

## President's Report

February 2013



By now you will know that some important decisions were made at the January committee meeting. The decision having been made to sell the Cessna 172 FPT and the Eurofox in order to buy a new General Aviation (GA) style Recreational

Aviation Australia (RAAus) registered Light Sport (LSA) aircraft, Rod Davison will have his work cut out for him for the next few months whilst he researches aircraft options.

The loan from Cedric Stephens which helped us purchase the Eurofox is due for full and final payment at the end of January. I want to thank Cedric for his generosity in lending us this money.

Other activities in and around the club have included the installation of a grab handle at the front door and restoration of the briefing room which, along with the instructors' office, will be fitted out with reverse cycle air-conditioning. Glenn Cleary has been kept busy on these projects.

Dylan Williams has been in the top of our hangar recently rewiring and replacing the fluoro lighting. We have added two powerful flood lights to make indoor aircraft maintenance work easier. George Northey will be able to see what he is doing for a change.

Some of you will know that the office end of our clubhouse was the original Airport terminal building given to HDFC by Oxley Council in about 1968. In many respects the building is now passed its use-by date. Back in 2006 I initiated a strategic plan for HDFC and, having been on the committee since, I have updated this plan on a regular basis.

### Here is the Current Vision for the Strategic Plan

By the year 2020 the HDFC will:

- be in a new purpose-designed and built clubhouse/hangar facility on the PMQ airport
- be recognised as the regional hub for recreational flying
- have a fleet of GA and Recreational aircraft available for members to use supported by a recreational aviation flying school

The idea of a new purpose-designed and built clubhouse may be an ambitious one. But it is one I believe we need to keep on the agenda as only by planning can we move consistently forward. We are probably already seen as the leading RAAus flying school on the North Coast and, if our plan to acquire a state-of-the-art Light Sport Aircraft comes off, we will be the envy of clubs in our area.

To make the most of the move to upgrade our RAAus aircraft I would like to see the introduction of some advanced aircraft and pilot training. George Northey, Bob Needham, Ray Lind and, in fact, all of our instructors will be working to make these advanced training programs happen. So if you thought it was all about gaining a Pilot Certificate only think again and prepare for a whole new set of challenges.

Safe flying

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 75.00 (flying) and \$35 (social). The club owns three 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

## Pilot Proficiency Results

### GA Pilots

#### January 2013

Seven pilots competed on a day of drizzle and generally poor visibility. Today we welcomed Alan Kerr as a new member to his first club flying activity.

#### River Bash

1<sup>st</sup> Bruce Dunlop 59

2<sup>nd</sup> Lyndal Coote, Peter Ford, Rod Davison 53

#### Forced Landing (from 1500')

1<sup>st</sup> Bruce Dunlop 70

Only one competitor managed to get into the scoring boxes.

#### Spot Landing

1<sup>st</sup> Peter Ford, Bruce Dunlop 85

2<sup>nd</sup> Bill Coote, Rod Davison, Alan Kerr 80

#### Overall

1<sup>st</sup> Bruce Dunlop 206, 2<sup>nd</sup> Peter Ford 138,

3<sup>rd</sup> Ray Lind 134

### RAAus Pilots

#### January 2013

Five pilots competed but wet weather prevented at least three others from having their flight.

#### River Bash

1<sup>st</sup> Don Haldane, Peter Ford 56

2<sup>nd</sup> Rod Davison 51

#### Forced Landing

1<sup>st</sup> Rod Davison 87

2<sup>nd</sup> Peter Ford 66

3<sup>rd</sup> Don Haldane 60

#### Spot Landing

1<sup>st</sup> Peter Ford 85

2<sup>nd</sup> Rod Davison, Jon Maguire 80

#### Overall

1<sup>st</sup> Rod Davison 218, 2<sup>nd</sup> Don Haldane 186,

3<sup>rd</sup> Peter Ford 177

## CONGRATULATIONS

**Nick McKeown Ward**

First Solo

**John Navin**

First Solo

**David Ramage**

RAAus Pilot Certificate  
Passenger Endorsement

**Andrew Spalding**

First Solo

**Ben Hansen**

Passenger Endorsement



**Andrew Spalding**



**Nicholas McKeown Ward**

## 2012 Achievements



Vern Polley Trophy for GA Proficiency  
**Bruce Dunlop**

Pilot of the Year  
**Peter Ford**

Student Pilot for 2012  
**Jordan Seward**

Forced Landing Trophy & RAAus Proficiency  
**Rod Davison**

Club Person of the Year  
**Lyndal Coote**

Stirrer's Spoon  
**David Massey**

**First Solos**  
Ed Godschalk, Dave Ramage, Daniel Pye, Dylan Williams

**Pilot Wings**  
Leeton Mason, Ben Hansen, Steve Smith, Toby Stutsel, Eddy Godschalk

**Cross Country Endorsement**  
Jordan Seward, Glenn Cleary

**Passenger Endorsement**  
Ed Godschalk, Glenn Cleary, Tom Cannon

**Commercial Pilot's License**  
Trent Merchant, Michael Toohey

**Private Pilot's License**  
Peter Ford

**Constant Speed, Floating Hull, Float Plane Endorsements**  
Bill Coote



## The Biennial Flight Review—Friend or Foe?

Over the last year I have undertaken a series of Biennial Flight Reviews (BFR) for local pilots – mainly club members, some in the club Cessna 172 and others in pilot-owned aircraft. The following is my perspective on those reviews, the main items that have been discussed and predominant outcomes.

Most pilots have approached the BFR on the basis of “I suppose I have to”, “how much time is needed for a BFR”, “really will it take that long”. On this basis, one would have to categorise the BFR as FOE. However I am pleased to say that to date I have had no disputes with people after the event and the majority have been really pleased with the outcome, such as “I had forgotten all about that”, “I had realised that there was a rule change but did not understand”, “I will definitely practice forced landings myself”, etc – so my final summary would be most people would categorise the BFR as Friend.

The general standard of flying in the club is very good and a credit to the trainers and attitudes, I think that constantly mixing with Qantas and Virgin has ensured a level of professionalism that would not be seen in remoter areas or even the old GAAP type environments.

The BFR can be considered in the following phases:

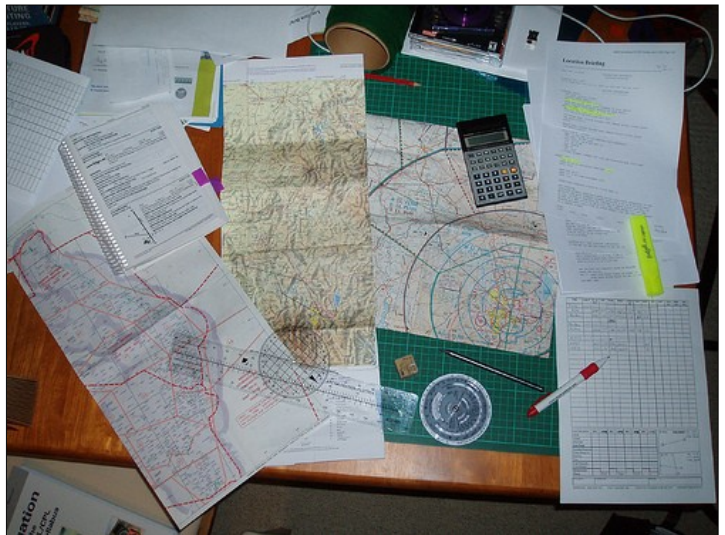
- Pre-flight planning
- Background knowledge
- Navigation exercise
- General handling

### Pre-flight planning

This is on the basis of visual navigation without a GPS, usually choosing a route that includes controlled airspace. The majority of people do well at this exercise but are surprised at how

much time it takes, the main reason for the time is lack of practice/familiarity with airspace waypoints restricted areas, etc. However, the more detailed the plan the easier the flight. A couple of tips are:

- Use either an overhead departure or a remote starting point (e.g. abeam Wauchope if going west), this allows time to mark up the flight log and start the watch
- Ensure that some allowance is made for the climb – most of the time we are climbing over the mountains so time to climb is significant
- Mark some intermediate waypoints – either significant features or 10 minute markers
- Have the radio frequencies on the flight log
- Do a sample weight and balance + performance chart
- On the fuel plan use the recommended – time \* fuel burn plus 15% plus 45 minutes
- Print out area forecast and notams



## The Biennial Flight Review—Friend or Foe? (cont)

### Background Knowledge

- Understand VFR Rules – these are defined as visibility and distance from cloud – are they the same in all airspace
- What are the categories of airspace etc. in this area
- Can we plan to go through restricted areas near us
- Why do we need more runway to take off from hot high airfields
- How do we lean – and what is going on

### Navigation exercise

Generally it is not needed to fly the complete planned route – establishing the flight on the first leg is sufficient. Problems are – holding heading and not completing times on flight log; also a great tendency to believe that you are where you should be not where you actually are.

### General Handling

- Normally this is quite good; however, on the practised forced landing there is a general tendency to try and fly a normal circuit without ensuring the landing area remains in glide distance
- In a strong wind – do not get downwind
- Don't forget your checks
- Crosswind circuits need practice

The guidelines for BFRs are set out in CAAP 5.81 which may be downloaded from the web ([http://www.casa.gov.au/wcmswr/assets/main/download/caaps/ops/5\\_81\\_1.pdf](http://www.casa.gov.au/wcmswr/assets/main/download/caaps/ops/5_81_1.pdf)) with a summary sheet attached.

Whilst the flight may be conducted by a grade one instructor, this instructor must be working under an AOC with training privileges. CASA will review all BFRs a flying school has done at each audit, so the instructor is always mindful of both his responsibilities for safe flying and paperwork!

David Massey



### 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.

Chantelle Hancey  
E: [chantelle@essentiaediting.com.au](mailto:chantelle@essentiaediting.com.au)  
P: 0438 204 417

## **FLY 'n' SPY 2013** **Saturday 23<sup>rd</sup> March**

*Proudly sponsored by Port Macquarie Hastings Council*

This year the theme is 'Exploring Airports' with the focus on Kempsey.

Your task will be to track along the Pacific Highway to Kempsey airport where you will land.

After searching for answers to clues on the ground, you will return to Port Macquarie tracking Crescent Head Road to Crescent Head and then coastal south to Port Macquarie. The forward and return journey will also have questions. Use of technologies such as Google Earth and photographic equipment are banned and each infringement will attract a ten point penalty.

A presentation dinner will recognise the efforts of the successful and not so successful. Commencing at 6pm, the cost is \$25 and reservations should be made by emailing Rod Davison at [roddi194@yahoo.com.au](mailto:roddi194@yahoo.com.au) or put your name on the list in the clubhouse.

This is a fun event designed to promote an enjoyable flying experience, so get your crew together. Crew size is only limited by your aircraft seating capacity. Entry fee is \$10 per aircraft. Club aircraft should be booked in 1.5 hour blocks commencing 8am, 9.30am, 11am, 12.30pm, 2pm, 3.30pm. Book your slot now to avoid missing out.

Port Macquarie Hastings Council has sponsored the prizes:

1st	\$300
2nd	\$200
3rd	\$100

and the 'cabbage' will be rewards to the team with the lowest scores.

Further enquiries should be directed to Rod Davison.



**PORT MACQUARIE  
HASTINGS**



## The COOT-A Amphibian Story

I am not sure what got me started on this COOT adventure but it has turned out to be worth the journey. Early in 2008 I discovered that Molt Taylor, the designer of the Aerocar, also designed an Amphibian which he called the COOT. There were two versions, one with a single tail called the COOT-A and one with a twin boom tail called the COOT -B. The incentive for Molt to design the COOT came from fishing friends wanting an amphibious aircraft to fly to remote river fishing spots. Molt had previously designed a small amphibian called a duckling and the COOT was a natural development of this.



Molt Taylor COOT-A Prototype 1972

Lyndal and I had planned a trip to USA in 2008, including a few days at the Oshkosh EAA Air Venture. After email discussions with the chief COOT protagonist, Richard Steeves, we added a side trip to Madison Wisconsin with the promise of a COOT ride. A landing in the COOT "Harvey" on the Wisconsin River had me hooked and I purchased plans.



Richard Steeves and Bill Coote and Harvey

Back in Australia I set to work building the COOT hull and then the wing, sending progress images to Richard Steeves for inclusion in the COOT-builders web site [www.coot-builders.com](http://www.coot-builders.com).

Although mine would be the first COOT to be registered in Australia, there had been four COOTs flying and several unfinished in New Zealand. New Zealander Martin Farrand alerted me to a COOT project for sale on the New Zealand Trade-Me web site. After frantic bidding I secured the project for not very much money, not thinking too much about how to get it home. A weekend visit to Auckland led to shipping the project, now called by Martin "the asset", in a 20ft container. A COOT with tail boom in situ is 22ft long but Martin fixed this with a few well directed snips of a bolt cutter.



Bill Coote setting wing to fuselage

"The asset" arrived in Botany Bay and was loaded onto, into and on top of my trailer for the trip to Laurieton. For one crazy moment I thought of building two COOT's. But then I realised that, although the wooden hull was well constructed, the 30 year old resorcinol adhesive had turned brittle over the years and the timber had suffered being out in the harsh Auckland weather. The metal parts were in good shape so I salvaged the tail boom, a 10 inch aluminium tube, and all the tail feathers.

Another trip to the home of the COOT in 2010. On this trip we managed to visit Andy Adams in Blue Lake, California. Andy was at about the same stage as me, planning to be finished by Christmas but just not that year.



New Zealand project as it was found

## The COOT-A Amphibian Story (cont)

Back at the workshop the project was almost finished by July 2012 and another trip to USA was in the air. A wedding in San Diego required us to fly into LA where Ottmar Lissmann housed his recently completed COOT. Ottmar, also called Steve, runs a company that does internal fit-outs for expensive executive jets. So this COOT is finished in luxury style.

As my COOT was fast approaching flying stage and I had completed both float-alighting-gear and floating hull endorsements, I investigated a COOT check ride. The only COOT available probably in the world was in Vancouver Canada. The air ticket from Sydney to Vancouver via LA was cheaper than the ticket to LA alone.

So after the wedding in San Diego we went to Vancouver for a check ride in Paul Trudel's COOT with seven water landings on the Pitt River.

Almost there, finished by Christmas this year (2012).



"The asset" arrives in Australia



Andy Adams and Bill Coote  
in Blue Lake, USA



Bill Coote in the office as  
Ottmar looks on



Paul Trudel and his COOT at Langley  
Airport, BC Canada, pre-flight before  
the trip to Pitt Lake



Back in Australia, Bill Coote can start taxi  
testing the COOT-A on the driveway with the wings  
safely stowed in the shed/hangar



## Flying—A Family Affair



Clyde and Sue with their latest acquisition, an American built 'Cirrus' SR22.

The Hastings District Flying Club has a number of families where husbands and wives, and sometimes children, all share the ability to be qualified pilots.

Clyde Stubbs built and flew model aeroplanes as a teenager, but the desire to fly did not eventuate until later in life.

He built a computer software business over a number of years, but the urge to fly returned and he obtained his licence in 1993. The experience was so satisfying, Clyde purchased his own plane and regularly took his wife Sue for joy flights.

However Sue's love for flying grew so much she also obtained her licence and purchased her own plane, a Cessna 150B named 'Juliet'.

Now living on a property north of Wauchope, Sue and Clyde have their own airstrip and hangar which helps avoid the drama of mixing with commercial aircraft at Port Macquarie aerodrome.



## Piloting Technology

Briefing Session and Open Forum

**Thursday 7th March**

**6:30pm in the HDFC Clubhouse**

- iPads - Models, Features and Prices
- Understanding what's available
- Understanding what it all means
- OzRunways Demonstration
- Setup, Planning and Navigation
- AvPlan Introduction
- Product Comparison and Demo

This club event is open to all members to come along, have a relaxing drink, participate in the briefing session and share their knowledge with fellow flyers.

Please RSVP by 5:00pm Thursday 28 February to  
Peter Ford - [pford@mac.com](mailto:pford@mac.com) or 0438 882 052

## Dexfield Park Fly-in Photos



### 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.

Lyndal Coote, Treasurer



## Presentation Night Photos



Eddy Godschalk and Justine Single



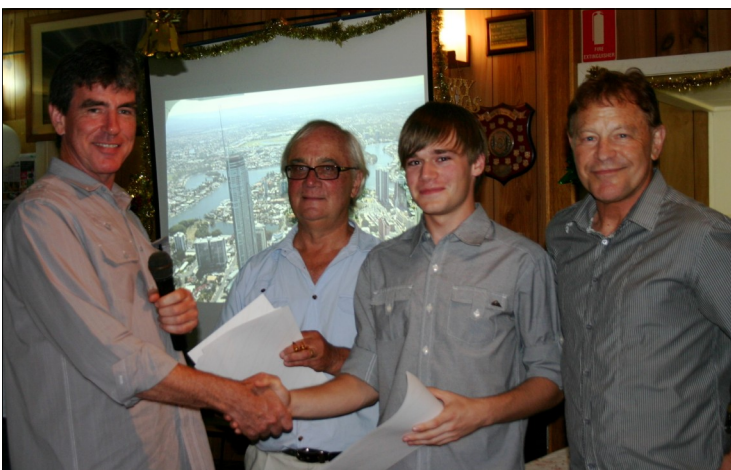
George Northey, Bill Coote, Ben Hansen



Ray Lind, George Northey, Daniel Pye, Bill Coote



Ray Davison, Ray Lind



George Northey, Bill Coote, Jordan Seward, Ray Lind



Bruce Dunlop



## Presentation Night Photos (cont)



Peter Ford, Ray Lind



Jordan Seward



Amber Ford



Rod Davison, Eddy Godschalk, Ray Lind



Ray Lind, David Cooke



Daniel Pye

## CALENDAR

28<sup>th</sup> Feb - 3<sup>rd</sup> March  
**Avalon Airshow**

17<sup>th</sup> March  
**Pilot Proficiency Day & Lunch**

23<sup>rd</sup> March  
**Fly 'n' Spy**

2<sup>1st</sup> April  
**Pilot Proficiency Day & Lunch**

## BAR ROSTER

### February

1st Bill & Lyndal Coote  
8th Glenn & Marite  
15th Peter Ford  
22nd Richard O'Neill

### March

1st Rod Farley  
8th Bruce Dunlop  
15th Rod Davison  
22nd Barry Williams  
29th George Northey

## PRICES (incl GST)

FPT hire	\$180.00/hr
Foxbat/Eurofox hire	\$110.00/hr
TIF	\$80.00
Flying membership	\$75.00
Social membership	\$35.00
Junior membership	\$11.00
Hangar rental	\$150 or \$100
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

## NEW MEMBERS DEC-JAN

Jonathon Carne  
Jon Navin  
Tallun Rose  
Robert Standborough  
Andrew Wilson

## HDFC COMMITTEE 2012 - 2013

### **Bill Coote - President/GA Operations**

Ph: (h/w) 6559 9953 (m) 0428 599 953  
E: bill@becominghealthy.com.au

### **George Northey - Vice President/Ultralight Operations/CFI Recreational Operations**

Ph: (h) 6582 7997 (m) 0414 956 665  
E: gn@hdfc.com.au

### **Rod Davison - Vice President/Activities Coordinator/PR**

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

### **Lyndal Coote - Treasurer/Public Officer/Website**

Ph: (h) 6559 9953 (m) 0427 116 372  
E: lyndal@scootermarketing.com.au

### **Ray Lind - Club Captain/Senior Flying Instructor**

Ph: (h) 6582 0830 (m) 0428 820 698  
E: lindflight@hotmail.com

### **Bruce Dunlop - Secretary**

Ph: (w) 6559 5444 (m) 0414 594 223  
E: bruce@brucedunlopcomputers.com.au

### **Marite Jansons - Clubhouse Manager**

Ph: 6585 1555 E: maritej@bigpond.com

### **Glenn Cleary - Hangar Manager**

Ph: 0409 485 668 E: glennpc@bigpond.com

### **Peter Ford**

Ph: 6582 0846 E: pford@mac.com