

President

Its time to say thank you to a few people. To those few people who turned up for the working bee on 11 November, John Knox, Jim Knox, Tony Cavanna, Chris Aniftos, Lex McQueen and Roly Sundell, thank you. They did a great job of tidying up the clubrooms and bunkhouse ready for our British visitors. Thank you to Roly in particular who really did work hard for hours. Thank you also to Dudley for tidying up the grounds during the week.

By the time you read this the RAFGSA group will be here and I would like to thank Trevor Hamley and Allan Latemore in particular for all the work they have put into preparing for this visit, which is very important to our visitors and for us as a club. Getting organised for this visit has been a major undertaking for the club and to those who have helped Trevor and Allan with the organising and who will (or are) helping during the visit, our mid-week tow pilots in particular, thank you.

Thank you also to the relatively small number of members who attended the general meeting on 11 November. I guess it was a case of quality not quantity. Certainly the committee received some good feedback and suggestions from members on what we are doing and what we can do to make things better around the club. I thank all those who participated in the meeting and contributed to the discussion.

By now you will have received your first monthly account produced through the new accounting system. Richard Hoskings has put a lot of effort into establishing this new system and it is good to see that he has now gone solo on producing the monthly accounts. All those who were at the general meeting enthusiastically endorsed the quality and quantity of the financial information that Richard was able to provide to members. Thank you Richard. We still have some way to go in coming to grips with the club's financial position and in planning for the future, but we are well on the way.

I'm sure all members will be pleased to know that thanks to the deposit paid by the visiting RAFGSA pilots the club has paid off its overdraft with the bank and is no longer incurring a monthly interest bill. Keeping the club in the black, with the bank at least, will reduce our operating costs, which benefits everyone. As was pointed out at the general meeting, the club's financial position remains tight and everything that individual members can do to reduce unnecessary expenditure will help to keep flying costs down for all of us. For example did you know that we spend over \$1,000 a month on fuel for the tugs! All members can help reduce our fuel bill by not keeping the tug waiting on the ground with the motor running.

Members may not be aware that John Knox has taken on the role of marketing officer for the club. John has a hard act to follow in keeping up the good work that Murray Knight has done over the last couple of years, but I am sure he will do well. If you were wondering who organised the media coverage of the RAFGSA visit and the live interview from England, it was John, thank you.

Another thank you must go to the great rain god who has finally smiled on us and provided some much needed rain. The strip now has a slight green tinge and there is water in the tanks for our visitors when they arrive.

A report from the general meeting appears elsewhere in Chaotic, as does an item on the proposed duty pilot system, which I see as vital to the future well being of the club.

Don't forget the club's Christmas Party and other festive events on Saturday 16 December. This will serve as a farewell to our visiting friends who leave to go back to England the following week. Please don't be discouraged from attending the Christmas Party, but as the RAFGSA pilots will still be here, accommodation in the bunkhouse will be in short supply, so come prepared.

I hope to see as many members and family and friends at the Christmas Party, but for those who aren't able to make it, I wish you all a merry Christmas and a happy new year and lots of enjoyable soaring at Queensland's premier soaring club in 2001.

Ralph Henderson

Treasurer

Thanks everyone for the extra effort going into accurate flight sheet recording. There were only two "lost flights" (lost revenue) this month that couldn't be charged to anyone, because of a mismatch between tug sheets and flight sheets.

I would ask tug pilots to make sure the two sheets tally, every 5 tows or so, and to please put as many clues on the tug sheets as possible. Pilot 1/Pilot 2 name(s) if you know them, glider

rego, accurate time (so I can match it to the time sheet clock), tacho, etc. The more data, the easier for me to match up the two sheets.

Richard Hoskings

Instructor Panel

How current are you? Maintaining a reasonable standard of flying requires regular practice. Have a look at the currency barometer on the following page. Where do you fit in? If you are a pre-solo pilot you are no doubt finding that learning to fly can be an expensive business. The way to progress is to fly regularly. The more time you leave between lessons, the more time and money you'll spend rubbing the rust off what you have done previously. You can also consider a course to help get you to solo standard. Keep your ears open for courses, particularly in the holiday period. Once you've gone solo, consider the amount of time and money you have invested to get to that far, just look back at how hard you had to work to get there. Practice, practice, practice to keep your hard won new skill.

We should all be familiar with the obvious hazards of thunderstorms namely lightning, turbulence, hail, extreme up and downdraughts. These hazards can be deadly to a glider pilot. There is a less obvious hazard and that is the downburst or microburst. This is a rapidly descending tongue of cold air from the edge of a storm. They have a dramatic effect on the surface winds up to 8km from a storm and have been a contributing factor in a number of major airline accidents (August 2, 1985 Dallas-Ft. Worth Texas, Delta Flight 191, Lockheed L-1011. Cockpit Voice Recording (CVR) available from <http://airdisaster.com/cvr/cvrwav.html>).

Glider pilots trying to outrun a storm to make a precautionary outlanding could find themselves in extremely strong and turbulent wind near the ground. Avoid large storms by a margin of at least 8km. For further reading see Basic Gliding Knowledge, page 110 or for more information on storms visit The Bureau of Meteorology website at <http://www.bom.gov.au/weather/nsw/inside/sevwx/public/handbook/handbook.shtml> for the 'Australian Storm Spotters Guide'

Be careful when using your airbrakes on the down wind leg. Why? The visibility in your glider may be great except when you try to look through the floor. There is a risk that you may descend on to another glider in circuit in the blind spot below you. If you find yourself high downwind move out and give yourself more time by making a larger circuit, being careful not to make your approach too long, you may hit unexpected sink.

Once you have landed and exited your glider, remove it from the runway as quickly as possible. Be careful to look and make sure you are not about to push your glider across the path of another aircraft on it's approach or landing roll.

Nobody goes on a cross-country task expecting to land out. However, sometimes things work against you and an outlanding becomes inevitable. Organise your retrieve crew before you go.

Tony Cavanna

Tugmaster

The Pawnee has just undergone a 100 hourly and should be fully serviceable throughout the Christmas period. The C182 is still operating smoothly and is available for hire by members. How about looking at going away for a time over Christmas. Contact Trevor Bange to make your reservation.

With the visit of the RAFGSA, a special tug pilot roster has been compiled to cover this period, thus allowing us to present a two tug launch fleet daily. Why not come along and join in with your own aircraft and do some extra mid week flying.

Training for power pilots to become tug pilots is progressing with 5 pilots commencing their training or revalidation of long lapsed tug ratings. This will boost our band of tug pilots. Many thanks to Roger Lavers for his towing over past months, but unfortunately he has had to hang up his towing spurs for now.

Trevor Bange

Airworthiness

The Hornet winglets have been completed and fitted. Thanks to those of you who have been cleaning and washing the aircraft on a regular basis. Remember to keep it up. The main wheel fairing has been repaired and re-fitted to the Grob, as has the side pocket in the rear seat. The front wheel fairing should be fitted in the near future.

Shane McCaffrey

Improving Efficiency of On-Field Operations

I wrote in the last Chaotic about the need for a working duty pilot system. We discussed how we can make it work at the last general meeting. But first just to recap on what I wrote last month;

The reason we are members of a soaring club is to experience enjoyable gliding activities. On field inefficiencies are reducing the enjoyment, increasing the load on members disproportionately, and reducing our income.

Membership has many rewards but it also brings responsibilities. Instructors and tow pilots agree to be rostered on and turn up regularly yet other members have the luxury of turning up and contributing as and when they choose.

At the general meeting we agreed on a number of points:

- The duty pilot is a vital part of our flying operations, as important as the duty instructor and tow pilot.
- Accurate recording of the days flying is essential for the club's financial system to work.
- We are calling for members to volunteer to be on the duty pilot roster.
- One duty pilot will be rostered on for each flying day.
- If we get enough members volunteering to be on the roster, say about 30, we are looking at each duty pilot being rostered on once every three months.
- Hopefully there are that number of members who are prepared to commit to being at the club once every three months.
- To assist members take on this role, a duty pilot's manual will be prepared and provided to all duty pilots. All the information you will need will be supplied.
- The manual will be followed up with training as to what the duties and responsibilities are.

With the assistance of the Caboolture Gliding Club, much of the manual is already written. Here are a few quotes from the draft manual to give you an idea of what is envisaged.

You should note that the emphasis is on organising fellow club members, not on doing the work yourself. Working for your club is one thing, dying for it is not necessary!

YOU ARE IN CHARGE AND YOU MUST TAKE CHARGE. Don't be afraid to delegate jobs to other people. There is no way that the duty pilot can do everything required to get the day going. You can best serve your club by organising everybody else effectively and making sure that operations start as soon as possible. **And remember you have the authority of everyone up to and including the President to make this happen.** Every club member, whether old or new, knows that certain things have to happen each day and all that is needed is a gentle word to get them moving. No one will think you are a bigheaded sod when you use the authority of the position as you are supposed to. **We all want you to be effective – you'll be amazed just how people will thank you for a good day.**

You can make your duty pilot job much, much easier and less stressful by delegating jobs to other members who would otherwise be standing around. In fact this is the only way that all of the jobs can be done. Don't get trapped into trying to launch aircraft, take times and do retrieves all at once. Frustration and madness will be your only reward!

Flight sheet data entry is a crucial task necessary for the legal, safe and viable operation of the club. Flight sheets have been designed to keep the amount of information input to a minimum.

The aim of all duty pilots must be to minimize the time that gliders spend on the ground. Your motto is "get aircraft in the air and keep them there". The aim is simply to make sure that the

maximum amount of flying is done each day - to the benefit of everyone - members, visitors and Treasurer alike!

The roster is open to all club members, old pilots, young pilots, Brisbane residents, Toowoomba residents, club pilots, private owners, all are welcome.

Because I think this is essential for our club to continue to prosper I will be chief duty pilot and take my turn on the roster. I plan to have the duty pilot roster operating early in 2001.

So far I have six volunteers. If you would like to join the duty pilot roster please contact me either by email: rhenderson@eisa.net.au or phone me at home on 3843 6178.

We really do need your help.

*Ralph Henderson
Chief Duty Pilot*

Meeting Dates

At the general meeting on 11 November we discussed the timing of club meetings. The consensus view was that the committee should hold general meetings every two months. The in between months will be normal committee meetings and all members are invited to attend as observers.

All general meetings will be held at the clubrooms on a Saturday night and this is also the preferred timing for committee meetings. However if for some reason we can not get sufficient committee members together on a Saturday night we will use the option of a mid week meeting in Toowoomba. We have done this once and although it was not the committee members preferred option at least it got us together and we had a meeting.

The meeting discussed a few options but the above arrangements were preferred. Given these decisions we now have a tentative meeting schedule through to the next AGM in September 2001. We will stick to this as best we can.

Instructors panel meetings will be on the Friday night and Committee and General meetings on the Saturday night of the second weekend of the month. So when you get your new diary or calendar for 2001 mark these dates in. One date that may have to be changed is April, when the meetings coincide with Easter.

As has become the custom, all committee and general meetings will **start and finish on time.**

Date	Meeting
9 Dec 2000	Committee
13 Jan 2001	General
10 Feb 2001	Committee
10 Mar 2001	General
14 Apr 2001	Committee
12 May 2001	General
9 Jun 2001	Committee
14 Jul 2001	General
11 Aug 2001	Committee
8 Sep 2001	AGM

Ralph Henderson

New Highway Signage

New highway signage (Darling Downs Soaring Field) has been erected on both the western and eastern approaches to Masons Rd.

One of the requirements of the sign was that it had to use 'Field' rather than club otherwise it would have been classed as advertising, been considered differently and therefore would have

attracted a cost in excess of \$1000 (and also open up a Pandora's Box for the DMR by other organisations also wanting signage).

The committee targeted this as a special project some 24 months ago and we have now achieved the turn out and overtake lane, as well as the road signage at no cost to the club.

Trevor Bange

Australian Geographic

The club now offers Australian Geographic Society members a 15% discount on a deluxe glider flight (one per card holder). An A4 sized information sheet will be placed in the piecart and clubhouse with an explanation of the offer and the price to be charged. The offer is also listed in the Australian Geographic Members' Benefit Program booklet issued with the November issue of the magazine. The offer is valid from November 2000 to October 2001.

Shane Andersen

RAFGSA Arrive

Ralph Henderson, Trevor Hamley, Shane Andersen, and Mike Codling (and Deb) were on hand to welcome the 13 members of the RAFGSA group on their arrival at Brisbane International on 25 October (3 more members arrived on 27 Nov). Many of the group had enjoyed the generous hospitality of the Singapore Airline beverage trolley and were in high spirits and extremely happy to finally arrive after the 26 hour flight. Trevor, Shane and Mike transported the group to DDSC where many spent the afternoon catching up on sleep or making preparations for some serious flying over the next couple of weeks. The group will be with us until 17 December (including the Christmas Party), so try and make the effort to get to the club and make them welcomed.

Shane Andersen

Significant Flights

With the welcome return of rain during the month (unusually on weekends!), we saw a reduction in activity and flight times for November. However, with the arrival of the RAFGSA group there should be a significant increase in activity for December based on their first couple of days down under. You can check their progress daily at either the DDSC Weather Station website (they place the blackboard in front of the camera with daily and progressive totals each morning at 0600) or at their website at <http://home.clara.net/rafgsa/australia.htm>

Bob Ward - BW - 4:50, **Trevor Hamley** - XOW - 4:42, **Joshua D'Arcy** - MV - 4:15, XV - 2:09, **George Lee** - YGL - 4:00, **Roly Sundell** - GZO - 3:24, **Tony Cavanna** - XOW - 2:58, **Brian McKenzie (RAF)** - IUZ - 2:41, **Mike Codling** - XV - 2:36, **Chris Waller (RAF)** - XOW - 2:32, **Martyn Pike (RAF)** - GAW - 2:22, **Mark Minary (RAF)** - GXV - 2:15, **Al Clarke (RAF)** - BW - 2:13, **Chris Aniftos** - GAG - 2:09, **Ian Smith (RAF)** - XOW - 2:06, **Mark Critchlow (RAF)** - WQR - 2:05, **Cheza Hall** - RI - 1:50

Shane Andersen

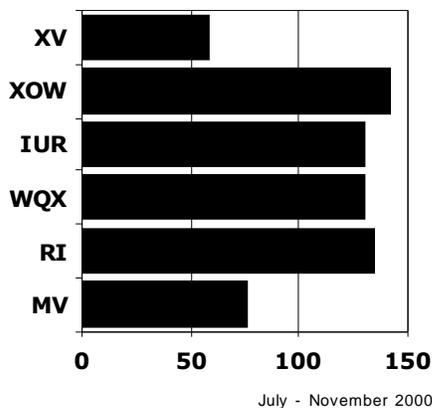
Club Statistics

As we move closer to our target of 1800 hours for club aircraft for the year, here's a snapshot of where we are at for all activity at DDSC for the year to date (Jul—Nov).

Hours	712	478
Flights	970	165
Av. Flight	44min	2h 54min
	Club	Private

	Launches
SWR	703
CMN	314
Self	55
Total	1072

Club Aircraft Hours



Official Observers

The club requires more Official Observers to assist pilots with their badge flights. If you are interested, contact Jenny Thompson (libelle@optushome.com.au) who is the club's Certificate Officer or Beryl Hartley (hartley@avionics.com.au) who is in charge of the GFA Official Observer program for more information.

Denis Lambert

Christmas Party

The club Christmas Party is set down for 16 December. The program will follow the successful formulae of previous years. The day will start with a dawn dual launch (to 6000ft) followed by a chicken and champagne (non alcoholic, of course) or bacon and egg breakfast. Contact Russell Bennett (rbennett@smartchat.com.au) to book your seat.

The Christmas Pylon Race is scheduled to run from 1100 to 1600 with a briefing for all pilots at 1000 to outline the rules and details. Compete individually or as a member of a team. Contact Peter Bell (peter_di_bell@ozxpress.com.au) to book your seat. Entry fee of \$10 per pilot to cover cost of prizes.

Following the completion of the race there will be a glider handling demonstration and a few other airborne surprises currently being negotiated.

Make sure the kids are there for the arrival of Santa as he arrives low and fast in gliding's version of an orange nosed reindeer (the Grob) and showers the strip with sweets. Make sure you bring along a gift for Santa to give to your children.

The festivities continue into the evening with a roast meal and entertainment. Member's are requested to bring along one plate (salad/vegetables/deserts) to keep costs to a minimum. Cost around \$10.00 per person. If you are coming for the meal contact Ralph Henderson (rhenderson@eisa.net.au) by 9 December for catering purposes.

There will be raffles and other activities during the day and evening, so come along and help make it a great day and celebrate another successful year at your club - Queensland's Premier