

PROPwash

Hastings District Flying Club NEWSLETTER

President's Report

July 2014



It's here. The CTLS arrived at 2pm on Thursday 26th June. On board the delivery flight were the distributor, Leo Moras, and club member, Eric Elsey. Flying commenced that afternoon with Ray, George and myself taking advantage of the fine weather. Further Instructor flights were

conducted on Friday before I made the first revenue flight. A thorough inspection of the aircraft on Saturday revealed a leaking fuel shut-off valve. A new part was dispatched but before its arrival George rectified the situation finding some metal contamination during production the cause. The factory is addressing the lack of a manifold pressure gauge required in the operation of the constant speed propeller unit. Normally this is incorporated in the twin Dynon screens but we elected analogue instruments and thus the manufacturer oversight. In the meantime the aircraft is operating perfectly fine as a fixed pitch propeller aircraft.

A good crowd attended the Friday evening arrival celebration. The aircraft survived much poking, prodding and close inspection. The first 25 hourly has just been performed and the aircraft is available for your pleasure.

Final cost of the CTLS excluding GST was \$145,059 following a reduction of \$7,533 for late delivery. The club now owns two aircraft with a healthy bank balance intact.

Now the aircraft fleet is sorted the committee is turning its attention to clubhouse renovations. We have applied for a Community Building Partnership Grant and if successful work will be carried out next year. The project involves a new colourbond

roof, ceiling, carpet and paint along with an upgrade to electrical circuits, lighting and ventilation. Total project cost is \$36,625 of which \$29,150 is being sought as a grant. Notification of the application outcome will be made in December.

Club Captain, Ray Lind, and myself met with Airservices Australia airspace advisors last week. They were in town to observe first hand the increase in air traffic and also as a response to the CASA draft report on Port Macquarie Airport. They were amazed at the activity and hinted quite strongly that a Certified Air/Ground Radio Service (CAGRS) at the very least would be installed. This is also one of the recommendations in the CASA draft report.

Applications are now open for our 2014 flying scholarships. They close on the 22nd August so spread the word. The news release is shown elsewhere in this newsletter and full information is given on the website.

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

President's Report (cont)

Our young flyers have been quite busy lately with several achievements. Congratulations to Tim Hitchins on obtaining both his Pilot Certificate and Passenger Endorsement. Mitchell Paterson made his first solo flight on his 16th birthday while another youngster, Alex Pryde, also completed his first solo. The HDFC strongly encourages young people into aviation with the scholarship scheme being one example.

Happy Birthday to Roy Cousins. Turning 92 on the 23rd July, Roy is our oldest student. Roy regularly flies with Bob Needham. His enthusiasm and enjoyment of the freedom of flight parallel that of the younger generation. Again the club is pleased it can provide this opportunity.

Another notable achievement is that of ex Cathay Pacific captain, John Hayler. John has spent the last few months down in Cowra where he successfully completed his GA instructor rating. Hopefully John will shortly extend the rating to RAAus and offer his services to the club.

Glenn Cleary is the new co-ordinator for our maintenance team. The club is extremely lucky to have the services of knowledgeable aircraft service personnel in Alan Bradtke, George Northey, Glenn Cleary and Bill Coote. A team approach will enhance expertise as well as ensuring aircraft serviceability.

The Annual General Meeting will be conducted on Wednesday 20th August commencing at 7pm. Attendance in recent years has been light on and I would like to see this reversed. Please show your interest in the club by attending. Better still, nominate for committee or any other duty which may be of use.

Jim Hazelton was a great aviator and likeable character. His recent passing was a loss to the aviation industry. A tribute day was held in Port Macquarie on the 26th June where many stories were told and much memorabilia displayed. The HDFC extends its sympathy to Jim's family.

There are now many new stubby holders on the bar fridge thanks to Jack Terp and Bruce Dunlop. There is now no excuse for cold hands on a Friday evening so come along and socialise with fellow enthusiasts.

On the social scene, Ed Godschalk organised an enjoyable restaurant night at The Point Restaurant. The thirty people in attendance thank you Ed. The next social event is the Horse Race Night on Saturday 9th August. Again we would love to see a large attendance on what will be a highly enjoyable and entertaining evening.

How much money in the bank? Plans for 2015 and beyond? Who will be on the management committee? These questions and more will be answered at the AGM. Be there.

Rod

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

Calling Young Aviators: Flying Scholarships 2014



The Hastings District Flying Club (HDFC) is offering two \$1200 flying scholarships to promote aviation to the youth of the Hastings.

About the HDFC

The club operates from Port Macquarie with a clubhouse and hangar at the airport. Current membership is approximately 165. The club owns two Light Sport Aircraft which are used for flying training and private hire. Learn more about the club on our website www.hdfc.com.au

Cost of Training

Recreational Aviation Pilot Certificate (estimated cost)	
HDFC membership (must have)	\$80/year
RAAus membership (must have)	\$210/year
Basic Aeronautical Knowledge Theory Kit (BAK)	\$90
BAK briefings (must do) 12 topics, about 12-15 hours	\$30/hour
Air instruction (at least 20 hours, usually 20-25 hours) Discount available for 10 hours pre-paid	\$120/hour
Instructor (20-25 hours)	\$50/hour
TOTAL	minimum \$4,200

About the Scholarship

The scholarship value of \$1200 represents 50% of the minimum Air Instruction or aircraft cost as shown in the above table. HDFC membership and BAK theory kit will be provided by the club. Instructor and briefing costs are borne by the student and are paid to the instructor as they arise. Upon accepting the scholarship successful candidates will contribute an equivalent \$1200 which then gives them \$2400 credit toward air instruction costs.

Scholarship training is valid for 12 months.

Training

Flying training will be in the Foxbat aircraft under the tutelage of one of the club's Recreational Aviation Instructors. The training will lead to a Recreational Aviation Australia pilot certificate. Lessons can be arranged 7 days a week.

Calling Young Aviators: Flying Scholarships 2014 (cont)



Mitch Paterson
2013 Scholarship Recipient

Applicant Criteria

Applicants must be:

- ◆ Aged between 15 and 20 years
- ◆ Submit their most recent school report
- ◆ Outline why they would like to learn to fly
- ◆ Take a Trial Instructional Flight to assess aptitude at a cost of \$85

Applications

- ◆ Close on Friday 22nd August 2014
- ◆ Will only be accepted on the official HDFC application form
- ◆ Should be posted to:
Hastings District Flying Club
PO Box 115
Port Macquarie NSW 2444

Further enquiries

Email Rod Davison at roddi194@yahoo.com.au or phone 0419 632 477.



Search for:
Hastings District Flying Club (HDFC)

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

Proficiency pilots are now paying only \$100 an hour in the Foxbat for these flying days. This would have to be the cheapest flying available anywhere.

May

For our May PPD (Pilot Proficiency Day) we had seven (7) pilots participate on a lovely, calm day weatherwise and surprisingly quiet with aircraft traffic.

The first event was the Blind/Spot Circuit where the instruments are covered and the pilot has to fly a circuit with a simulated, total instrument failure while judging his altitude for 1000' as well as airspeed. This check finishes with a spot landing on the runway where the pilot has to touchdown on the large airstrip markers. The results were:

Blind/Spot Circuit

1st Bruce Dunlop, Ray Lind 112pts, 2nd Ed Godschalk 100 pts, 3rd Jack Terp 98pts.

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

River Bash

1st Bruce Dunlop, Jack Terp, Ray Lind 59pts, 2nd Jon Maguire 46pts, 3rd Ed Godschalk 44pts.

Our final event was the Forced Landing back onto the airstrip from 2000'.

Forced Landing (A020)

1st Bruce Dunlop 76pts, 2nd Mark Watson 63pts.

Overall for the PPD

1st Bruce Dunlop 247pts, 2nd Mark Watson 171pts, 3rd Ray Lind 161pts

June

Our Proficiency Days are all about maintaining currency and improving our flying skills overall. To improve the quality of the landings we have now introduced an additional landing score system where the pilot can earn 20 bonus points for the landing on each exercise regardless of the scoring box position. This makes the obsession with scoring boxes less important than the landing itself. To score the 20 points, the pilot must have the column fully back and be exactly in the middle of the runway. For our May PPD (Pilot Proficiency Day) we had a very disappointing four (4) pilots participate. The conditions up until lunch time were very calm with minimal traffic to contend with. After a maintenance issue with the brakes and another beautiful club lunch for everyone, the conditions had deteriorated and the last few pilots were unable to fly.

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

River Bash

1st Rod Davison 57pts, 2nd Ed Godschalk, Bill Coote 56 pts, 3rd Jon Maguire 50pts.

Steep Turns

We then did steep turns where the pilot performs turns up to 45° while maintaining altitude and balance during the whole sequence. The results were:

1st Rod Davison 75pts, 2nd Bill Coote 70pts, 3rd Jon Maguire 65pts.

Our final event was the Forced Landing back onto the airstrip from 2000'.

Forced Landing (A020)

1st Rod Davison 60pts

Rod was the only pilot scoring points on the very difficult forced landing event

Overall for the PPD

1st Rod Davison 192pts, 2nd Bill Coote 126pts, 3rd Jon Maguire 115pts

Weekend @ Yamba & Palmers Island—Veronica Lind



**Veronica & Ray Lind
Lorraine & Bruce Dunlop
Stephanie & Alex Pursehouse
Vicky & Ted Whitfield
Lyndal & Bill Coote
Reta & Jon Maguire**

Everyone seemed to be looking forward to the trip to Yamba but as the days draw near the weather seemed to be dampening the pilots' spirits. Ray and I decided to drive up anyway on 30 May morning. I was pleased that a few other couples have decided to do the same and not let the weather affect this yearly trip. Ray promised that the yuppie shops in Yamba will make the nearly 300 km journey worth my while. I quickly did my research and e-mailed to the girls a list of shops which may appeal to us. I also alerted my sister and brother-in-law (who is Scottish) that I will visit the Scottish town, Maclean, along the way and send them some photos!

30 May was such a beautiful day. We stopped at Anchors Wharf at Urunga for lunch. Ray remembered skiing along the waters there as a teenager. We continued our journey towards Coffs Harbour. Lorraine and I were busy texting and playing Words with each other during the drive up. Coincidentally our cars passed each other there, but we went onwards to Maclean. I did not see any men in kilts nor tossing the tabor and there wasn't much of a Scottish feel about it except the painted tartans on the poles along the streets and the toilets labelled Lads and Lassies. I was disappointed!

We finally arrived at Moby Dick, greeted by Stephanie and Alex. All of us adjourned to the Cootes' room for drinks before heading to a Chinese restaurant across the road for dinner. Reta, Jon, Ray and I did not opt for the banquet dinner and ordered our "Asian special" instead but the cook wasn't impressive. We had fun anyway with Alex being the bartender, as the restaurant, technically, could not sell alcohol.

We woke up to rain on 31 May, but Lyndal was already knitting away on the balcony. The boys were giving weather updates back to Port and hoping for a change. Well, it was decided, they couldn't fly. Sigh. We met for breakfast at the Yamba Cafe Marina. The boys and Lyndal took a ferry across Iluka but could only have coffee chit chat at the wharf because of the rain. The girls had a wild time shopping for shoes, clothes and knick knacks. Lorraine, Stephanie and I bought the same jumper and we had to wear it for dinner that night. That was the highlight of our trip. :-) We then adjourned back to Moby Dick for a quick round of mahjong and afternoon tea with Reta's home baked cookies. The boys visited the McIntyres air strip to admire the airplanes in Bob's hangar. Dinner was at Yamba Shores Tavern and a group of us adjourned to Moby Dick's BBQ area for more drinks. Maybe too many drinks when the boys tried to look like Elvis wearing Alex's sunnies and Ray kept saying "Shhhh, don't spit on your finger, Shhhh", something he learnt from Alex. I think the Cootes were disturbed by the noise we made and left very early the next morning! Sorry, Bill and Lyndal!!

During breakfast at the corner cafe, we saw Alex and Ted flying on Alex's trike. Stephanie was waving on the street corner to get their attention but that didn't seem to work! We met at the air strip after checking out. It was such a beautiful day again. Pity the other pilots couldn't come up. The girls posed

Weekend @ Yamba & Palmers Island—Veronica Lind (cont)

for photos in front of the trike. We also learnt that Alex's nick name is Ajax (named after the cleaning product because he was such a clean freak). Alex generously offered us a flight, so Bruce went up, then Ray, then urgh, ME!!



Alex was very assuring, very gentle so I could test this flight just hovering above the runway. How was that and perhaps we can go a little higher!? Alex had just boosted my confidence and I felt I could trust him totally. Actually, I was thrilled. The shadow of the trike looked like a bird and I felt like a bird. I put my hand out and wham, the wind swept it backwards. Wow, you couldn't feel that effect in a plane. I could see the thick sugar cane lined up below me, the prawn farms, my red Hyundai and the friends waiting for me below. I've never seen my car from the top before. It's a different perspective up there ok, now I see why pilots are so thrilled when they fly. Well, I would want to try this again some time in the future, when the weather is CALM! That flight makes this Yamba trip very memorable for me :-)

Thank you HDfC and thank you Alex for the opportunity!

More Yamba Yarns—Lorraine Dunlop

Having never been to Yamba, having been told it was a very small town with not much going for it, we were pleasantly surprised at how big it was, how lovely it was, and how wonderful it was. A few members of the flying club arrived by car – those who were flying in were unable to due to bad weather – made us a small and intimate group of twelve. The Moby Dick Resort was a great base, the rooms were large and clean, and the views of the water and beyond were spectacular.

Friday's weather was warm and sunny, Saturday began with a fine mist of rain and it continued all day. The men, and Lyndal, decided to ride the ferry to Iluka – after we all gathered for a cooked breakfast at the marina – while the rest of us ladies shopped to our hearts' content. Yamba's boutiques are amazing.

The pub out by the water, a yacht or two bobbing at the pub's jetty, served a splendid meal Saturday night. The locals have a booze bus that runs people about to their evening activities, and we made use of the bus. Let's just say that fun was had by all.

And wouldn't you know it Sunday was a beautiful sunny day. Out at the airfield where Victoria and Ted were camped, Stephanie and Alex had parked their trike – the same trike, and Alex, were seen hovering above Yamba when we were eating breakfast at a footpath café – rides were being given to those who had a hankering. I was told the ride was a glorious one.

Roll on the next Yamba event. We'll be there.
Lorraine Dunlop

Palmers Island Visit—Vicky Whitfield

Friday, 30th May. We awoke to a pleasant, sunny morning in Mullumbimby. We intended to make an early start, but as often happens, prolonged 'goodbyes' and cuppas delayed us. Caravan in tow, we headed off down the Pacific Hwy towards Yamba, with Palmers Island Airfield co-ordinates programmed into the GPS. Roadworks, speed traps (Ted commented he had never seen so many) and other travelling bugs aside we finally rolled into the airfield mid afternoon.

Alex and Stephanie were already there with their caravan, they had flown the Trike, too windy to continue, so the a/c was pushed into Bob's hangar, we 'caught up' with plans for that evening, met Bob, the owner of the airfield and with his affable consent, set up camp beside the sugar cane. Before meeting the others that evening for dinner in Yamba, we checked the next day's weather, of course being optimistic, we thought the forecast was a BIG mistake....after all it had been wrong a couple of times during our week in Mullumbimby.

The airstrip, where we camped, is a few kilometres from Yamba, so we arranged to meet the others in town for a meal that evening. We made the choice to eat at the local Chinese restaurant as it was within walking distance of the resort. The usual HDfC high jinks prevailed with Alex in fine form, lots of laughter and camaraderie! Afterwards a few of us decided to explore a path which took us along the waterside near the resort and then, back to the airfield for Ted and I in preparation for tomorrow's fly-in...or so we thought.....

Saturday morning, our worst nightmare, the rain was coming down in buckets.....now what? Stephanie rang us and told us that the plan was for girls to go shopping, trip to Iluka on the ferry and to meet in the evening for the dinner as had been organised originally. Ferry to Iluka in the rain didn't really appeal, we'd been there. Shopping, after my Crystal Castle visit, the credit card was somewhat embarrassed, so it was fish and chips in the Yamba rain and stock up on supplies for the van (a good move...we later discovered).



The rain stopped later and the 'boys' came to the field to examine the contents of Bob's hangars. I am very impressed by the way Bob (the airfield owner) has set up the facilities at MacIntyres Field. The front part of the first hangar on the left as you enter the field has been made into a clubhouse. There is a kitchen which is well equipped with gas burners, a sink and cupboards with crockery, cutlery etc. Annette usually leaves milk in the fridge, coffee, tea, sugar and biscuits so that visiting pilots can make a cuppa. In addition there are tables and chairs, toilet and shower, even a whiteboard where messages can be left. A really good set-up.

Behind the clubhouse is the hangar, the ultimate pilot shed. A Gee Bee which is in the process of being built from scratch by an enthusiastic aircraft owner/builder was much admired by our HDfC boys, anyone who goes down that track knows the blood, sweat and tears involved in undertaking such a project. There were a couple of gyro copters and a bit of a mixed stable of aircraft in the three hangars at the field. Bob owns an Archer which looked a nice tidy aircraft, he flies with a friend these days as a precaution, a good move as a senior pilot I think. In that hangar I also noticed an aircraft which looked very similar to a Thruster (it was something else, but the name escapes me). Apparently the owners are not averse to a few aerobatics in it.....well there are many different breeds of pilot out there.

Palmers Island Visit—Vicky Whitfield (cont)

The second hangar down is called The Bert Hinkler Hangar and there is a very interesting story about the name which Bob is happy to share and tell how that was so-named. There are also cars stored in the hangars and I was told that some of these belong to 'commuter pilots' who may, for instance, be professionals who live in Yamba area and commute in their planes to work.

The airstrip itself is a beautifully maintained grass strip, approx 914 metres running West/East with sugar cane either side. As we found out after the heavy rains the drainage is extremely effective. This was demonstrated when a Beech Baron landed on the Sunday afternoon with no problems whatsoever (except finding the field, which caused him quite a delay).

Saturday night's dinner didn't disappoint, Bob and Annette called into the field and we followed them into Yamba to the club where the get together was held, I was glad to be shown the way as Ted is a typical male, disinclined to ask for directions and this was certainly not easy to find, or was it just that Bob knew the shortcuts. We all enjoyed a great meal and good company (as we were driving, drinking grog was restricted) one or two of the others certainly made up for our restraint in the liquor department they had a courtesy bus to take them all back to the resort, where I believe the partying carried on for some time afterwards.

Sunday morning dawned bright and clear, unbelievable after the heavy rain on Saturday. There was movement outside, we'd already had breakfast and dressed, so when Ted ventured out a bright eyed and bushy tailed Alex greeted him, "Hey, want to fly?" The trike was sitting there ready to go, so after a cup of Alex's new favourite Black Adder tea and a couple of bikkies, the boys climbed onto the trike and were gone, armed with Ted's camera. They returned after about half an hour telling me what a great flight they'd had and all the interesting bits. Alex wanted me to go and have a quick look from the air, but Stephanie called him to breakfast. A man has to eat, even when flying beckons as an alternative!



Movement at the station, the place erupted with cars and people, the poor bush turkeys fled back to the safety of the sugar cane and we went out to see what was going on. Ray, Veronica, Bruce, Lorraine, Alex and Stephanie had arrived. The Macguires and Cootes left earlier and headed straight home so we all gathered outside in the gorgeous sunshine and decided to make the most of having fun with the one aircraft we had there.

It goes without saying that Alex was in his element with so much interest in his much loved trike.

Numerous photo-opportunities, the girls all posed with Veronica, bravely, climbing onto the passenger seat and me, even more bravely (so I thought) climbing into the pilot seat. Then for me began a very interesting lesson with Alex on how the weight shift trike flies.

Palmers Island Visit—Vicky Whitfield (cont)

I was brought up as a 'gliding kid' spending most of my weekends at the Yorkshire Gliding Club (UK) where Dad was an instructor. Since those early years I have been involved with aviation in one form or another for most of my life. I have flown gliders mostly and even tried my hand flying a small helicopter, which totally disobeyed my attempts at a conventional turn, that is right rudder and stick over to the right in co-ordination haha.....noooo!

I suspected flying a weight shift trike would be different to anything I had had ever experienced, so sitting there in the pilot's seat was the perfect time to get an idea of what it would be like to operate the aircraft. With Alex giving me a quick idea of the way it worked, I put my hands on the bar and operated the wing in turning mode. As I have ridden a motorbike in the past and water skied, I soon got the idea of how it all worked together. The one thing I noticed was that it soon tired my shoulders as the bar was higher and I was actually reaching up to operate it. Alex confirmed that strong shoulders are an advantage, but once airborne it can be 'trimmed'. I still think my arms being higher, would prove very tiring on a cross country flight. The controls seem very simple, a right pedal bar operates the throttle and a left pedal bar acts as a brake.



I was so engrossed in learning about this fascinating flying machine and asking Alex many questions that I didn't see Veronica behind me doing an impression of Kate Winslet on the bow of Titanic, like the movie. Hmmm not quite sure about that.

Time was marching on, so I reluctantly got out of the pilot seat and Alex was ready to take passengers to experience the joys of 'triking'. I had an extremely swollen foot, unable to wear shoes so it wasn't really possible for me to fly as a passenger, but Veronica, being the great person she is, decided she would give it a go, which meant overcoming a few fears. To her

credit and Alex with his very calm and reassuring manner she actually ended up flying a circuit. Bravo Veronica!

However, this left the others in a dilemma. After a little bit of persuasion, Bruce finally succumbed to peer pressure and climbed aboard for his first flight on a weight shift trike. When he landed, all eyes turned to Ray and Lorraine. Lorraine declined, deciding to leave that experience for another day. Ray....come on, now he HAD to save face. We learned that Ray had actually flown with Alex on his previous trike. Ray, (to save face and, I suspect blow away some of the effects of the previous nights excesses) had a quick flight. After a further chat they then all left to return home and we, along with Alex and Stephanie went to prepare to de-rig the trike and pack up to leave.

It's very strange how things can change dramatically in an instant, Alex received a phone call, a group of friends were at Casino celebrating 'Beef Week' and invited Alex to fly over to meet them. So we prepared a few sandwiches, had a quick lunch and off they flew to Casino. Stephanie's first cross country flight. A big event for her indeed.

Palmers Island Visit—Vicky Whitfield (cont)

Meanwhile back at the camp/airfield we decided to make a big pot of soup (thank goodness we'd shopped for supplies the previous day) as we spoke to Bob and he had kindly agreed to let us all stay an extra night. We arranged a few drinks and 'nibblies' with Bob, Annette and one of their friends and when Alex and Stephanie returned after a great afternoon at Casino, we hangared the trike and sat down to relax with our new friends and enjoy a bit of socialising. After drinks we enjoyed a meal with the Pursehouses, our delicious homemade chicken and vegetable soup went down extremely well, followed by a tin of rice cream and fruit provided by Alex.

Stephanie and I finished the wine, Ted and Alex enjoyed a couple of bottles of something. True to her usual form Stephanie did a wonderful job of leaving the clubhouse immaculately clean and tidy. Exhausted, we all staggered off to our respective beds ready for tomorrow's departure.



Monday morning after decamping etc we left reluctantly with a very genial invitation from Bob to come again. We felt very privileged to have enjoyed such a great weekend and to have been in the company of some of our favourite people....like minded aviators.

Vicky Whitfield

Happy Birthday Roy

The HDFC would like to wish a very Happy Birthday to **Roy Cousins** of Lake Cathie who turned 92 on the 23rd of July. Roy started flying with HDFC early in 2012 under the tuition of Bob Needham to satisfy his life-long desire to fly. As a youngster in Kurri-Kurri, Roy joined the local air league club and was involved in building and flying radio controlled models. In 1942 Roy applied for the RAAF, passing his medical for aircrew, but was devastated to be conscripted into the army. He served for three and a half years in New Guinea and tried unsuccessfully to be transferred back into the RAAF. Upon returning from the war, Roy married and raised a family, with the desire to fly always burning in the background, although the expense involved would inhibit his ambitions. It was at the HDFC open day in 2012 where Roy met Senior Flying Instructor, Bob Needham, and after a trial instruction flight Roy's dream was once again a reality. Happy Birthday Roy, it's a pleasure to have you on board!



Bob Needham and Roy Cousins

CTLS: First Impressions—Rod Davison



The CTLS

I am not qualified to write a pilot report so what follows is my general impression after a couple of hours in the CTLS.

High wing, strutless and low to the ground provides easy entry. The old bum first, throw the leg over the stick works. Exit is vica versa. The solid door closes snugly giving that warm, fuzzy, secure feeling. Solid pins on solid rails enable the seat to be set in a myriad of positions for all sorts of bodies. A blow up lumbar support in the adjustable seat back adds to the comfort. This is a very roomy, comfortable cockpit. The panel is modern, featuring a Dynon EFIS and analogue engine gauges.

Engine start is standard Rotax. However, one immediately notices a smoothness which is not apparent in the Foxbat. Rudder pressure is heavy in the taxi giving a large aircraft feel. Take off with fifteen degrees flap is similar to the Foxbat. Once airborne the aircraft accelerates quickly, climbing like a homesick angel. Early flap retraction ensures the limiting speed of 80 kts is not exceeded. Expect to turn crosswind by the end of the runway.

Visibility in the cruise is excellent with overhead windows enhancing the view in turns. The photo windows have already earned their keep making this aircraft a magical photographic platform. One error I have made in the transition is an over dependence on the EFIS for flight information. Because it is so accurate and sensitive one tends to fixate and chase the numbers when all that is required is a good look outside at the horizon.

Approach and landing are straightforward with no surprises. In fact the recommended approach speed is similar to the Foxbat. Both fifteen and thirty degrees of flap will ensure a short landing roll. The modern avionics are probably the scariest thing for the new pilot. However, they are user-friendly and quickly become familiar. The information available to the pilot is amazing.

I would recommend you check out the aircraft section of the website where you will find the Pilot Operating Handbook as well as manuals for the Dynon Skyview and Garmin GPS.

Happy flying and have fun.
Rod Davison



Roomy Cockpit



The Panel

Photo Competition



The entire Pacific Ocean and we find ourselves 1000ft below this for 8hrs.
Submitted by Jimi Ludriks.

Winning Photo for July

Congratulations to Jimi Ludriks, the winner of the Photo Competition, who can collect his prize of one free drink (beer, wine or soft drink) at the club on Friday evening—next time he's in town!

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.

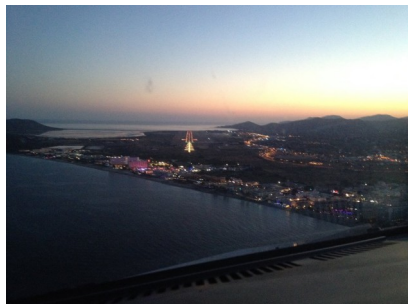
Please ensure you send details of the photo, i.e. where, when, plane type and any other interesting info.

Send entries to: egchalk@gmail.com

Honourable Mentions to these submissions:



YBKS sunset
Submitted by John Hayler



Ibiza morning
Submitted by Alex Diesveld



CTLS
Submitted by Ted Whitfield

Farewell Gentleman Jim Hazelton

I met Jim some years ago through my friendship with his daughters and I'm glad to say I had the opportunity to hear just some of his numerous adventures in aviation. I was often inspired by his enthusiasm towards flying and I'm sure I'm not the only one. Jim's kind and gentle nature lives on through his wonderful family. On behalf of the HDfC and myself, farewell Jim, the turbulence is over.
Ed Godschalk

Below is the Facebook tribute which was posted by Jim's grandson, Oliver Hazelton-Kelly, who has recently commenced pilot training in Port Macquarie.

Today we said goodbye and paid tribute to one of Australia's greatest pilots, my grandfather Jim Hazelton. He was the first Australian to fly a single engine aircraft from Australia to the United States and introduced crop dusting to Australia. With over 50,000 hours of flight time, he was one of the most experienced and respected pilots in the world. After hearing numerous stories of his achievements, generosity, love and humour, and being saluted today by four F18 Super Hornet Jets, I have come to realise how well respected my grandfather was. I will never forget you. Life will never be the same without you. You are a legend and you always will be. I love you xoxoxoxoxoxoxoxoxo



Caption this Photo Competition



Send in your captions for this photo to:
egchalk@gmail.com
Winner will be announced in the
next *Propwash*.
See page 19 for the April winner.



HDfC RACE NIGHT

Saturday 9th August
6pm

\$25 for prawns, chicken and champagne

Come dressed in your best race gear
Prizes for Best Dressed Female, Best
Dressed Male, Best Lady's Hat

Add your name to the list on the
clubhouse noticeboard or
email Rod Davison
roddi194@yahoo.com.au

Social Outing to The Point Restaurant—Di Davison

The Flying Club restaurant nights are always popular and the most recent to the Point was no exception. The Point is located a little out of town opposite the Settlement Point Ferry and is the new name for a restaurant that has existed in many different forms over the years. With new owners and world class chefs it was a venue to be tried.

A cold winter evening warmed up nicely inside the restaurant, ensuring a very enjoyable social gathering as judged by the amount of noise and raucous laughter throughout the night. Sue Stubbs in her trip advisor review summed it up nicely. She said, "We had a 'group' meal here with our club-about 30 of us with a pre-selected menu of half a dozen mains. All were excellent, very well put together and delivered with great service. The desserts, which were extra, were all delicious. The espresso crème bru'lee was brilliant. Thanks to the staff for helping make our night memorable."

In addition, I would like to comment that once a few of us had tried the choc caramel cookie with icecream with its wonderful aroma of freshly baked cookie in its own hot pan and combined with the chocolate and caramel ...well many others succumbed...and someone even had two desserts! The photos tell the story!

Thanks to Ed Godschalk for his organisation to this venue and persistence in ensuring all went to plan.

Di Davison



Recollections– Bob Needham

Buttocks Boarder & Bob Needham's part

in

Her Majesty Queen Elizabeth the Second's private visit to Conception Island in 1966 In the Royal Yacht Britannia

Clive Boarder was odd. Very and decidedly odd. One could almost say he was close to being that oddest of all odd things; an English Eccentric. He had a laugh which I always thought sounded something akin to a bark or perhaps a cough. A sort of a booming "HUT HUT HUT" sound. Even more arrestingly it was about the equivalent of force 10 on the Beaufort Scale. Now as any flying instructor will tell you, force 10 is a storm and easily recognised as such since trees start to become uprooted and considerable structural damage is done in one's immediate vicinity. In short, his laugh was seriously loud. Sometimes when laughing, his face though taking on a deep beet red hue would remain strangely impassive. On first meeting with Clive this could be quite unnerving to say the least. All this, together with a set of eyebrows that made Anthony Quinn's luxurious growths pale into miserable insignificance, would in most company have made him a particularly remarkable character. However in juxta position with all of the other remarkable characters of Biggin Hill in the 1960s he passed *in* as averagely normal.

Clive Boarder also had a passion for words which, no pun intended, bordered on the bizarre. He was attracted not so much to the meaning of a particular word but more to the sound that it might make. Having fastened on to a new word he could be heard and seen wandering around the aerodrome at all hours of the day or night repeating the word in as many different permutations as its component syllables would allow. He would then contrive to introduce the word into the conversation at every opportunity. This produced some very odd pronunciations of perfectly normal English words being used and not always in an appropriate context. Although all this was a source of some amusement for Clive it was often disconcerting for passing strangers.

For quite some time before our crash on 1st. March, 1966, in County Flying Club's Auster X-ray Pa-pah, Clive had been conducting linguistic experimentation with the word buttocks. On the day in question during the pre flight inspection I could hear Clive muttering under his breath as he played with his latest word. Butt-ocks, but-tocks, boo-ttocks, b-ttocks. You know; that sort of thing. Eventually we took off and all went well with the flight until the homeward leg of our navex to Stapleford Tawney and Ipswich. We were battling with that dirty yellow smog that was so common to the east of London in those days when suddenly, as Mrs. Robinson would have it, we could hear; "The Sounds of Silence". As I took control my immediate response was the classic "Shit the engine has failed". Clive's rejoinder of "BUT-tocks, so it has" was less classic I felt but equally ineffective in restoring the noise. Realising that neither of these responses seemed materially to improve our situation I started to pump the throttle.

Recollections– Bob Needham (cont)

2.

Well, as even the most inexperienced of pilots knows, this action is guaranteed to contribute absolutely nothing towards the restoration of power and is therefore not particularly recommended. However this is not the place to dredge through the minutia of the whole sorry fiasco. Suffice to say that the wires of the national power grid, a farm house and a hedge were all kaleidoscopically and memorably compressed into the next few minutes. Finally the whole box and dice *terminated abruptly with Clive and me saturated in Avgas from a ruptured belly tank, hanging upside down in our straps and trapped inside an inverted aeroplane wreck in a boggy field somewhere in darkest Essex.

Our exit from the aeroplane into knee deep mud is yet another story, but the saga rolled on and in due course we found ourselves explaining our precipitate presence in their midst to the local farmer person, ambulance persons, assorted passing yokel persons and the local constabulary person. The usual "Are you the owner of this ere hairyplane sir?" routine was patiently endured. Meanwhile the lads of the local fire brigade could occasionally be heard both near and far as they clanged round the local country lanes frantically searching for the crash site. They never did find us and for all I know may well be looking still. Finally the locals released us and we ignominiously made our way by train and bus, back south of the river Thames and hence to civilization.

Looking back now I believe that Clive and I were suffering from some sort of delayed re- action from the crash since on our journey home we seemed to think that every single thing that was said by either of us was uproariously, sidesplittingly, funny. Our progress was marked by Clive, red of face and "hut hut hutting" at full volume, much inappropriate use of the word buttocks and me rolling around all over the place laughing and clutching my aching sides. This, together with the fact that we were both liberally coated from head to toe in good quality Essex potato growing mud and smelling to high heaven of Avgas ensured that we travelled back to the protective sanctuary of Biggin Hill in perfect isolation. Even though it was the height of the rush hour!

No doubt all but the most discerning of readers will have failed to make the connection between the events of the foregoing narrative and the Queen's visit to Conception Island. On one thing however there can be no doubt. On that grey and chilly English March morn in 1966, even as Her Majesty and Prince Phillip stepped ashore from the royal yacht onto that sunny Island paradise, two of her most loyal and humble subjects were much pleased to be alive and very happy to be grovelling, as all good serfs should be, in the mud of Merrie Old England. Later, in discussion in the Surrey and Kent Flying Club bar, both Clive and I were in total agreement that when she was informed of our grovellings it would undoubtedly give Her Majesty a sense of great comfort and pleasure and would only add to the enjoyment of her island visit. I would just like to add in closing that up until the occasion of the Queen's visit to that tiny Caribbean Island I, like most people that knew him, had always thought of Clive as "Eyebrows Boarder". For ever after that I thought of him by another name. For reasons of national security the Queen's thoughts on the matter must remain unrecorded.

**Australian vernacular*

By Bob Needham
16th December 2012
At Wauchope, N.S.W.
Australia

Wing Tips—Constant Speed Prop



Due to the arrival of the new CTLS, Wing Tips offers some light revision of the basics of the Constant Speed Prop.

When considering a fixed pitch propeller, for a given rpm, there will be only, one airspeed at which the propeller will operate at its most efficient angle of attack. In this case the designer would choose a fixed pitch propeller with a best-efficiency airspeed/rpm combination that suits the aeroplane's intended purpose. For example, a propeller set up to be efficient at high speed will see acceleration and climb performance suffer. At low airspeeds, the blade angle needs to be small for the angle of attack to be optimum (fine pitch) and as forward speed increases, the blade angle needs to increase (Coarse pitch) to maintain optimum angle of attack. This is achieved by using a Constant Speed Unit, which contains a governor that regulates the propeller speed (rpm) to that selected by the pilot. It does this by automatically adjusting the blade angle hydraulically or electrically so that rpm is maintained irrespective of airspeed and the power delivered to the engine. Therefore, the rpm setting determines the angle of attack. High rpm is fine pitch used for take-off and climb where low rpm is coarse pitch used for the cruise. The aim is to have the propeller set as close to the best angle of attack and the engine rpm set for the maximum efficiency throughout the aircraft's airspeed range. Power and rpm are set according to the manufacturer's recommendations so that optimum propeller and engine efficiency is maintained. If the power is adjusted, the blade angle changes to maintain rpm and the thrust changes as a result. In the case of extremely low engine power, the blade angle will fine-off until it reaches a limit known as the pitch stop and from there the propeller acts as a fixed pitched propeller, therefore further power reductions result in a drop in rpm as the propeller cannot "fine" any further.

Reference: Aviation Theory Centre

PRICES (incl GST)

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

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.

Congratulations

Tim Hitchins
RAAus Pilot Certificate

Craig Whiting
RAAus Pilot Certificate

Alex Pryde
First Solo

Mitchell Paterson
First Solo

Rob Stanborough
First Solo

Anson Needham
Launched Homebuilt RV8

DECATHLON AVAILABLE

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

Caption this Photo Winner: April Competition



Some great entries with the winner below.

"When I say now, drop the clutch!" – John Godschalk

"VH BARROW" – James Lummus

"Crap...forgot about the tail!" – Ray Lind

"How far is the petrol station?" – Diane Davison

And the Winner – John Hayler with.... "Push harder Rod, I figure she has a higher lift off speed than the Foxbat!"

BAR ROSTER

AUGUST

1st Rod Davison
8th Barry Williams
15th George Northey
22nd Ray Lind
29th Jack Terp

SEPTEMBER

5th Ed Godschalk
12th Glenn & Marite
19th Bill and Lyndal
26th Bruce Dunlop

OCTOBER

3rd John Hayler
10th Rod Davison
17th Barry Williams
24th George Northey
31st Ray Lind

NOVEMBER

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

DECEMBER

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

JANUARY

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

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 JUN-JUL

Jim Andrews
Penny Black
Ken Trotter
Leon Whittle

CALENDAR

Sunday 19th July
Pilot Proficiency Day & lunch
POSTPONED TO SUNDAY 27TH

Saturday 9th August
Horse Racing Night

Sunday 17th August
Pilot Proficiency Day & lunch

Wednesday 20th August
AGM

Saturday 20th September
Tri Club competition at Kempsey

Saturday 4th October
Fly & Spy

Saturday 19th October
Pilot Proficiency Day & lunch

Sunday 16th November
Pilot Proficiency Day & lunch

Saturday 29th November
Annual Presentation Dinner

Friday 19th December
Christmas Party

HDFC COMMITTEE 2013 - 2014

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