

December, 1998

Another year has come and nearly gone, but, at least, we can say that we accomplished something. It has been a big year in a number of ways. We took on the Scouts, changed our prices, bought a new pie cart, started wearing name badges, flew pylon races, visited Watts Bridge, looked for the wave from the Kingaroy side, resurrected mid-week flying, completed some flying training courses, put winglets on the LS7, appointed a Marketing & Promotion Officer, conned a new editor into writing "CHAOTIC", re-started the club comps, changed the format of the AGM & dinner, set up a web site and conducted successful working bees. All of this in addition to the routine & the mundane activities that go on behind the scenes, courtesy of a couple of hands full of the same old dedicated & professional members. Members without whom we would not have a club, at all - let alone the active & prosperous one we have today. The best is yet to come. At the November committee meeting it was decided to sell the K7 & order a second Puchacz. At the time of writing, the Puchacz has been ordered for delivery next March/April and the loyal & faithful old GQX is on the market. Time moves on & we have to move with it. RI has proven to be one of the most popular, pleasant and attractive aircraft the club has ever owned and a second one would provide the operational & economic benefits of commonality. This is the 90's version of the 2 x K7 philosophy of years ago. A recommendation has gone to the committee to fit winglets to the Hornet. This will improve handling & performance. DDSC will then be in the unique position of having a structured, balanced, all - fibreglass fleet.

Thanks

Always a risky thing to do because of omissions, however : Denis Lambert, Trevor Bange, Russell Bennett, Shane McCaffrey, Shane Andersen & Stow Kentish all deserve a special mention. The instructors, airworthiness engineers, tow pilots & committee members all honour their voluntary obligations faithfully.

Membership

Some of our longer term members downgraded from flying to social category during the year. Whilst this is a bit of a surprise, it really only reflects the true situation as regards to their place of residence, age, health or other commitments. At least we have still got them & can communicate with them and see them once in a while. Perhaps we need more social functions to achieve this ? Our membership numbers are still healthy but, just as with a garden , we have to keep on with the planting. One member has brought four new ones to the club this year. Imagine if everyone did that ! Perhaps we should all aim to introduce one new member to the club next year. Think about your friends & relatives who might be interested as well as former members who have drifted away. We Are still short of younger pilots and almost completely devoid of female ones. (Onya Belinda !) We need to address this imbalance in 1999. The Scouts have breathed new life into the old joint & next year looks like being a big one. Thanks to Tony & Dieter for their faith in us & their persistence & loyalty.

New members

Welcome to Colin Adam, co-owner of FQR. Colin goes back a long way in Queensland gliding, lives in Melbourne & is commuting.

Notable flights

Ken Stehbens flew 311 km with Denis in the Puchacz (mid-week, too!) & then Denis followed up with Shane Anderson and peeled of 256 km in the Grob a couple of days later. Dieter Gerschwitz went solo and has had a mortgage on the K7 ever since.

Airworthiness

Steve Mountstephen has had to relinquish the position of Airworthiness Officer as he is moving to Canberra. Thanks, Stephen. Robert Scott has kindly volunteered to take over. Please ensure that the maintenance releases are filled out for all club aircraft at the end of each day's flying. The duty instructors look after the two seaters but any assistance is always welcome. Single seater pilots should be the responsibility of the last pilot to fly each aircraft.

Towing

We are facing a shortage of tug pilots due to transfers, etc. If you can help, or know someone who can, please contact Mark Robertson.

CFI

Pressure on aircraft & for launches continues to rise. Please book an aircraft if you have serious intentions. Remember that more than one pilot can fly each aircraft on any one day so please be explicit about your needs. Early starts to each flying day are essential as is the need to minimise time wasting. We are going to start launching two rows of gliders (grid) to optimise efficiency. The pie cart will be located south of the perimeter track (when on 12) & up against the southern fence (when on 30.) Markers will eventually set out the locations once we have proven them, operationally. Shane Andersen is undergoing training to Level 1 Instructor. The LS7 & hornet are already booked from 7th to 11th December, inclusive. The club is operating, full-time, for two weeks from Saturday 28th November.

Airspace changes

A new chart comes into effect from 3rd December. The clubhouse chart has already been annotated with the changes. QSA will be mailing out full details in the very near future.

(very roughly) :

Amberley Active	Amberley Inactive	Oakey Military airspace
6500ft QNH East to Withcott	8500ft QNH East to Withcott	23 nm radius from Oakey (Kommamurra silo)
	6500ft QNH East of Withcott to Rosewood	
	12500ft QNH arc just west of Yarraman (centred on Bne)	

Radio frequency change

Area frequency goes from 123.9 to 121.2. Toowoomba could become a MBZ & Warwick City Council has requested a CTAF at Massey Field.

Club cross-country coach

Allan Latemore has taken over from Shane McCaffrey & is keen to get going. Shane Andersen has already flown with Allan & Tony Barker has a booking for 12th December. Remember that all pilots of club aircraft who are going X-C should notify the duty instructor of their task & retrieve arrangements.

Christmas party

Saturday 19th December at the club house. Dawn launches, dual tows, pylon racing, Santa Claus (on wings) and much, much more. Contact Terry Mosler for details (and to book for catering purposes) & Denis Lambert for aircraft bookings.

Introductory membership - TIF's

No one can be flown (as a TIF) without these forms filled out, completely, signed & witnessed. Instructors should sight each form before accepting the passenger. Catastrophic insurance or legal problems could develop in the event of a an accident if the paperwork is overlooked or incomplete.

Xmas/new year DDSC members regatta

Commitments are coming in. Please register (together with which days & what goals) so we can best work together as a team. We would particularly like to hear from private owners.

From the treasury

As always, the purchase of a new, imported, \$90,000 glider imposes a strain on the club's finances. The justification for the purchase has been created by the hard work of some of the operational & administrative volunteers. We can avoid dipping into our overdraft if as many members as possible could bring their accounts into (substantial) credit and/or make a cash contribution towards the cost of the aircraft Trevor would like to see your \$ or hear from you re a pledge.

Calendar of events

	December	January	February	Contact
Club general	Sat 19	-	-	Kevin Senz
Committee	Fri 18	TBA	TBA	Kevin Senz
Scouts/Guides	Sat 12	-	TBA	Murray
Pylon race	Sat 19	-	-	Denis Lambert
Club comps	-	TBA	TBA	Peter Holmes
Instructor meet	Sat 12	TBA	TBA	Denis Lambert
Mid week flying	Thu/Fri 5/6	Thu/Fri 7/8	Thu/Fri 4/5	Alf Garrone
Xmas party	Sat 19	-	-	Terry Mosler
XC training flts	-	Mon 18 - Fri 22	Mon 15 - Fri 19	Allan Latemore
Xmas/NY regatta	26,27,28,29,30,31	1,2,3	-	JMooreMKnight

A happy & safe festive season to all members & families. Thanks for your support in 1998.