

## April 1999

### CFI Report

Flying has been steady this month with the weather once again reducing several days to local gliding only. The K-7 departed the club (*after 34 years of faithful service*) on Tuesday 3 March, for a new home in NSW. It was purchased by private owners for local towing flights and should be well maintained. Our new Puchacz is built but the delivery delayed till late May due to the completion of another aircraft that will accompany it in the same seatainer to Australia.

Midweek flying on Friday 5 March was well attended with several flights of over 4 hours, and two over 3 hours. Chris Aniftos is to be congratulated for his pursuit of flying hours. He has already completed two 5 hour flights and several 3 hour flights.

Some airspace restrictions may be in place over the Darling Downs in April due to military exercises, so keeping a good lookout. Dates and times will be posted on the club notice board.

To reiterate the clubs policy on low finishes. Aircraft are not to cross the active runway below 500 ft A.G.L. when completing a fast finish. If you wish to have a competition finish then do so on the inactive side of the circuit. The circuit pattern is where the majority of mid-air accidents occur.

The Pylon race was run on 20 March 1999 with a good turnout. The weather was OK initially, but deteriorated later in the day to force a few outlandings, the airstrip at Irvingdale being christened by DDSC. The winners were: Rob Bradley and John Moore in the DG 500 in Nationals class, and Shane Anderson and Chris Aniftos in the Grob 103 in Club class.

The club General meeting was held after a BBQ and was well attended. Badge flight requests will be placed on the notice board, as will radio calls to be used in the circuit and on release.

A GFA Radio Operators Licence and logbook endorsement should be obtained prior to going solo. If you need one contact Trevor Bange (for Toowoomba based folks) or Tony Barker (in Brisbane). This will allow you to talk on other frequencies outside glider frequencies - possibly essential if you wish to operate midweek.

If you need a Daily Inspection (DI) rating, contact any instructor who can conduct initial training and direct you to a Certificate of Airworthiness holder for endorsement. You should get a DI rating prior to obtaining your C-certificate and prior to converting into the single seaters. Shane McCaffrey will organise a morning for DI training – please contact Shane to register interest.

### Member Achievements

- Robert Scott was granted a passenger rating
- Dave McManus achieved his open cross-country rating.
- Dudley Waters recently purchased an ASW 20 and has been giving it a good workout

### Queensland State Comps

Most club members may know by now that DDSC is hosting the Queensland State Competition later this year, likely to be in October or November 1999. This will be a highly enjoyable and lucrative opportunity for the club. John has pulled together an organising committee, but will need many proactive and flexible volunteers immediately prior to and during the week-long event. If anyone can help, or wishes to help with the organisation in any capacity whatsoever, please contact John Buchanan Mob 0419 643 711

### Website Update

The website continues to attract visitors and has resulted in a number of bookings for trial instructional flights, inquires about our courses and a new member. With over 1500 visitors since going online in August last year, we have one of the most visited soaring sites on the net. A number of soaring clubs (Warwick, Harden and Lockhart) have recently requested our advice on setting up their own websites. One of the most visited pages on the site is the Image Gallery. So if you have any photographs of any soaring activities you, or the club has been involved in, why not share them with the world. Either send in your photographs and they will be scanned and returned to you, or scan them yourself and send them by e-mail. Contact Shane Andersen for details on tel 07 3345 2437 or e-mail at [shanea@powerup.com.au](mailto:shanea@powerup.com.au) .

### General News

- The canopy covers from the Puchacz and Diamont are still missing. Please return them (or advise a committee member) if you have them as they are custom made and costly to buy.

- John Moore has kindly donated his spare Cambridge and speed director to the club for use in our aircraft. This gesture is very much appreciated – thanks John
- The Base Radio and all aircraft radios are now working – please don't fiddle with the settings
- The airfield upgrade is in-progress with top dressing and planting of 'star grass' in affected areas. Once the area is covered with grass other areas will be top dressed and runners planted to cover stones. When operating on the strip, please avoid the bare dirt areas to assist the quick growth of new grass.

### **For Sale - Discus "A"**

Rego GSO. Price is \$70,000 or half share \$37,000 for the basic plane with manual instruments + radio, std winglets, std stubs; trailer & all handling gear plus full race sealing. For an additional \$6,000 will include Lnav, GPS logger + screen, oxygen; wing covers; small battery charger plus extra pair LS8 type winglets. Hrs are ~ 2100. Serial No 51. In very good condition & well maintained, wings ultra fair!! Has been refinished in polyU. Trailer is in good condition. Form 2 expires Feb 2000. Contact Peter Holmes e-mail: [pholmes@gil.com.au](mailto:pholmes@gil.com.au)

### **Amalgamation with the Hanglider Association - with a statement from the President of QSA**

Just a reminder that in coming months GFA members will be asked to vote on the merger between the soaring and hang-glider fraternities. If you haven't given the matter much thought, then discuss the issues with fellow members to facilitate a fully informed decision. The Gliding Federation of Australia is a strong organisation in its own right, and in a very sound financial position with excellent airworthiness and management controls. Below is a statement from Hope Ball, President of the Queensland Soaring Association:

"Firstly I have to inform you that Peter Price has resigned as Queensland representative for the amalgamation of GFA and HGFA and as there was not enough time to find a replacement I have taken up this position so as not to leave the State without representation.

I attended a combined meeting of GFA/HGFA and council on 6/7 March which was made up of 10 members from GFA and 11 from HGFA. Much discussion went on for two days and a lot of learning from both sides as to how the two organisations operate in all areas was forthcoming and enlightening. It was clear that there needs to be some fundamental change to the current structure of both parties not on the flying side but in administration to enable the amalgamation to occur, and the meeting should come up with a model that will be acceptable to all members and answer members queries.

The mission statement for the proposed amalgamation should be 'TO PROMOTE ALL FORMS OF SOARING FLIGHT AND SERVE THE NEEDS OF THE PARTICIPANTS INTO THE FUTURE'

The story is that nothing has to change for the member who just wants to come to the field and have their flight. Airstrips will not be invaded by hang glider pilots. They have licensed sites and all have to be members of the HGFA to use these sites. Both organisations have been experiencing a decline in membership, the preference of membership is changing and we must try to respond to the changing needs. Through amalgamation we can provide

- Better services and better delivery
- More efficiency
- Gain strength through combined skills
- Gain easy access to other aircraft types
- Give a stronger voice to respond to artificial diversions that are holding us back such as CASA and airline organisations

We must cater for all age groups and amalgamation will give a transparent process with expanded operations. This will not change the way clubs operate but will make it easier for the member to achieve their individual needs and maybe stay in the system longer.

For a time operations and airworthiness sections will retain both parties. GFA expertise would be an advantage to HGFA given recent advance in hang gliders, para gliders and microlight airworthiness. Schools in the future could include both parties.

A software system iMIS a membership computer system which can link a membership database to accounting and other server requirements to streamline administration and reduce drafting requirements has been purchased by HGFA and would be a great advantage.

State associations will change so each State has representation two reps from each of the current regions will be elected to the board by individual members from each region. If any club member has any queries on the subject of amalgamation, please feel free to contact your State representative. It was agreed to enable queries to be jointly addressed the reps should forward responses, concerns from members of all regions to

the delegated persons from GFA/HGFA to respond to same".