

# PROPwash

Hastings District Flying Club NEWSLETTER

## President's Report

January 2011



Thanks again to Rod and Di Davison and their helpers for organising the very successful HDFC Christmas party/presentation night and the HDFC race meeting. John and Anne Hayler donated prizes, Ted Whitfield ran the bar, Marite and

Glenn provided music and every one helped with the clean-up. Most punters broke even on race night and the club made a profit.

The Port News has run 2 articles written by our media liaison person Jon Barnaby. The first was about our November competition and the second addressed the presentation night. Thank you Jon Barnaby for your efforts. Port News has also entertained us with its front page articles on an unidentified low-flying aircraft that was flying at about 180 feet over YPMQ doing survey work. The aircraft was later identified as a Cresco.

Committee responsibilities include maintenance of buildings and infrastructure. Thanks to George and Glenn for the excellent repair and realignment job done on the hangar doors.

The clubhouse septic tank has been having problems coping with large gatherings such as our Christmas Party. To find out what needs to be done I met with Lyn Richardson from Rosewood Environmental Services. Lyn explained that the maintenance of the septic is the responsibility of our landlord, PMQ/Hastings Council. Lyn advised that one solution to our problem would be to install a new septic tank and allow fluid to flow into the old tank which could then be pumped out at much less cost than pumping out sludge. Airport manager Doug Page tells me that this is how Council manages waste from the airport terminal

The arrangement with Bill Lane is working well and the committee is happy for it to continue. This is a great

opportunity for RAAus pilots and we hope some members will progress to their PPL in our Cessna 172 with Bill's helpful tuition.

All 3 aircraft are currently flying though the weather continues to make it difficult. Our fly-away to Evans Head was cancelled when the Evans Head airfield went under water. On our calendar are a fly-out to Scone for a BBQ and Open Day on February 12, Avalon Airshow on March 1, Natfly Temora 21 May and Cessnock in the Hunter Valley on June 4. If you would like to be part of any of these activities talk to me or any one of the committee members or instructors.

The Eurofox has been listed for sale in Aviation Trader at \$79,000. We have received offers in the mid \$60s but have decided to hold on as the Eurofox is a good backup to the Foxbat and still paying its way. With the Aussie dollar so strong the price of a new Eurofox is now well under AU\$100K and this affects the price we can expect for our "used" Eurofox for the time being.

I have taken time this month to look at FPT usage over the past 2 years. Flights away increase hours flown and bad weather and maintenance issues reduce hours. So we need more GA pilots to find somewhere to go for the weekend whenever weather permits.

FPT maintenance issues seem to have settled, for the moment at least. Talking to LAME Christian Corse it seems the cost of an engine replacement is decreasing as the Aussie dollar rises against the US dollar.

Last December we had a visit from Russell Middleton from Pacific Ibis. He gave demonstration flights in the Ibis 7000 to a number of us. George is arranging a visit from Gary Morgan with his Sierra in the next few weeks so keep your ear to the ground if you're interested.

Following his raffle win at our presentation night Peter Ford flew with David Cooke in the terrific Chipmunk, making a video of the flight in which David formed with Alan Bradtke in his KR2. Lyndal has posted a U-Tube link to Peter's video on the HDFC web site for all to see.

*Bill Coote*

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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](http://www.hdfc.com.au) PO Box 115 Port Macquarie NSW 2444

## Club Captain's Report



As 2010 draws to a rapid conclusion many businesses as well as individuals reflect on the year they have had and how successful or otherwise they have been in their respective pursuits. Likewise we as members of the aeroclub may attempt the same pensive activity and hopefully each member will come up with a similar, positive conclusion concerning our flying club pursuits. Our three main areas of flying involve flying training, cross country flights and monthly competition flights. All of these areas have been highly successful for us in terms of utilisation for our aircraft and hopefully many hours of enjoyment and satisfaction for pilots as well as passengers.

Our recent presentation night highlighted the many achievements of individuals in our club for the year of 2010. In May the HDFC pilots won the **Tri-club competition** for the second year running against pilots from Taree and Newcastle. We saw some great flying on the day from many of our pilots but of special note were: Bill Coote, Mike Coulter and Bruce Dunlop who won individual awards as well. Next year we will have our chance to host the Tri-club event again and at this stage we are planning to have it at Kempsey in May.

The **Navigation Trial** held each year takes place during Dec/Jan in memory of our great mate and fellow pilot, Steve O'Connor. Our 09/10 winner for the second year running was Rod Davison with some clever navigation and very professional flying. Rod scored a creditable 303 points and was the only pilot to land successfully on the touchdown marker on return with his forced landing. Runners up included: Bruce Dunlop(273pts), Vaughn Durkin (206pts) and Lyndal Coote(203pts).

This year our monthly competitions a popular as ever. The disappointing aspect of the event was that the **Recreational Aircraft** section did not succeed in having an ultimate winner due to unsatisfactory weather and quite often the lack of a check pilot. Next year Bruce Dunlop has agreed to do most of the GA check flying and I will do the RA flying in an attempt to really get both sections of our competition going strongly and give lots of our GA competitors have a go at both.

The Forced Landing trophy for the year is also a much sought-after accolade as we all take great pride in being able to successfully land the aircraft in a tiny area of land in the event of a total engine failure. We practice this event in every competition and the scores are tallied up for the whole year. For 2010 we had the uncanny situation of a three-way tie which probably indicates just how close our pilots are in terms of their skills. All on 16 points for the year were: Rod Davison, Bruce Dunlop and Ray Lind.



### ANNUAL NAV TRIAL

Starts Sunday 19th December and continues during January

Book your aircraft on the club calendar and line up your time with Ray Lind 0428 820 698

The **Vern Polley Memorial Trophy** is given in memory of Vern, our ex airline captain and a great contributor to our club over many years. Vern was a great believer in the value of the flying competitions as a means of maintaining high level piloting skills. Our winner for 2010 consistently displayed his flying skills and ended up with an incredible 21 points for the year. The winner is: Bruce Dunlop. Runners up, both on 12 points were: Rod Davison and Ray Lind.

The HDFC **Pilot of the Year** is an award which gives great kudos to any recipient. We have many pilots in our club who display exceptional skills in so many different areas of aviation. For 2010 we have great pleasure in awarding Bob Barnett as the Pilot of the Year. Bob is a very quiet, unassuming member of the club who prefers to stay in the background and just goes about his business without any fuss. This year Bob completed a 7 year project which most of us can only dream about. In 2010 his beautiful Vans RV7 came to fruition and Bob Needham had the pleasure of feeling the air under this amazing aircraft's wings for the first time with a faultless test flight. Bob Barnett is also heavily involved in towing gliders for the air training corps at Bathurst while flying a Piper Pawnee. Bob has also survived an ongoing battle with CASA in an attempt to get his licence back after some previous health issues which have now been resolved. Unknown to many, Bob is also an outstanding jazz musician and is

(Cont Page 6)

## January Flying Competition

### GA

#### Forced Landing from 1500'

1st Lyndal Coote 92, Bruce Dunlop 83,  
3rd Rod Farley 72

#### Blind Circuit/Spot Landing

1st Ray Lind 140, 2nd Dave Mitchell 116,  
3rd Rod Davison 105

#### Instrument Climb to 2500'

1st Bruce Dunlop 81, 2nd Rod Farley & Mike Coulter  
75

#### Overall

1st Bruce Dunlop 268, 2nd Ray Lind 257,  
3rd Mike Coulter 231, 4th Lyndal Coote 229

### RAAus

#### River Bash

1st Rod Davison 85, 2nd Ted Whitfield 80,  
3rd Alex Pursehouse 75

#### 500' Circuit/ Spot Landing

1st Rod Davison 80, 2nd Jon Maguire 70,  
3rd Rod Farley 55

#### Forced Landing from 2500'

1st Rod Davison 45

#### Overall

1st Rod Davison 210, 2nd Jon Maguire 140,  
3rd Ted Whitfield 115



## WORKING BEE

Sunday February 6th  
From 8am

There's work to be done on both the clubhouse  
and the hangar and help would be appreciated,  
particularly from members who use one or both  
facilities regularly



## FLY 'N' SPY

Saturday 26th March

PUT IT IN YOUR DIARY



### LIQUOR LICENSE

The HDFC has recently renewed its Liquor License for another year. If there are any members who have the RSA certificate and would be happy to be available to supervise the bar on an occasional basis, could you please contact Rod Davison and provide him with a copy of your RSA certificate. You may never be called but it helps for us to know who, in our club, is qualified.



## Presentation Night





## South West Rocks Doctor

It is one of my South West Rocks fly-in clinic days. These are days I look forward to, flying to work despite the occasional hassle. All night there has been gentle rain pattering on the tiles and the day seems gloomy as I look out at the grey sea and low cloud hanging above it.



Although I can return IFR to Port Macquarie if necessary, I must fly "contact" outbound as the airstrip at the Rocks is a modified cow pasture with a one thousand foot hill abutting the circuit area.

Ten minutes before I leave the house I ring Rex Osborne, the eighty-one year old owner of the property, a long time pilot and aircraft owner. By this time he has walked along his strip with his bare feet, deciding by the amount his toes sink into the turf that the ground can take my Bonanza today albeit with care.

He tells me to keep in the centre but stay out of the cow track if I can or I will get mud on the aeroplane. Apparently there is lots of cloud around, he cannot see the mountain nearby and there is some fog over the strip. The cows are off the grass but he admits there may be some dung. Rex finally advises me to use the "river approach".

As this is marginal, I throw my IFR plates and maps in the Bonanza and regret having washed it the day before. It stands outside the hangar gleaming in the damp morning as I pre-flight for the short leg to work. The AWIB states broken cloud at 700 feet and visibility 8 kilometres, so once airborne I turn to the coast to follow the shore-line northbound. It is days like this that I recall why I went to live in Mount Isa many years ago where a cloud was a novelty.

At 500 feet I cruise along keeping the coastline on the left and knowing that there is only the sea with its grey breakers and breaching whales to my right.

Crescent Head passes in the gloom and the southeast wind creates constant turbulence as I hand fly the aircraft. Looking inland it seems the cloud base is lower and I can see why Rex has suggested the "river approach" where one circles the town and arrives from the north. I make a radio call inbound but the only traffic is the cows in the adjoining paddock and I hope that none of them decides to hop the fence and need chasing off.

I turn in from the bay along the river putting down the wheels and first flap and reducing the power. Planning ahead for an upgrade to IFR I have my plan ready on my kneeboard and the Brisbane Centre frequency selected on my second radio. I know exactly what heading to take up so that I will climb away from the hill to the east. The river bends and I see the wet strip. Wisps of fog hang nearby. Full flap. Power back. I am confident of Rex's appraisal of the ground. Being a pilot he knows exactly what my heavy-footed aircraft needs to set down upon. What he does not know as I flare is that there is a large soft cowpat before me. There is a silent splat as the nose wheel throws the green substance on the underside of my beautiful clean aircraft and over the wings and tail. An appropriate expletive is muttered into the silent intercom.

Rex is there with his bare feet to welcome me and help me pull my motor scooter out of his hangar, and I putt into town to heal the sick and stamp out disease, glad that I have plastic pants and leather jacket to keep me dry. This is the dangerous part of the operation!



Three hours later I am back at the Bonanza preflighting in the drizzle. Port Macquarie is at minima and requires Tamworth as an alternate. What will the afternoon patients say if the doctor is over the ranges! I try not to think about that.

I file my plan via NAIPS on my mobile and climb into the gloom to intercept the GNSS north approach on to runway 21 back home. It amazes me as I gaze out at the wings in the grey cocoon that the cow dung remains stuck to the aeroplane. What fantastic adhesive properties this substance has that neither 170 knots nor heavy rain dislodges it!

Bouncing around in the turbulence and close to minima I break out and land at my home airport but spend my lunchtime under the aeroplane with a hose and an umbrella washing off this revolting green excrement. As I walk into the surgery at Port Macquarie for my afternoon's work I am somewhat tired by the morning's activities and I think I can detect the faint aroma of cow dung on my shoes.



*David Cooke*

frequently seen playing keyboard and singing with his band at a variety of venues. Bob Barnett, a very worthy Pilot of the Year for 2010.

Other pilot awards given included **Club Person of the Year** and our winner here was Damien Buchtmann. Damien has given heaps of his time for our club over a number of years despite having a very busy family and work life.

The award that many people might cringe and squirm about gaining is the yearly **Stirrers Award**. However, there was no such reaction from our worthy winner for 2010: George Northey. George had a very good mentor to sharpen his skills after flying so many hours with Richard O'Neil, our last year's winner.

Hope you've had a fantastic Christmas, loved lots and safe flying for 2011.

*Ray Lind*



Ray Lind and Bruce Dunlop



Bob Barnett



Bill Coote and Damien Buchtmann



## The Dam Busters Revisited

My wife, Phyllis, and I have recently returned from an overseas trip but, of particular interest to aviation enthusiasts, we traced some of the history of the Number 617 Squadron that flew four-engine Lancaster Bombers raids to Germany during the Second World War.



Tour guide & Phyllis with bouncing bomb

They became known as the "Dam Busters" after their historic bombing of the Mohne and Eder dams in Germany in 1743.

We were privileged to have a personal tour of the Squadron's rooms, hangar and barracks at RAF Scampton, the Base from which they departed for their famous raid, as well as sighting the grave of "Nigger", Wing Commander Guy Gibson's pet dog, who was run over outside the base just before they left on the raid.

This story has been recorded in the movie (of which I have a copy if anyone would care to borrow) and also in the book by Paul Brickhill—and the website [www.dambusters.org.uk](http://www.dambusters.org.uk) or [www.thedambusters.org.uk](http://www.thedambusters.org.uk).

On the way to Scampton we visited the Derwent Reservoir, east of Manchester, where the 617 Squadron practiced their bombing runs on dam walls similar to the ones in Germany.

After the Raid the Squadron was moved to Coningsby RAF Base where there is the "Battle of Britain Memorial Flight" exhibition including a Spitfire and a Lancaster.

Some of the officers were accommodated in the Petwood Hotel at Woodhall Spa, just a few miles from the airbase. We had the pleasure of visiting the memorial bar room with photos and signatures of many of the crew.

However we received a bonus at Scampton, which is also the home base of the British Aerobatic team called The Red Arrows. We were given a personal tour of the Hawk aircraft by the Junior Engineer. Just prior to our arrival we were privileged to view them practicing overhead. The Engineer gave us a set of recently released display photos which I have for anyone to look at should they wish.



Petwood Hotel

*Jon Barnaby*



Jon & Phyllis with tour guide

Dear Bill,

I am writing to thank you, the rest of the HDFC committee, and especially George Northey for my flying training and scholarship. I have thoroughly enjoyed the past couple of years' learning at the Flying Club, first with Adam, then George when Adam departed. It has been a great experience, from the first circuits, through first solo, to finally receiving my Wings this year! I would like to sincerely thank you and the club's generosity and support in awarding me the Scholarship in 2009, starting me on my way to my licence, and hopeful eventual career in aviation. When I am flying the heavy metal overseas, I will not forget where it all began.

Thank you again for everything the Club has done to support young pilots in the Hastings region - I am not the first to benefit from this great service and opportunity you provide, and certainly won't be the last.

Yours sincerely,  
Matthew Baker

*Dear Matthew*

*Thank you for sending the email*

*It is wonderful to know that we have helped. I will let others in the club know and maybe one day we will be welcoming you as a committee member. Keep up the good work.*

Cheers

Bill



## EUROFOX FOR SALE

24-5054 Excellent condition, 1140hrs TT, Rotax 912ULS 100hp. Folding wings, Dynon D100 EFIS, AvMap EKP-IV moving map GPS, X-Com radio, transponder, strobes, heater. Cruise 100kt. Nil accidents, always hangared, maintained by LAME & L2. Superb performer. \$79,000 ono, no GST. Call George 0414 956665, email [cfi@hdfc.com.au](mailto:cfi@hdfc.com.au).



## BAR ROSTER

### January

21st Doug Jones  
28th Rod Davison

### February

4th Bob Small  
11th Barry Williams  
19th Jon Maguire  
26th George Northey

### March

4th Bill & Lyndal Coote  
11th Damian Buchtmann  
18th Ray Lind  
25th Richard Bentley

### April

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

## CALENDAR

### February

Sunday 6th	Working Bee from 8am
Sunday 13th	Fly-away to Scone
Sunday 20th	Flying competition & lunch

### March

Tues 1st - Sun 6th	Avalon Airshow
Sunday 20th	Flying competition & lunch
Saturday 26th	Fly 'n' Spy

### April

Sun 17th	Flying competition & lunch
Fri 22nd - Sun 24th	NatFly at Temora

### May

Sunday 15th	Flying competition & lunch
Saturday 21st	Tri-Club at Kempsey (tentative)

### June

Saturday 4th	Fly-away to Cessnock
Sunday 19th	Flying competition & lunch

## CONGRATULATIONS

### Peter Ford

RAAus Pilot Certificate

### Andrew Eames

First Solo

## NEW MEMBERS NOV-JAN

Phil Lamb (flying)  
David Malster (flying)  
Harry Matthews (flying)  
Gavin Roberts (flying)  
Andrew Rohde (flying)  
John Weaver (flying)

### 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

## HDFC COMMITTEE 2009 - 2010

### Bill Coote- President/ GA Operations

Ph: (h/w) 6559 9953 E:billcoote@tsn.cc

### George Northey - Vice President/ Ultralight Operations/ RAAus CFI

Ph: (m) 0414 956 665 E:george at northeys.com

### Rod Davison - Vice President/ Social Activities

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

### Richard Bentley - Treasurer/ Public Officer

Ph: (h) 6585 1135 E:margaretrichard@optusnet.com.au

### Ray Lind - Club Captain/ Flying Instructor

Ph:(m) 0428 820 698 E:lindflight@hotmail.com

### Bruce Dunlop - Secretary

Ph: (w) 6559 5444 E: bdunlop@tsn.cc

### Ted Whitfield - Clubhouse Manager

Ph: 0413 184 798 E: tedwhitfield@bigpond.com

### Glen Cleary - Hangar Manager

Ph: 0438 836 400 E: glennhpi@bigpond.com

### Lyndal Coote, Propwash & Website Editor

Ph: 6559 9953 E: lcoote@tsn.cc

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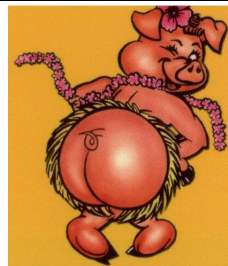
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real estate agents and auctioneers

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## CHANGES TO AIR TRAFFIC SERVICES AT WILLIAMTOWN

Williamtown Air Traffic Control is now active seven days a week from 6am - 11pm and a clearance request must be made to Willy Delivery for a flight using the VFR coastal route between Nobbys Beach and Broughton Island or a flight the Williamtown CTR and restricted areas R578A, B, C, D and E during those hours

Flight over and past Williamtown used to be freely available on weekends unless military activity was taking place.

When planning a flight, consult ERSA, DAH and NOTAMS for details.