

PROPwash

Hastings District Flying Club NEWSLETTER

President's Report

January 2010



The first newsletter for 2010. What's happening?

Well, Adam Booker has handed over the Recreational Aviation CFI reins to George Northey. This is a good time to thank Adam for his efforts over the past few years leading to the establishment and successful operation of the HDFC/RAAus flying school. At that same time, I'd like to acknowledge Adam as 2009 Pilot of the Year in recognition of his flying achievements including ferry trips from the USA and Europe to Australia.

George now has dual responsibilities - as CFI and Flying Operations Manager. This is a big load, but knowing George, he'll take it in his stride.

While on the subject, we've put a deposit on a new Foxbat and are awaiting news of its departure from the factory in the US as I write. Expect it in March - April. With the sale of the damaged Foxbat, being handled by George, it appears that we will be able to purchase the new aircraft without having to borrow any extra money.

A team of 9 HDFC pilots contested the annual Tri-Club Competition last November at Taree and convincingly won back the trophy. Congratulations!

Last week Rod Davison and I met with Richard Wilson, the president of the Manning River Aero Club to set in motion a new era of cooperation between us and Kempsey. We will start by exchanging calendars with the idea of attending at least one club event in each area. In August 2010, Manning River will be celebrating its 50th anniversary.

A new briefing area has been set up in what has been the storage room for at least the last 10 years. Air conditioning will be installed to service both that room and the adjacent RAAus office.

Bruce Dunlop has helped me draw up a list of policies relating to club operations such as use of hangars. This flexible document is available to help clarify matters that sometimes are unclear.

Damian Buchtmann, George and I have drawn up a list of maintenance issues so if you have noticed anything that needs work, please let one of us know.

The HDFC hangar is currently fully occupied. Recent arrivals, worth a look, are Tony Earle's RV12, Alan Bradtke's KR2 and John Halyer's C140 which has been given a space until the new Foxbat arrives.

Early January, Rod Davison led a group to the Great Eastern Fly-In at Evans Head. From all accounts it was a very worthwhile day trip with good displays to see and fun to be had. Ask Col Parker about his joyride in a Mustang!

Our next major event is Port Macquarie Flightfest in March. Rod Davison is the contact point for this event. There is much to be done before, and on the days, so please volunteer to help in some way. I wish you all a good year and many hours of happy flying.

Bill Coote

FLYING OPPORTUNITY

Is anyone is interested in piloting the parachute 182?

You will need at least 200 PPL hours.

For further information contact
David Massey (david@massey.nu) or
George Northey (george@northeys.com)

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Hastings District Flying Club operates out of 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 of the month - visitors are welcome. The club owns 3 aircraft that are available for hire by flying members - a Cessna 172 for \$155 incl GST per VDO hour, a Foxbat and a Eurofox for \$105 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

Club Captain's Report



2009 Flying Awards

GA Club Champion - Ray Lind
Recreation Aviation Champion - Jimi Ludriks
Pilot of the Year - Adam Booker
Forced Landing Trophy – Ray Lind
Steve O'Connor Shield for Navigation Trial - Rod Davison
Club Person of the Year - Richard Bentley

January 2010 Flying Competition

8 pilots, play interrupted by a hailstorm

Forced Landing from 2,500' (no altimeter)

1st Bruce Dunlop (97), 2nd Ray Lind (75), 3rd Neil Files (50)

500' Circuit with Spot Landing

1st Neil Files & Barry Williams (90), 2nd Bruce Dunlop (85), 3rd Lyndal Coote (65)

Instrument Climb to 3,500' (no artificial horizon)

1st Bruce Dunlop (94), 2nd Ray Lind & Neil Files (91)

Overall

1st Bruce Dunlop (276), 3rd Neil Files (231), 3rd Ray Lind (221)

FLY-AWAY OPPORTUNITIES

It would be good to take advantage of some of the fly-away opportunities on offer in 2010.

Feb 29th
Wings Over Illawarra
Wollongong

More info
www.hars.org.au

April 1st - 5th
NatFly
Temora

More info
www.auf.asn.au

May 1st
Wings Wheels and Wine
Mudgee

More info
www.wingswheelsandwine.com.au

April 24th-25th
South Grafton

More info
TBA

May 22
Annual Tri-Club Competition
Royal Newcastle Aero Club

More info
TBA

Recreational Aviation

As we start a new year, it is natural to want better outcomes than last year, hence new year's resolutions. We decide that we are going to do things better from now on, in ways that are most significant to us. If you've decided to exercise more, spend more time with your family, give up smoking, or some other noble intent, then hats off to you.

As pilots, (myself included) there is always room for improvement in our flying, not just in how skilfully we fly, but also in how we are perceived by other pilots in our busy operating environment. We should strive to dispel a commonly held view that Recreational aeroplanes operate to a lower standard, by demonstrating superlative airmanship.

When making a position report, try to imagine what the receiver is going to understand from your report. Quite often, pilots make position reports which omit the most crucial piece of information: the position! The position should be the first item in your report, followed by altitude, then intentions, e.g. "Five miles South East, one thousand five hundred, tracking coastal Northbound over water".

Avoid using local knowledge, such as "over Settlement City", unless you know the person you are talking to is a local. "Five miles South East" means from the airport, unless otherwise stated. Think out your call and listen out before you push the transmit button.

Circuit entry is something you should think about well before you arrive in the circuit area. Make sure the radio is turned up and listen for other traffic to help build a picture of where they are. There are two preferred methods of entering: mid-downwind, and mid-field crosswind. If you are not sure of the correct procedures, please don't hesitate to ask one of our many instructors (we now have seven, any of whom will be pleased to help). If you join the circuit on upwind or crosswind, that is what you should say. Don't join without making a call, and then announce "joining downwind" when turning downwind.

A pass in the Human Factors test is now required before you can do your Biennial Flight Review, or your Pilot Certificate Test, and in any case, all existing Pilot Certificate holders must complete an HF course or an examination by August 2010. The Club has several copies of a text book from the Aviation Safety Foundation, some of which have been on loan for extended periods. If you have one of these, please return it, as other people are waiting for them.

We have ordered a new Foxbat A22 LS to replace our original aircraft, which served us well and was very popular. The new Foxbat, in our traditional yellow is expected to be here in March, which I'm sure can't come soon enough for die-hard Foxbat fans. There are some significant improvements in the new model, with an increase in MTOW to 600 kg and increased flap limiting speed, manual trim and dual yokes. The useful load of 305 kg (pilot, passenger, fuel and baggage), should accommodate most operations. It will be a most welcome addition to our fleet. Because of the differences and the time since most of us have flown a Foxbat, a check ride with an instructor will be required for all pilots.

George Northey

2009 Recreational Aviation Achievements

1st Solo	Pilot Certificate	X Country Endorsement	Passenger Endorsement	Instructor Rating	Other
Jaime Pen James Lummus Leroy Day Matthew Baker Toby Stutsel Trent Merchant	Craig Sydenham Kraig Hesse Leroy Day Michael Drinan Ray Arkinstall	Bill Storok Bonny Stutsel Liz Drinkwater Kraig Hesse	Glenn Cleary Kraig Hesse Leroy Day Michael Drinan	Damian Buchtmann Jack Terp Ross Costanzo	Michael Toohey (PPL) Jimi Ludriks (CPL)

January 2010 Competition

6 pilots, play interrupted by a hailstorm

1000' Circuit with Spot Landing

1st Rod Davison, 2nd Damian Buchtmann & Jack Terp (45)

Forced Landing from 2,500'

1st Jack Terp (70)

Overall

1st Jack Terp (115), 2nd Rod Davison (95),
3rd Damian Buchtmann (45)

The First RV12 Kit E-LSA Aircraft Takes to the Air in Australia

At 9.00am on the 25th November my RV-12 took to the air for the first time, flown by George Northey. I must say I was very emotional when she arrived back on the ground after an hour of testing in the air. The only problems were a need for very slight rigging adjustments (roll and yaw).



This is the first RV-12 E-LSA to fly in Australia, and the 14th in the world. There are six or seven other RV-12 kits at various stages of construction in Australia and about 270 being built around the world, mostly in the US.

I started building about 18 months ago but it really only took about 6 months build time, the rest of the time being taken up with arranging shipping, waiting for the kit to arrive and coping with the fall of the US dollar.

I may be a little biased but Van's Aircraft would have to be the most successful kit manufacturer in the world and the RV-12 the most comprehensive kit in their range of aircraft. It uses the Rotax 912 ULS engine and Ground adjustable prop giving a top speed of nearly 120 knts and a range of about 480 nautical miles. The engine installation would match any certified aircraft. If anybody needs more information they should go to the Vans website www.vansaircraft.com/

This is the first aircraft I have built, but I have built three sailing dinghies, four fibreglass kayaks, one 38 ft ocean-going yacht and three houses. You can see I am a habitual builder. I have had no formal training in any trades associated with any of these projects. I was a farmer in the Walcha area before moving to Sydney where I ended up working as an audio visual coordinator at a large girl's school at Wahroonga. I love working with my hands and the challenge of learning new skills. For projects like this, one needs dedication and perseverance and I seem to have these qualities.



Somebody asked if this was an expensive project, my answer was "Yes, as all the parts had to come from the United States and I was affected by the falling US dollar. I would hate to think how much it has cost, but reconcile myself with the fact my aircraft will cost much less than a new factory built aircraft and I know exactly how it is built".

I learned to fly when I was 17 but, after I married, flying became an expensive and selfish pastime for anyone with a young family. The family enjoyed water activities as they grew up. My wife and I settled in Port Macquarie in 1992 and I re kindled my love of flying. I am now 68 years old and hope to have many years flying my new aircraft.



We have a son, with four young children, living on a property near Mungindi. It takes over eight hours driving in a car so we don't see them as much as we would like. Now we can fly out in about two and a half hours and use about the same amount of petrol. My wife wants to learn to fly and we will explore some of inland Australia. I would very much like to fly to Nat Fly next year to show off my aircraft.

I took a video of the first takeoff and landing but found it very hard to hold the camera still, especially zooming down the runway. The loud noise on landing is not the RV-12 it is a jet in the background. I think the best part of the video is right at the end when you see the test pilot's RV grin. The YouTube link is <http://www.youtube.com/watch?v=AZKT1vWylt4>.

Tony Earle

Take Me Riding in Your Mustang!

50 inches of manifold pressure, 3,000 RPM, stick back then forward then back to check tailwheel engaged and we were accelerating behind the unforgettable sound of the Merlin V-1650-7 V 12, liquid cooled engine developing 1490 hp at sea level – tracking straight – 50 knots stick forward – tail up and seconds later we are flying – what an experience.



At short notice I had seen that flights in the Mustang were available for a couple of days at Maitland. 'It had to be done'. As a bonus the pilot was none other than Red Bull Air race competitor Matt Hall. I booked for the following day at 3.00 pm. Arriving there, expecting a queue, I was pleasantly surprised that I was on my own with Matt pre-flying the aircraft. We then discussed the flight and he asked me did I want to fly (Is the pope a catholic?). So he put the second set of controls in the back.

We departed Maitland climbing to the South in the area of Kurri Kurri power station. I know this area quite well as I had previously done several aerobatic endorsements with Phil Unicombe of Action Aerobatics. On reaching 1500' I was given control – a few basic manoeuvres and I was itching to turn it upside down. Matt then demonstrated a loop accelerating in a shallow dive before a 4g pull up and over – he then handed control back to me for my own loop, we then did the same before a barrel roll just to feel like a WW2 pilot displaying a victory roll.

Matt then demonstrated some low flying. His previous days at Williamtown as a fighter pilot really showed some skills not often needed in GA. Zooming back up – control back to me for some steep turns. This really was strong arm stuff with the nose just below the horizon. Then time was up and back to the circuit for a low level fly-by followed by a circuit – downwind is used to slow the aircraft – below 145 knots the gear can be dropped, then some flap, coming onto finals

110 knots some 20 inches of power and the rest of the flap is used. 105 knots over the hedge and we settled on Maitland's narrow runway 23. A memorable flight.

Yes it was expensive, and although the time in the air was only 12 minutes, at 250 knots you really do get some proper flying in during that period. The total time with Matt and the aircraft was nearer an hour and a half and there it is in my log book:- P51D Mustang

Flights are generally available from Caboolture with more information on the website

www.mustangflights.com

Every pilot has to aspire to certain flying in their career, flying an open cockpit biplane is one, surely time behind a Merlin has to be near the top.

David Massey

Editor Note: Col Parker took this flight in January at Evans Head.



CONGRATULATIONS

First Solo

Toby Stutsel, Jaime Pena, Matthew Baker,
Chayanne Harihi

RAAUS Instructor's Certificate

Damian Buchtmann, Jack Terp

Completion of the building of his RV12

Tony Earle

Instrument Rating Exam

Michael Toohey

2009 Presentation Night



FLIGHTFEST

PORT MACQUARIE

13th–14th march 2010

A weekend of aviation indulgence for local and visiting flying enthusiasts

Saturday

*Visiting aircrew are invited to join the HDFC teams in the annual Fly 'n' Spy fun observation trial
Over \$800 in prizes*

A Welcome/Presentation dinner will be held that night at the Clubhouse

Sunday

*The public are invited to inspect our club facilities and aircraft
Numerous displays including
the Hastings Auto Restorers, Aeromodellers and the Air Training Corps*

Food will be available throughout the weekend

All club members and friends are invited

Proudly sponsored by



Fly-Fest



The Winning Team

Tri-Club Competition held at Taree in November with Manning River Aero Club and Royal Newcastle Aero Club (missing is David Massey and Lyndal Coote)

Club Members are Active Aircraft Builders



Bob Barnett started his all-metal RV7, VH-UBB, in 2003. Seen here with Alex Chad they are doing the final rigging and expect to commence flight tests in Port Macquarie in January 2010.

The RV-7 is Van's most popular design with side-by-side seating for 2. It's an all-round sports aeroplane with excellent cross-country capability, fine aerobatic qualities and superior handling.

The wingspan is 25', gross weight 818kgs, powerplant 180hp Lycoming, constant speed prop.



Bill Coote started the wood and fabric COOT-A amphibian six months ago. The picture shows hull frames inverted and clamped to a pair of strong back 2x4's. The wings must be temporarily fitted (upside down) on the building table to assure the exact distances between the hull spar frames as well as the 4-degree incidence of the chord line between them.

Designed by Molt Taylor in 1959, this 2 place aircraft has a 36' wingspan, a floating hull with retractable undercarriage and an overhead pusher engine. The wings fold for trailering. Seventy have been built in North America.

Accident Report

Flying Accident Involving Unidentified Machine & Australian Registered Aviator VH-RJA Needham.

Time of Accident: 02.00Z 12.00EST

Wx at time of accident: Wind: Easterly 5 Kts, Cloud: 2 Oktas Cu. Base 5000ft, Vis: Better than 10 Kilometres, Temp: 18C, No precipitation in last 20 years

Note: Weather was not a contributory factor in this accident.

Location of Accident: 31 27 26 22S – 152 43 56 09E

Hastings Street Wauchope, NSW. Australia 2446

Comments:

On entering the pattern the pilot observed a nondescript white machine on his starboard side at a constant angle (classic 90 deg collision course) which suddenly appeared very large. On realizing that a collision was imminent and unavoidable, the Pilot executed a cunning action plan and turned toward the errant machine, with a graceful pirouette to the right as observers on the ground witnessed. The objective was to reduce the impact by a glancing manoeuvre whilst attempting a 180 degree turn back to base. (In this case the pavement). However, as graceful as his aerobatic manoeuvre was, it only resulted in the pilot being struck on the Port side, rather than the Starboard.

Whilst engrossed in controlling the spin to the right, he remembered thinking, "So far so good". Ever the optimist, he started thinking that he may get away with this and regain control. All was working tolerably well up to this point, but his plan hadn't taken into account that his approach speed was exceedingly high, and impact speed would be outside any flight envelope. Any five hour student will tell you that the penalty for a too fast touch down will result in a big bounce back into the air again. And so it was, the pilot now found himself running out of air-speed and falling faster to earth. He found himself instinctively putting out his right hand and braced his arm to cushion the oncoming impact realising that he would probably break his wrist instead, also if he folded his arm he would smack his head severely on the ground.

At this moment in time, he recalled the words of his old flying instructor, Allan Wilson, from his old Croydon days, (sitting in the front cockpit of the old Tiger Moth) flashing through his mind. "If you are going to have an accident, keep working at the controls until you come to a stop". As his outstretched hand hit the ground, he deliberately decided to make a wheels up landing and allowed the outstretched arm to fold. Again he thought, as he slithered along the ground, "So far, so good and reckoned he was doing quite well".

It was then, that another bit of advice from Allan's teachings was brought to mind as if he was still in the front seat of the old Tiger Moth (ahead of him). "If you are going to hit something whilst on the ground, don't hit it head on. Execute a ground loop and absorb the shock with the wings". With this sound advice from the past ringing in his ears, he twisted on to his right shoulder, tucking his head into his chest. He came to rest in a cloud of blue smoke, screeching tyres, arms and legs flailing. He found himself lying on the ground with the impacted road flying machine quite stationary just three inches from his legs.

As the blue smoke from the tyres dissipated he was able to reach up the front of this unusual flying machine and haul himself to his feet, and thought, "Wow! That was some recovery". After realising there was no blood and gore or severed limbs to be seen, the usual crowd of post-crash **gawkers** (refer to Aussie dictionary – sticky beak - know all – to oggle - goggle – gaze – stare - gape – peer - layabout – drifter), disappointed at the outcome of this spectacular crash, simply dispersed, showing no further interest, nor assistance. A kindly soul offered to take the downed pilot home in his own car which was conveniently parked nearby. With no obvious pain, just excitement at having survived a most horrendous, vivid accident, and no doubt in shock, desperate for a cuppa and a bit of a de-brief with his operations manager (wife) he accepted his kind services.

On arrival at his home, whilst exiting the car, his leg collapsed. Thought nothing of it, as he had no pain or other symptoms. Following a nice cup of warm tea, his operations manager then decided perhaps he should go to the hospital (hangar) for a check up, just in case. Considering that shock is often a factor in any accident. It proved to be a broken left leg below the knee.

(cont page 10)

PILOT ASSESSMENT:

This was not an actual aviation accident, but it had similar characteristics. The other flying machine was a white 'Holden' car (which was flying down the road). Beware of the 90 degree collision, or any other angle for that matter. If it remains constant within your windscreen vision, you will ultimately have a simultaneous occupation of the same airspace (this can develop into spatial hypnosis until the point of impact), eg. if you step off the pavement you will experience a very similar accident within a split second with an oncoming ground based flying machine and perhaps, the last few remaining seconds of your life in the air. Always be alert, any ideas of bouncing off the bonnet of a ground associated machine as demonstrated in films by Indiana Jones and James Bond, and other film personalities like Bruce Willis, is not a reality..! Captain VH RJA NEEDHAM, Australian Citizen: formerly UK & Kenya and Rhodesia. ACPL / Instructor / Examiner



Accident Committee Assessment:

Pilot had developed an air of complacency (*note expression in image*), with regard to machines which fly along the roads, suggesting it may be prudent for the pilot to undergo a refresher course of one hour on highway crossing procedures. Pilot's Operations Manager suggested that now may be a good time to read up on "The Correct Use of Mark 1 Eyeball for Senior Aviators" handbook.

DAMAGE ASSESSMENT:

Damage assessment at the time appeared minimal, although pilot's pride was a little dented. The engine of the other machine was still ticking over quite nicely considering the apparent severity of this collision. Left undercarriage of VH-RJA (NEEDHAM) was assessed for damage in the (hospital) hangar. It was estimated it would require some time to repair. The undercarriage was found to have suffered a fatigue fracture below the knuckle joint. It will be a few weeks before repairs were completed to VH-RJA. Other road flying machine suffered superficial scratches only, and returned to service immediately, disappearing in the distance in a cloud of dust.

Australian CAA Safety Authority Recommendations:

Aircrew, are reminded once again, that when transiting uncontrolled high density traffic areas "See and be Seen" principals are of the utmost importance, particularly so when vertical separation is not available and communication facilities are poor or non existent.

CONTRIBUTORY FACTORS

Harsh shadows under the Fig Trees adorning the street, **black / white**, now you see him, now you don't, creating a strobe effect, another inherent hazard during this untimely accident.

HELP - HELP - HELP - HELP - HELP FLIGHTFEST PORT MACQUARIE

All hands on deck for what promises to be a mammoth weekend. Please support your club by volunteering some of your time. Contact Event Coordinator Rod Davison on 6585 3835 or email roddi194@yahoo.com.au. Or add your name to the list in the clubhouse.

Port Macquarie-Hastings Council has provided \$500 sponsorship of the event. Any members who can add to this prize money or offer other prizes, please contact Rod.

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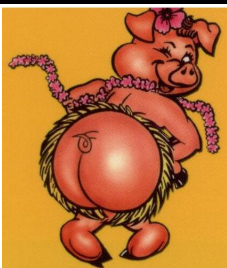


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Bob Bows Out (But Not Completely)

After considerable soul searching I have decided to let my Commercial Pilot's medical lapse. Unfortunately my G.A. instructor rating will lapse with the medical. I am sure you will all realise that after 46 years as a G.A. flying instructor this was not an easy decision to make, but there it is.

This means that from now on I will not be available to conduct any form of G.A. flying instruction including Aero-plane Flight Reviews (BFR) or tail dragger endorsements etc. Fortunately there are at least two other organisations on the field that can provide this service. Also David Massey can conduct tail dragger, CSU and retractable undercarriage endorsements without having to work under a G.A. A.O.C.

I intend to retain my P.P.L. and all of my ultra light ratings and appointments including that of area Pilot Examiner. Therefore I will continue to be available to instruct on ultra light aeroplanes and conduct flight exams under the R.Aus. system. Of course I will still be delighted to help anyone out, ultra light or G.A., with any aviation problems that they may have. As an old instructor you can't cut it off just like that!

I would like to take this opportunity to say a big thank you to all of you who have supported me over the years as one of the club's GA instructors.

In closing - don't forget to hold off - I will still be watching you.

Happy landings

Bob Needham

BAR ROSTER

February

5th James Lummus
12th Doug Jones
19th Rod Davison
26th Bob Small

March

5th Barry Williams
12th Jon Maguire
19th George Northey
26th Bill & Lyndal Coote

April

2nd Tania McKenzie
9th Marcus Ludriks
16th Damian Buchtmann
23rd Ray Lind
30th Richard Bentley

May

7th Jack Terp
14th Rod Farley

* If you can't make your turn, please try to swap with someone else

NEW MEMBERS NOV-JAN

Ken Brooke
Alison Steinmetz



PRICES (incl GST)

FPT Hire	\$155.00/hr
Foxbat/Eurofox Hire	105/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)	\$35.00

CALENDAR

February

Thursday 4th 7am Breakfast at the airport terminal
Friday 5th 5pm Sausage sizzle
Sunday 21st Monthly flying competition and lunch
Friday 26th Barefoot Bowls at Westport Club
Sunday 28th Wings Over Illawarra

March

Friday 5th 5pm Sausage sizzle
Sat/Sun 13th/14th Flighfest Port Macquarie
Sunday 21st Monthly flying competition and lunch

April

Thursday 1st 7am Breakfast at the airport terminal
Friday 2nd 5pm sausage sizzle
Thurs-Sun 1st-3rd NatFly at Temora
Sunday 18th Monthly flying competition and lunch
Sat/Sun 24th/25th Fly-away to South Grafton



HDFC COMMITTEE 2009 - 2010

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