



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

June 2002

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President's Report

One of the many good things about our club is that when something needs to be done people come forward to help out. I mentioned last month that we had a couple of gaps to fill and I am pleased to report that Brian Hofmeister has agreed to join the committee, Karel Kazda will look after the parachutes and John Hook will look after the trailers. Thank you all for taking on these important roles. Some of our trailers need a bit of attention (a deliberate understatement in the case of the Astir trailer) and John will need some assistance, so please help him out. If we are to live up to our aspirations as the 'Premier cross-country soaring club' we need to have good gear that is easy to use and doesn't damage our gliders. Good trailers are part of it.

Thank you to those who contributed to the May working bee. Despite the distraction of Mother's Day there were enough people there to make a significant difference to the place. We have a fair

bit more work to do before the State Comps and there are two more working bees scheduled for July and September, so please make a point of turning up to help get the grounds and buildings in good order.

Shane McCaffrey and the comps organising committee are progressing through the large amount of preparatory work that must be done for the comps. Again, if Shane or someone else asks for your help, please assist if you can. If you want to fly one of the club gliders in the comps please get your request in to Peter Bell. There are a couple of bookings in already, so get in early.

The first of the cross-country days was held on 11 May and was very successful. The day was well organised by Shane with assistance from Bob Ward. I'm sure everyone who participated flew further that day than they otherwise would have. These days will now become a monthly event, the next one is on Saturday 15 June. If you want to book a club aircraft for one of these days, contact Peter.

In last month's Chaotic we proposed a price increase. The proposal was discussed at the May general meeting and supported. The rise is necessary if we are to keep progressing. Details of the new fees are included with Chaotic and will come into effect on 1 July.

Ralph Henderson

Notable Flights

Single Seaters

Andrew Barker	2.08 XOW
Bob Ward	3.51, 3.16, 2.43 BW
Brian Hofmeister	2.43 XC
Brian Rolfe	2.31 MV, 3.08 XV
David Hughes	3.05 GH
Hugh Hofmeister	3.14, 2.38 XC
Jenny Thompson	2.30 KO
Karl Kazda	2.26, 3.15 XOW
Libby Matuszczak	1.49, 2.40 GH
Mike Codling	2.56; 2.45 GH
Paul Bart	3.25 MV
Paul Owens	3.04 XOW
Phil Downey	2.20 MV
Richard Hoskings	3.07 FQR
Robert Percy	3.37 FQR
Shane McCaffrey	3.14 GH
Steve Harris	2.20 WQR
Tony Cavanna	2.55 XV

Two Seaters

Craig Jordan & Jim Knox	1.04 IUR
Hugh Hofmeister & Allan Irving	3.26 IUR
John Moore & Libby Matuszczak	2.30, 2.57 QA
Peter Griffiths & Shane McCaffrey	2.11 XY
Peter Griffiths & Craig Jordan	2.30 XY
Peter Griffiths & Denis McCaffrey	2.35 XY
Peter Griffiths & Ralph Henderson	2.27 XY

Welcome New Members

We welcome the following new members:

- Anthony Flaherty
- Baydn Stanton
- Tony Lee (as a full member)
- Rhett Johnston
- David Dudley
- Les Day
- Deryck Ballington
- Jolyon Parslow
- Robert Hart
- Adrian De Heer
- Benjamin De Heer
- John Grosser

- Kelly Johnson
- Bob Flood
- Graham Hennessy
- Michael Russell

Ralph Henderson

Caboolture Gliding Club Queen's Birthday Weekend Watts Bridge June 8,9,10.

On the Queen's Birthday weekend, Jun 8,9,10, the Caboolture Gliding Club is closing down operations at Caboolture, and relocating to Watts Bridge for a family weekend. Varied flying will be on offer:

There will be a tug, a number of two-seaters, and some single seaters from Caboolture. Varied flying opportunities are aerotow, winching, (you can start to learn winch launch no matter how experienced or not you are), limited cross-country, local soaring, and if the wind's kind and strong, perhaps ridge soaring.

They anticipate having a BBQ at least one evening.

There are free camping facilities on the field.

Note: There is very little permanent shade on the field but plenty of room to erect shelters so bring your own. It is advisable to bring some seating, as chairs are limited. Tea and Coffee making will be available.

Contact Murray Knight (DDSC) or Lindsay Mitchell (CGC – 0418 713 903) for details.

Conversions

Hornet - MV	Paul Bart
LS7 - XOW	Tony Lake
Ventus - GH.	Barry Daniels Mike Codling Libby Matuszczak Tony Cavanna Jenny Thompson Jeremy Thompson David Hughes

Gossip and other

- Congratulations to Mike Codling on his **40th** birthday.
- Thanks to Mark Robertson who has installed a new water tank - the old one was rusted out, and had big holes in it.

Libby Matuszczak

From the Instructors' Panel

Launch point vigilance is everybody's responsibility. Don't forget that anyone can stop a launch. If you see a potentially dangerous situation developing then stop the launch. We've had a couple of incidents recently which could have developed into something more serious, fortunately they didn't.

- 1) A glider took off over a rope lying on the ground; the rope was attached to a tug. Needless to say if the rope had been picked up we may have been faced with damage to pilots, gliders and towplanes.
- 2) A tow rope was attached to the tug with the glider end on the tug and the tug end at the glider. The rings at the ends of the rope are slightly different and attaching the tug end to the glider could cause a release problem, as indeed it did. The end of the rope with the weak link is attached to the tug.

We are very fortunate as a club to have 6 single seaters on line available to all suitably qualified pilots. Please remember that it is the club's standard operating procedure that pilots read the glider's manual, if available, before flying the glider.

Cross Country Day

It began at around 10:00 on Saturday 11th May. Shane McCaffrey and Bob Ward took the first of their cross-country training days.

There was a good turn-up to the briefing, with more people attending the briefing than we had gliders available. Being a "blue" day, the topic for the briefing was on thermalling techniques and blue day hints. The "students" were allocated into two groups. Bob Ward (BW) taking the higher performance gliders, and Shane (in GH) taking the others. The flight line for the task was: Tony Cavanna (XV), Richard Hoskings (FQR), Brian Hofmeister (XC), Brian Rolfe (MV), Paul Owens (XOW), XQA (Libby

and John Moore), KO (me), and IUR (Hugh Hofmeister and Allan Irving).

The day indeed turned out blue as Shane predicted. Once the last glider was established in a thermal the two groups set off, not very far apart. It was great fun, and no-one was left to fend for themselves. Shane and Bob did a wonderful job of 'nurturing' the group. The task set was adjusted along the way in order to try and get all the "students" home. This aim was nearly achieved - Brian Rolfe landed at Dalby, with Shane hanging back with him, coaxing him on, and nearly landing out as well.

Without going into the minute by minute details of the flight, it was a wonderful opportunity for new cross-country pilots to gain some confidence and more skills. The blue day was made much easier with gliders marking the thermals along the way.

A post-flight debrief was held at the end of the day, with all agreeing it was a most excellent day. Thanks again to Bob and Shane.

Speak to any of the pilots who flew that day, and you'll get a rousing recommendation from them all. The next X/country day will be popular I'm sure, so book an aircraft today!

Jenny Thompson

PS. The briefing notes from each day will be taken down for posterity and posted in future CHAOTICS.

GFA Annual Return

This is a repeat of an email sent on the DDSC chat line for the non-emailers. The GFA Annual Return is due by end July. This information is used to compile a summary of all clubs stats, to be produced for AG/Sky Sailor later in the year. Can you please provide me with the following information:

For the 12 months 1 May 2001 to 30 April 2002:

1. Number of Cross-country flights ≥ 50 km
2. Total kilometres flown
3. Longest single flight.

I have had 15 replies so far. So far, Barry Daniel has the longest flight at 550km.

Jenny

MBF Benefits

At the last general meeting, Mark Robertson noted that MBF helped pay for his running shoes and, depending on your level of cover, may pay for sporting club membership etc. It may pay to see what you're covered for.

Please Look after our Parachutes

We've had a constant stream of "popped" parachutes of late. We realise that these are sometimes unavoidable accidents, but please take the trouble to explain their use and care to newcomers to the club, passengers and AEFs.

We recently purchased a new parachute, at a cost of \$2000. When you add up all our parachutes, that's a big investment in safety equipment. All parachutes have their own bags, so please put them back in the bags at the end of the day's flying. If they get wet please let someone know (put a note on the whiteboard etc).

We need to keep them in good condition to ensure that when and if we have to use them, they work.

Jenny Thompson

Tales of an Australian Holiday

written by Jay Boydon



I recently spent some time in Australia on holiday, where I joined my husband who had been on detachment with the RAF, and

after he collected me from the airport, we drove to the site where the RAF chaps were living in barrack block accommodation.

After a couple of hours and a few cups of tea, I needed to go to the loo, so I asked my other half where it was. He told me there was only one loo which everyone used and then handed me a six-foot pole.

I wondered whether the sun had got to him or what.

'What do I need this for' I asked.
'To open the bog door' he replied.
'I know how to open a door' I retorted.
'If your too close to the door when it opens the snake can reach you' he said matter of factly.
'What snake' I queried.
'The Eastern Brown'
'Eastern Brown what'
'The Eastern Brown highly poisonous snake'

'Why should there be a highly poisonous snake in the loo'
'It lives there'
'Why' (silly question I know)
'Because of the green tree frogs'

I am beginning to think he has lost it.

'Are the tree frogs poisonous then?'
'No'
'So, why is the snake scared of the tree frogs?'
'He's not'
'So why does it live in the loo?'
'I told you, because of the tree frogs'
'But what does the snake have to do with a tree frog?'
'It eats them'
'So why do I need a stick?'
'To open the door so the snake cant reach you'
'Why does he want to reach me?'
'Because it disturbs him when you open the door'
'Why, what is he doing?'
'Waiting for the green tree frogs'
'Where do they live?'
'In the loo'
'So how does he eat them?'
'When you lift the toilet seat, if there's a tree frog in the loo, he strikes down and gobbles it'
'Whilst you're stood there'
'Yes'
'If he only eats frogs, why do I need a stick?'
'To beat him to death after you've knocked him off the cistern'
'Why would I want to do that?'
'So he doesn't bite yer bum'
Sharp intake of breath.
'Of course sometimes he's not there'
'So I don't need the stick'
'No'
'Okay, I'll take the stick to open the door'
'Look out for the spiders'
'What spiders?'
'The black widow, the red back, the yellow back and the wolf spider'
'Oh'
'And do they sit on the loo waiting for tree frogs?'
'Don't be stupid'
'So how many spiders are there in the loo?'
'Hundreds. They live on the wall behind the brown snake'

I gave up and went behind a bush instead.

EPIRBs

(Emergency Personal Indicator Remote Beacon)

Anyone who read May's Australian Gliding/Sky Sailor, would have read Dave Shorter's article

where he ended up stranded in trees. Dave now carries an EPIRB.

When going cross-country, it may be advisable to carry an EPIRB. The cost ranges from \$250 to \$300, which may be a small cost in comparison to being injured, and stuck in the middle of nowhere with no means of communication. These satellite-compatible personal beacons are a self-contained radio transmitter designed for emergency use. When activated, they simultaneously transmit an internationally recognised distress signal on both 121.5 and 243 MHz. They have a minimum of 48 hours of continuous transmission.



EPIRBs are available from flight shops or from Air Services Australia. See their website at www.airservices.gov.au. - Publications Centre.

Cleaning Aircraft

Comments are made in CHAOTIC on a regular basis about the need to clean our aircraft often to keep them in good condition. To do this we need cleaning gear. The club buys buckets chamois etc from time to time, but there is a steady rate of attrition. It is much easier if members have their own cleaning gear. All you need is a bucket, a chamois, some Mr Sheen and a soft cloth. Keep it in the boot of your car and then when you come to clean a glider, all the gear you need is there. The total cost of these items is pretty minimal and if they are your own, and you look after them you'll be surprised how long they will last.

And while you're at it, it's not a bad idea to have you own tow rope as well, then you've always got one when you need it.

Ralph Henderson

Queensland Soaring Association AGM

The QSA 'AGM' was held on 25 May. Like other recent QSA meetings there were few clubs represented. As a result only essential business

was dealt with in preparation for the GFA AGM and the Queensland State Comps.

Officers elected were:

QSA President and GFA Regional Vice President for QLD	John Fairbairn
QSA Vice President	Ron Geake
QSA Secretary	Ralph Henderson
QSA Treasurer	Stuart Lutton
GFA Councillors for QLD	Ron Geake Ralph Henderson

The meeting decided to form a task force chaired by Ron Geake and including Dave Sharples, Stuart Lutton and Ralph Henderson to develop new proposals on how to make QSA relevant and effective for Queensland club members.

Ralph Henderson

How can Dew Point go Negative?

When there is only a small amount water vapour in the air you need to cool it right down to get it to condense, sometimes to less than zero degrees.

Normally the water droplets will solidify to ice crystals by -10 to -25 degrees; however you can cool droplets of pure water right down to -40 before they turn to ice. These droplets are called supercooled water droplets and they are a common occurrence inside cumulonimbus clouds. Little particles in the air, like minute pieces of dust or a bit of ice, can be a catalyst to help supercooled water droplets get together and organize into a crystalline (ice) structure.

Supercooled water will often turn to ice when it hits an aeroplane and cause airframe icing. If the water had already frozen into ice it will just bounce off.

When we are flying the big fellas in cloud we turn the anti-ice on between temperatures +10 degrees and -40 degrees. If the temperature is less than -40 degrees all the water droplets should have become ice.

What about ice in the freezer? I guess if you get enough water molecules close together, like in the ice tray, there are enough of them to reach a critical mass and get organized. Weird hey?

An interesting thing happens sometimes when we are flying through high-level cloud. You can actually hear when you are flying through ice particles. They make a whistling noise on the windshield (or a smashing noise if it's hail). Clouds can be made up of tiny ice particles as well as the normal water droplets we are used to.

So the answer is you can have a dew point lower than zero. Water vapour still exists in the atmosphere at temperatures less than zero degrees. When the number and energy of the water molecules is right they will get together and condense to form water (at the dew point temperature) forming a cloud. Maybe the droplets will quickly turn to ice crystals, which can still make a cloud.

Or maybe I'm just dribbling on again. It's happened before.

Tim Johnston

Tug Master's Report

Our tugs have been very busy over the last two months, with Bange's annual Fly-in, Jimbour Fly-in and Easter Comps at Chinchilla added to their usual workload, the engines haven't had time to cool.

Thanks to those that are spending time on CMN and SWR, their appearance is important and it helps to keep down our maintenance in the long run. It is also good to see some other members helping the tug pilots with cleaning and putting them to bed at night.

Both tugs acquitted themselves well at Chinchilla, with CMN tow times the same as the Pawnees each day, we may have even made a small profit. Our tugs certainly stood out as the best in the line up, just like our gliding fleet.

Last but not least, the tug pilots that flew them every day, over 500 tows in 2 months, many thanks.

Bob Keen

Trailer park

Over the last two working bees we have tidied up the trailer park. It is now a case of a place for every trailer and every trailer in its place. There are pavers marking where each trailer should go and chains and shackles to secure them in case of bad weather. It is part of our sport that we

need to use the trailers from time to time. When you do use one of the trailers, please put it back in its correct place and ensure it is properly chained down.

Ralph Henderson

Alice in Wonderland

(reproduced from aus-soaring for the non-emailers)

Yesterday I took possession of my 1/4 share of "Alice in Wonderland" (alias Alpha Whisky, VH-GAW Nimbus 2C) at Darling Downs Soaring Club. I also witnessed the parting sadness of the previous owners of the share - thanks again Jenny and Jeremy).

After a quick site check in a Puchacz (which also served as a type check - I had not flown one before, it felt very odd starting the launch with the stick so far back!) Alice and I sat and waited for the day to get going. There was much promise in the forecast and there were distant Cu's popping to the east and north, but Jondaryan remained blue and the reports from the two seaters were discouraging. Finally, things started to happen around midday and a gaggle of single seaters launched - including Alice and I.

With thoughts I imagine akin to a transition from Tiger Moth to Spitfire, I must admit to a certain amount of nervousness as the rope tightened in front of us - but things went smoothly enough on the launch (I'll get better Alice) and we dropped the tow at 2000' agl.

The thermals were there, but took a while to wind up to 'Queensland strength' (better than 6kts on the averager). Even in that weak early lift, Alice tucked her wing knowingly into the thermal and we headed cloudwards. Alice then took me on an eastern tour of the area I had traversed with Bert Persson during the comp at Chinchilla. Alice danced graciously through the sky - at least, as well as her inexperienced and sometimes tangle-footed partner would allow. All the while, the day got better and better as Alice taught me how to centre her 20.5m wingspan into the strengthening thermals. A reasonably centred climb of 7.7kts on the averager demonstrated, I hope, that I was learning!

One leg of an improvised task had us cantering joyously from Jondaryan to Pittsworth - about 20km straight line flight of 70-90kts that started

at 8000' and ended at 8100' with the assistance of a magnificent cloudstreet!

After over 4 hours, we were cruising languidly at 7000' as the sun sank towards the horizon and the sky became a wonderland of blushing Cus. But the evening chill was creeping into the cockpit, so a return to earth seemed in order, which was accomplished adequately enough. As we slid Alice into her hangar, the full moon rolled hugely over the horizon – a fitting end to a magical day.

Alice and I will get to know one another better, with many enjoyable yet more stretching flights in the future. Alice may not be the youngest and sexiest glider at Jondaryan, but she is gorgeous and has much rich experience to share in the wide, wild wonderland of the sky.

I am entranced - it is certainly a case of 'Love at first flight'.

Robert Hart

GFA Website

Did you know about the GFA website? - it's worth a look to see what's available.

www.gfa.org.au

Eg in the *Manuals and Documents* section, there is:

- Glider A, B and C application forms.
- FAI Badge Claim Forms
- Operations Documents
- Airworthiness Documents
- Etc

The Club website will be upgraded shortly.

<i>Events Calender at 27 May 02</i>		
<i>June</i>	7 June	Instructor Panel Meeting 7:00pm
	8 June	Scout Flying 8:00am
	8, 9, 10 June	CGC Watts Bridge Weekend - contact Murray Knight
	15 Jun	NGS Instructors Meeting and Flying Committee Meeting 7:00pm
<i>July</i>	12 Jul	Instructor Panel Meeting 7:00pm
	13 Jul	Scout Flying 8:00am
		X-Country Day <i>(this may change)</i>
		General Meeting 7:00pm
14 Jul	Working Bee	
<i>August</i>	10 Aug	X-Country Day <i>(this may change)</i>
		Committee Meeting
<i>September</i>	14 Sep	Annual General Meeting
	15 Sep	Working Bee
	23 – 27 Sep	Teams Challenge @ Kingaroy
	28 Sep – 6 Oct	Qld State Comps @ McCaffrey Field
<i>October</i>	14 Oct – 20 Oct	Caboolture Gliding Club X-Country Training – towing available all week
<i>April 03</i>	18 – 26 Apr 2003	Qld Easter Comps @ Dalby

Darling Downs Soaring Club Fees at 1 July 2002

FULL MEMBER						
Hornet, Astir		Puchacz, Grob, Blanik, Cirrus, LS7, Ventus			Nimbus	
	Per min	Per hour	Per min	Per hour	Per min	Per hour
1st hour	\$0.40	\$24	\$0.50	\$30	\$0.60	\$36
2nd hour	\$0.40	\$24	\$0.50	\$30	\$0.55	\$33
3rd hour	\$0.30	\$18	\$0.40	\$24	\$0.50	\$30
4th hour	\$0.30	\$18	\$0.40	\$24	\$0.45	\$27
Daily rate		\$84		\$108		\$126
Aerotows			Extras			
Up to 1,000 ft AGL		\$18		Hangarage	\$38.50 per mth per aircraft	
Up to 1,500 ft AGL		\$24		CMN Hire/Retrieve	\$200 per tacho hour	
Up to 2,000 ft AGL		\$30		SWR Hire/Retrieve	\$200 per tacho hour	
Above 2,000 ft AGL		\$1.40	per 100 ft	Accommodation	No charge	
LEARN TO FLY COURSES						
		Cost Fixed price				
A Flying Start		\$190	3 flights, max 3 hrs over 2 - 3 consecutive days. Includes TIF fee. No solo			
The Weekender		\$440	7 flights over 2 - 3 consecutive days. Includes GFA & DDSC subs (1 month)			
Going for Sole		\$1,490	32 flights over 6 days midweek. Includes books. GFA & DDSC subs extra			
Solo Quest		\$1,490	32 flights over 3 consecutive weekends. Includes books. GFA & DDSC subs extra			
The Sky's the Limit		\$600	For power pilots, 10 flights over 2 - 3 consec days. Incl books. GFA & DDSC subs extra			

VISITOR								
Glider	Per min	Per hour	Daily rate	Tow aircraft				
Astir	\$0.55	\$33	\$132	Up to 2,000 ft AGL	\$30			
Hornet	\$0.55	\$33	\$132	Above 2000 ft	\$1.40			
Grob	\$0.60	\$36	\$144	CMN Recreational Hire	\$200per tacho hour			
Puchacz	\$0.60	\$36	\$144	CMN Retrieve	\$200per tacho hour			
LS7	\$0.60	\$36	\$144	SWR Retrieve	\$200per tacho hour			
Ventus	\$0.60	\$36	\$144	Tow pilot training	\$5per launch			
Cirrus	\$0.60	\$36	\$144	Accommodation	\$9per person per night			
Nimbus 2C	\$0.60	\$36	\$144					
Blanik	\$0.60	\$36	\$144					
TRIAL INSTRUCTIONAL FLIGHT								
Cash/Chq/Credit Card								
Standard	\$80 2000 ft tow, no min time, max time 20-30 mins. Extra time @ \$0.60 per min							
Deluxe	\$100 3000 ft tow, 20-30min incl opt'l aerobatics. Extra time @ \$0.60 per min							
Scouts	\$55							
MEMBERSHIP FEES								
	Annual				Current GFA	Temporary		
	Full	Family	Student	Family Stud	Member	Full 3 mth	Full 1 mth	Student 1 mth
Joining Fee	\$85	\$35	\$33	\$33	\$35			
DDSC Subscription	\$160	\$90	\$88	\$88	as req'd	\$50	\$20	\$8
GFA Subscription	\$171	\$135	\$106	\$70		\$36	\$24	\$24
	\$416	\$260	\$227	\$191		\$86	\$44	\$32

NOTES

1. Repacking fee of \$65 for accidentally 'popped' parachutes
 2. Course deposit of \$200 required 2 weeks before flying, balance (for accom, flying, membership) 1 week prior to flying
 3. Payment of final account or refund of unused monies upon account finalisation at the end of the flying period
 4. Students flying under instruction on a cross country flight pay a max of 2 hours glider time for up to 2 flights
 5. Aircraft allocated to visitors incur minimum charge of 2 hours - if flying operations conducted that day
 6. All DDSC charges to be paid in Australian dollars, 5% surcharge applies if payment by credit card
 7. DDSC Social membership = \$33 per year. New member book package = \$55
 8. GFA Fees charged for 12 month period from time of joining
 9. DDSC annual charges pro rata from date of joining to end of current year of 31 March
 10. Family membership applies to the second and subsequent members of a family where one person is a full member.
 11. 20% reduction on glider charges for approved student members
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GFA Queensland Membership Fees
1 May 2002 to 30 April 2003

New GFA fees apply from 1 May 2002 as below:

Individual Membership

Normal Membership	\$120.00
Queensland State Fees	\$5.00
ITC Levy	\$10.00
AG Subscription	\$36.00
	\$171.00

Family Membership

Family Membership	\$120.00
Queensland State Fees	\$5.00
ITC Levy	\$10.00
No "AG" Subscription	
	\$135.00

Full Student Membership

Full Student Membership	\$60.00
Queensland State Fees	\$5.00
ITC Levy	\$5.00
AG Subscription	\$36.00
	\$106.00

Family Student Membership

Family Student Membership	\$60.00
Queensland State Fees	\$5.00
ITC Levy	\$5.00
No "AG" Subscription	
	\$70.00

1 Month Short Term Membership*

1 Month Short Term Membership	\$24.00
No State Fees	
	\$24.00

3 Month Short Term Membership*

3 Month Short Term Membership	\$36.00
No State Fees	
	\$36.00

* Once only purchase to Australian residents, thereafter 12-month membership to be purchased.

Introductory Membership

Introductory Membership	\$5.00
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Introductory Student Membership

Introductory Membership	\$2.00
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Darling Downs Soaring Club

Instructor, Tug Pilot, & Duty Pilot Roster June 2002 – July 2002

June 2002	Instructors	Tug Pilots	Duty Pilots
Sat 1	R. Bennett A. Wetherspoon	D. Cramer D. Baartz	A Midwood D Dudley
Sun 2	T. Cavanna C. Jordan	J. Geddes B. Ward	J Knox A Flaherty
Sat 8 (Scout day)	Jeremy Thompson R. Henderson	D. Gerschwitz T. Barker	B Rolfe J Robinson
Sun 9	Jenny Thompson T. Lake	M. Robertson D. McCaffrey	J Lee Lewes D McEvoy
Mon 10 (Queens Birthday Holiday)	P. Bell M. Codling	B. Keen M. Hurst	S Tromp A Barker
Sat 15	S. McCaffrey B. Keen	J. Knox R. Muir	R. Henderson G Todhunter
Sun 16	G. Brown C. Jordan	D. McCaffrey L. McQueen	N Muspratt R Flaherty
Sat 22	T. Cavanna B. Kruyssen	Jenny Thompson B. Ward	J Somerville K Masuda
Sun 23	K. Senz M. Codling	R. Muir D. Cramer	B Hofmeister K Houghton
Sat 29	S. McCaffrey R. Henderson	N. Kranenburg B. Keen	P Bart R Armstrong
Sun 30	P. Bell T. Lake	R. Bradley M. Robertson	P Downey D Edwards

July 2002	Instructors	Tug Pilots	Duty Pilots
Sat 6	T Cavanna D Hughes	D Cramer M Hurst	D Burrell D Dudley
Sun 7	K Senz M Codling	B Keen J Geddes	K Allen D McEvoy
Sat 13 (Scout day)	M Knight A Wetherspoon	Jenny Thompson T Barker	F Ning K Masuda
Sun 14	Jeremy Thompson B Keen	L McQueen D Gerschwitz	C Hall S Tromp
Sat 20	P Bell C Jordan	D Cramer B Ward	R Sundell R Flaherty
Sun 21	R Bennett T Lake	M Robertson D Baartz	D Ferguson L Matuszczak
Sat 27	S McCaffrey R Henderson	J Knox N Kranenburg	R Percy J Davis
Sun 28	G Brown K Senz	R Bradley D McCaffrey	H Hofmeister A Sim

CONTACT DETAILS

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