that it was pointing in the wrong direction; vertically nose up. The other point that exercised my mind was that the airspeed indicator was heading for zero very rapidly and I suspected that this would soon be followed by the altimeter. As we used to say in those days “There I was with nothing on the clock except the makers name - *Smiths of Cricklewood* and the altimeter was about to read fathoms!” So here was the dilemma. Keep the stick back and down we would go or push the stick forward and down we would go. Predictably the aeroplane now started to enter a spin to the right so I chose to conduct the incipient spin recovery. The recovery was starting to take effect and certainly prevented a full spin from developing when the ground intervened. We hit with a teeth rattling crunch. Being quite a perspicacious young man I knew we were in deep trouble when I saw the door fall off, the starboard undercarriage leg depart the aeroplane and the starboard wing tip and the propeller disintegrated in a shower of wooden splinters. Somewhat wisely, I believe, I decided to abandon the take off. Later the insurers, Lloyds of London, who are usually quite laconic in the reporting of accidents stated in the Financial Times, almost poetically, that “The aeroplane was seen to climb exceptionally steeply after take off to a height of 100 feet from where it then plunged vertically into the ground.” “There were no fatalities.” They seemed a little disappointed about the no fatalities bit. I was not!

To be continued.

An Aircraft is Born

Proud father, Anson Needham, would like to announce the initial delivery of VH – VBN at 1pm 26th April 2014. Following a gestation period spanning two and a half years the RV8 fuselage was delivered from the security of its King Creek womb to the HDFC hangar. Its wing appendages will follow soon to complete the metamorphosis. Before moving to its new home at Camden Haven the new baby will spread its wings in the skies above Port Macquarie.



Weather: Decision Making—David Massey

To fly or not to fly – is the question – what is the answer?

Sometimes this is really easy and clear, particularly on short coastal flights; it is just a matter of looking out the window. Weather—sun—off we go!

The real problem comes on longer flights, where the level of difficulty in making a decision is proportional to the time in the air, combined with the geography of the ground to be covered.

There tends to be two types of pilot, one who reads the TAF and only sees the best of the weather ignoring any tempo or other warnings – these are the ones who are often surprised by the weather and are caught out. The other type of pilot only sees the worst in the weather and will tend to not fly when the weather is actually quite benign. So how do you get a balanced view?

The real difficulty for new/inexperienced pilots is gaining a ‘picture’ of the weather rather than looking at a series of numbers. Whilst weather forecasting is a science, I think one has to be careful of taking the forecast too literally. For instance a forecast of a cloud base of 1000 feet at 9.00 am becoming 2500 feet at 11.00 am should not be cast in stone. Maybe the 1000 feet is actually 800 feet or the 11.00 am change happens at 12.00 pm. I have not seen an audit of forecasts, it would be really interesting to see the actual accuracy of the daily TAFs . However, I believe it would be extremely rare for the ‘picture’ of the weather not to be very similar to the TAF, i.e. in the example above low cloud early rising sometime later in the day.

By taking a picture of the weather some of the decision making becomes easier, particularly the ‘shall we go later in the day’ or ‘maybe even tomorrow’. In Australia we are extremely lucky with the weather; at a guess in Port Macquarie we have 90% VFR days for local flights, but for longer flights that percentage would quickly drop.

Flying out of Port we have weather challenges in all directions, this challenge unfortunately becomes greater for the less experienced pilot who is unable to transit controlled airspace (RAAus pilot certificate holders). This is due to northbound airspace around Coffs Harbour requiring significant height to track inland around the zone. Southbound we have Williamtown airspace where even though there is the inland lane – this should not be treated casually if either there is low cloud or strong winds. To the west the ground rises very quickly within a short distance of Port and can easily suck a VFR pilot into lower and lower ground clearance. To the east make sure you have plenty of fuel!

So how do you make a decision?

Firstly practice with the weather is really cheap and interesting, start looking at the weather every day. Use a variety of sites – I really like www.weatherzone.com.au to give an outlook of the weather for the next week or so. Then take a look at NAIPS area weather and see how it maps out and finally look at the TAF for the local airports. If you do this every day even when not considering flying, you start to build a picture of the weather and to interpret what each piece of information is telling you. If you do this habitually it is surprising how easy it becomes when you do fly.

The screenshot shows the weatherzone.com.au website for Port Macquarie. It displays the current temperature as 21.7°C, updated at 09:00 EST. The forecast for today is 25°C and for tonight is 16°C. A 'Mid North Coast for Sunday' forecast is also visible, indicating cloudy conditions with scattered showers and a chance of thunderstorms. A 'Fire Danger Rating' of MODERATE is shown at the bottom right.

Port Macquarie Forecast	
Today	25°C
Tonight	16°C

Currently at Port Macquarie	
Temperature	21.7°C
Dew Point	14.6°C
Feels Like	21.7°C
Relative Humidity	64%
Wind	SW 18km/h
Wind Gusts	24km/h
Pressure	1021.1hPa
Fire Danger	4.4
Rain since 9am/last hr	0.0mm / 0.0mm

Sun on Sunday	
Sunrise	06:16 EST
Sunset	17:16 EST

Nearby Now	
Kempsey Ap	22.8°C
Taree Ap	21.4°C

Weather: Decision Making—David Massey (cont)

If we take a closer look at the detail of weather:

Wind – on the ground
Wind – in the air
Cloud information
Visibility
Temperature
Significant weather



So how are each of these going to affect our decision making and how do we set our personal minimas? These personal minima should be considered on a quiet day when not flying, they are not a set of variables that change with the urgency of the trip.

Wind on the ground – does it exceed the aircraft limits – does it exceed our personal limits – write down the maximum wind that you can cope with, the maximum cross wind and the max gust.

Wind in the air – the stronger the wind generally the more turbulent – also in a slow aircraft the time taken to get somewhere may just become unreasonable. What is the max upper air wind you might accept.

Cloud information – what is the minimum clearance you are going to accept between the highest ground and the lowest cloud – write this down for few, scattered, broken and overcast – are they the same? If you decide to fly above some cloud – how are you going to ensure that you can safely descend again?

Visibility – can easily be ignored whilst concentrating on other aspects of weather, 8km in haze can be challenging for navigation. Smoke haze over the mountains can cover a very wide area – what is the minimum viz that you can accept. Be wary of fog particularly places like Lismore.

Temperature – the place not to be is in rising ground temperatures near or below freezing and cloud – always know the freezing level.

Significant weather – there is a big difference between an isolated thunderstorm near the coast which can be seen and avoided compared with embedded CBs over the mountains. Consider what you will accept.

My suggestion is to consider your own weather minima on the basis of all the above considerations on a day you are not flying and be aware it is a personal limit that will vary with each pilot – do not accept someone else's minima – use your own – that is why you are captain in charge. The only other important consideration is alternates, the legal minima for having an alternate may be much lower than your own and there is nothing like having a safe way out. The only other message is marginal VFR and VFR pilots entering IFR weather are high on the list of real trouble.

Please send to the club your own assessment of personal minima – it would be really interesting to see if we have the same views.



Experiences Not from the Pilot's Seat—Chantelle Hancey

As I sit here compiling another *Propwash*, I am yet again amazed by the interesting and diverse articles received from HDFC members as contributions. It also had me pondering my link to aviation. As some members may be aware, my link to the HDFC comes through my son Adam, a 2011 scholarship recipient and Pilot of the Year. My link to aviation, however, started back in 1988 when I joined the Royal Australian Air Force as a Clerk Supply.

Growing up, I was aware that three previous generations of my family had served in the Army; my father saw active service in the Malayan Emergency, both my grandfathers in World War II and a great-uncle in World War I. I was keen to continue the family tradition of joining the Defence Force and applied to join the RAAF for no other reason than I had no interest in the Army or Navy. It is quite poignant to note that my time in the RAAF was during the First Gulf War, making me the fourth consecutive generation of my family to serve during wartime. I was posted at RAAF Base Amberley, from which No. 1 Squadron despatched F-111s to the Gulf War.



Graduating from my trade training at RAAF Base Wagga in 1989.

During my time in the RAAF I had the opportunity to fly in many different aircraft, experiencing things that most people are never able to do in their lifetime. The first time I had a joy flight was when posted at RAAF Base Wagga. A visiting squadron of Squirrel helicopters spent the day giving joy flights to base personnel. This was the first time I had been in a helicopter and I have to admit that I didn't enjoy the experience, mainly because I was strapped in with a lap belt only beside an open doorway and was just plain scared that I was going to fall out of it.

While posted at Amberley one of my positions was as the Ration Store Clerk; I was responsible for the equipment liaison for the entire catering section including the Officers, Sergeants and Airmens Messes, the Ration Store and the Inflight Section. It was during this time as the Ration Store Clerk that I had quite a few joy flights due to the fact that visiting aircraft all wanted food, and that was what we had. One time I went up in a Chinook helicopter and another time was able to be in the cockpit of a Hercules for a series of touch and goes around Amberley. I'm sure the crew thought it was a waste of my time as I got so airsick I had to sleep my way through the whole experience.



Photo of a Caribou from raafamberleyheritage.gov.au

I did have another flight in a Hercules, this time as a passenger in the cargo area while flying from Amberley to RAAF Base Richmond on the Southern Cargo service. I remember it being uncomfortable as the seats were basically strapping the same as the cargo nets. It was also really loud. Another aircraft I was lucky – or unlucky – to fly in was the Caribou. An F-111 had crashed at Guyra and as the holder of a RAAF-issue credit card I was sent down with the investigation team to buy whatever they needed. The flight to Guyra took what seemed like

Experiences Not from the Pilot's Seat—Chantelle Hancey (cont)

forever, due to the slow flight speed of the Caribou, and once again I was airsick. When we finally arrived at Guyra we had to wait for the farmer to clear the sheep from his paddock so that we could land, enabling us to get much closer to the crash site than the nearest airport at Armidale. When we had disembarked from the Caribou, the pilot actually came up to me and apologised for it being such a rough flight and making me sick. I didn't tell him it wasn't his piloting skills that made me sick, just my chronic travel sickness!



Adam and I in the Eurofox.

It was after this experience that I decided to give up going for the joy flights that were offered to me, and I gave the next one to my husband, Glenn, who was an Avionics Technician and worked in the F-111 simulator on base. Glenn was lucky to go up in a United States Air Force P-3C Orion when they were at Amberley doing a joint exercise with the RAAF and Navy. The USAF and RAAF Orions were to find two submarines, one Australian and one American, while they were cruising up the coast off Ballina at night time. The USAF crew Glenn was with had an average age of 21, had Devo blasting through the headsets and at times flew so close to the surface of the ocean that he thought the wings would touch it.

The last joy flight I had was with Adam in the Eurofox, not long after he received his Pilot Certificate. While I was impressed with his flying ability and enjoyed the beautiful Greater Port Macquarie scenery, I once again couldn't wait to be on the ground. All of my experiences have been as a passenger, not a pilot, but I am pleased that I have been able to do this.

Ferry Trip—David Massey



Photo of David Massey (on right) as part of the crew on a recent ferry flight to the UK. The aircraft is an ex-Brindabella Airlines BAE Jetstream 41. The map above shows the route taken, although they actually started in Canberra.

Photo Comp—Winner Karen Babel



After much deliberation the secret panel has selected this photo as winner in the first photo comp. Photo sent in by Karen Babel, who can collect her prize of one free drink (beer, wine or soft drink) at the club on Friday evening. Congratulations, Karen!

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. It will be judged by a secret panel.

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

Send entries to: egchalk@gmail.com

DECATHLON AVAILABLE

For tailwheel endorsements
and aerobatics.

Contact David Massey for details.

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

March 2014

We had seven (7) pilots participate in a great day of flying. The morning saw the weather lovely and calm but after lunch the pilots had to work quite hard in lots of turbulence. These conditions of course add to the value of the Pilot Proficiency Day where pilots who are out of currency or simply not feeling confident, can fly with an instructor in conditions they don't usually experience when doing a casual flight. We also welcomed John Hayler flying expertly in his very fast RV6.

River Bash

1st Bruce Dunlop 59, 2nd Ray Lind 56, 3rd Rod Davison 54pts

Forced Landing (A020)

1st John Hayler 96, 2nd Bruce Dunlop 56

Spot Landing (A005)

1st Bruce Dunlop 75, 2nd John Hayler 70, 3rd Ray Lind, Rod Davison 65

Overall

1st John Hayler 217, 2nd Bruce Dunlop 190, 3rd Rod Davison 119.

HDFC Navigation Trial 2013/14

We recently completed our Navigation Trial for 2013/14. We had six (6) pilots fly in this challenging little navigation exercise where no GPS equipment was allowed to be used so it was back to the old tried and proven methods. The course was from YPMQ—Mt Comboyne—Pappinbarra Saw Mill with a diversion to the Oxley HWY/Byabarra Road—YPMQ. The exercise finished with a forced landing back onto the runway at YPMQ.

Ed Godschalk flew very accurately with very few errors in his navigation to earn the highest points score. Four (4) pilots flew the Foxbat 24-7395 while two (2) flew the C182 VH-DUZ.

1st Ed Godschalk 333, 2nd Rod Davison 300, 3rd David Mitchell 290

February 2014

Proficiency pilots are now paying only \$100 an hour in the Foxbat for these flying days.

Our February Proficiency Day was postponed due to suspect weather on Feb 16 so we decided to have an abbreviated flying sequence on Feb 23. We squeezed it into the afternoon session amongst flying lessons by having pilots book a half hour slot to fly which actually worked okay. The weather, however, brought with it the normal afternoon gusty cross winds which were very challenging. We flew a Stuck Throttle activity followed by a Circuit Glide approach while in the C182 we included a 500' Spot Circuit which had to be abandoned by the Foxbat pilots due to the gusts.

Forced Landing

1st Ed Godschalk 88pts. Ed managed a perfect score of 50 pts on the ground.

Spot Landing

1st David Mitchell 80pts. David scored a bonus 10pts for a perfect landing.

Overall

1st Ed Godschalk, 2nd David Mitchell, 3rd Bill Coote

Wing Tips



Wing Tips

An extract from the CTLS Aircraft Operating Instructions (AOI).

 FLIGHT DESIGN	Aircraft Operating Instructions (AOI)		
	Type: CT	Series: CTLS L9A	Page: 3-10

3.11. Failure of flap control

The flap motor is activated by a controller which allows the preselection of the desired flap position. The flap position is indicated digitally.

In principle, the CTLS can be landed irrespective of flap position. However, with negative flaps, the stall speed is higher and the resulting landing distance longer. When in doubt, an alternate airfield with a longer runway should be chosen. Recommended approach speed with flaps 0° is 100 km/h - 54 kts. With flaps -6° the recommended approach speed increases to 120 km/h - 64 kts.

Should the control unit fail (not the motor), the electronic control of the flap motor should be reset. This is achieved by switching the alternator switch and the master switch off and then on again. It is safe to do this in flight as engine ignition is independent from the aircraft's power supply. Should this not work, the flaps can be set manually by moving the flap selection lever past the detent, up or down.

To set the flaps to negative, the flap lever is moved past and above the -6° position. Once the desired setting has been reached, the lever is returned to the -6° position. The flaps remain in the set position.

To set the flaps to positive, the flap lever is moved past and below the $+35^\circ$ position. Once the desired setting has been reached, the lever is returned to the $+35^\circ$ position. The flaps remain in the set position.

Warning: If the lever is not returned from the manual position, the flap motor continues to run until the end position is reached.

Warning: As the flap position is no longer regulated by the controller, the pilot must ensure that airspeeds for flight with flaps extended are not above the limits shown on the flap lever placard.

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.

Heard on the Airwaves

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"
Delta 351: "Give us another hint! We have digital watches!"

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."
TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"
Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

From an unknown aircraft waiting in a very long takeoff queue: "I'm f....ing bored!"
Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"
Unknown aircraft: "I said I was f...ing bored, not f....ing stupid!"

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."
United 329: "Approach, I've always wanted to say this...I've got the little Fokker in sight."

A student became lost during a solo cross-country flight.
While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"
Student: "When I was number one for takeoff?"

And from David Massey we have these:

There are many classic examples – probably the one best known is a jet was taxiing at Chicago O'Hare airport – notorious for its complexity – anyway the guy took a wrong turn and the traffic ground to a halt – the poor pilot was berated by a female air traffic controller who just ranted – anyway following the rant was a minutes silence followed by some wag calling on the frequency "Hey wasn't I married to you once?"

When I was instructing at Gloucester UK we had a fellow instructor who was formerly a jockey and not very big in stature – one day he was inbound and called to air traffic – "Any restriction on my height?" – this was met by many comments.

Anyway, on Ports CTAF the other day – Bob had taxied to 03 with a student and had done his run ups and called for 03 – I was on base for a touch and go and called Bob – he of course said he was holding; however, this was followed by BKA announcing they were late downwind and an Air Ambulance called joining midfield downwind followed by Virgin calling from the North.

Bob then called "That's it, I'm going home!" He was about to pick up his ball and go home when BKA kindly made way!!

Please write in with any other amusing tales.

Pilots are people who drive airplanes for other people who can't fly.

Passengers are people who say they fly, but really just ride.

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

NEW MEMBERS FEB-APR

Graham Deane
David Frewin
Jacob Kelly
Rohan Taylor

BAR ROSTER

May

2nd Rod Farley
9th Bruce Dunlop
16th John Hayler
23rd Rod Davison
30th Barry Williams

JUNE

6th George Northey
13th Ray Lind
20th Jack Terp
27th Ed Godschalk

JULY

4th Glen and Marite
11th Bill and Lyndal Cooté
18th Bruce Dunlop
25th John Hayler

CALENDAR

Saturday 3rd May
Fly 'n' Spy

Sunday 18th May
Pilot Proficiency Day & lunch

Saturday 31st May
Fly-Away to Palmers Island

HDFC COMMITTEE 2013 - 2014

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