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Chaotic

Darling Downs Soaring Club Newsletter May / June 2007

President's Report by Bob Flood

As I write this the rain is falling! The club has received good falls over the last couple of days and the forecast is for more. Some people think this could be the end of the drought. Let's hope so!

Due to the condition of the field the committee has been delaying a decision on whether to conduct the State Comps (29th Sept – 6th Oct) at the club or move to Dalby or Chinchilla. Keith Allen has prepared the budget and made an estimate of the likely number of entrants and the impact of the Club Class Nationals at Kingaroy the following 2 weeks. We believe that entrant numbers will be lower than normal and are budgeting for 40 entrants. After reviewing this budget the committee came to the realisation that it is not financially feasible to move from our strip. A decision has been made that we will continue to plan to conduct the event at McCaffery Field. In light of the recent rain and the expectation of further falls through winter we feel that the field should be able to handle this traffic without too serious an effect. Should conditions change a late decision could be made to relocate and have an amended format or to postpone/cancel.

Irrespective of the above we need to take special care of the strip at all times. Where possible keep vehicles off the strip

completely. Tow down the track and then push out onto the flight line. Keep the pie cart and the flight line as far back on the threshold as possible and try to minimize the impact of the prop wash from the tug on bare areas. Vary the position of the pie cart / flight line from week to week. Some of these measures require additional effort particularly pushing gliders around, however if everyone helps out it should not be too difficult.

Early in May a number of members helped to promote the club at the David Hack Fly In conducted at Toowoomba. Special thanks to Stow for making this opportunity available and for aero towing the Grob and Nimbus to and from and also launching the TIF's that were conducted during the day. Thanks also to Robert H, Pearce, Chad, AJ, Adele, Amanda, Pam and Hooky who helped with the day's operations and display.

Several members took the opportunity to fly the Discus2C demonstrator while it was at the club. Unfortunately the weather did not co-operate those two weekends so only short flight were possible.

The weather station is now back on the web. Thanks to Mike who managed to sort out the tech problem. Mike has been busy every time he is at the club. He is building the new radio cabinet in the office area as well as developing a new

addition to the weather station and with help from Graham has now completed stage 1 of the new battery charger.

Thanks again to the many members who contribute to the well being of the club and the facilities in so many ways, many not immediately obvious. Any club's health is a function on the contributions and participation of all members. Fortunately DDSC has a wonderful membership which is reflected in our facilities. Keep up the great work everyone.

Treasurers Report April 07 by Fran

1. TIF FORMS

There are new TIF forms in the caravan. These are prepaid to the GFA, so they are worth money to the Club. Please make sure that they are not thrown away!!

1a) TIF forms are filled out for paying passengers so that they are covered by the GFA insurance.

2. There are 2 types of forms. One is for students, and costs \$5.00, the other is for adults and costs \$10.00.

3. The middle copy is given to the passenger. The other 2 copies get put in the envelope, with any money, and returned to Fran Ning or Megan Hockings (c/- Richard Hoskings) as before. This includes any cancelled forms, as the money will be claimed back from the GFA.

2. ACCOMMODATION

The Club's accommodation is worked as an honour system.

Please write your name in the accommodation book in the kitchen if you stay for a night in either the bunk room (\$5.00) or deluxe rooms.(\$10.00) Camping is \$5.00 per night also. These charges are to help pay for electricity, water, and general maintenance of the Club House.

Please note that if you are staying the night for rostered duty (Instructing, tugging, duty pilot) then there is no charge.

Getting to Know Your New CFI by Andrew Huggins

I Started flying February 1990 at the Adelaide University Gliding Club, based at Lochiel in the mid north of South Australia. Went solo September that year in a Bergfalke. First single seater was an ES59 Arrow, followed by a Standard Libelle.

Flew there until January 1997, gaining a Level 1 instructor rating a year before leaving. Highlights included many exciting ridge flights, first 500km (in a Boomerang) and competing at first Nationals (Renmark in 1996). Had a quarter share in ES60 Boomerang VH-GQZ along with David and Catherine Conway and Dennis Medlow.

Moved to Darwin for work reasons and started flying with Northern Australia Gliding Club at Batchelor, 100km south of Darwin. Upgraded to Level 2 instructor and managed one notable cross country, 300km in a Ka6.

Moved again in November 1997 to Perth, joined Beverley Soaring Society. Became CFI in 2000 and upgraded to Level 3 instructor late 2002. Mainly flying Standard Cirrus and Jantar.

Late 2003 moved to Eastern Australia for family reasons, settling in Armidale NSW and joining Lake Keepit. Got a taste for higher performance gliders by way of the LS6, but still flying the Standard Cirrus.

Finally reached Brisbane in January 2006, but due to work commitments in Blackwater not able to fly as much as I would like. Managed to fly at Dululu (Central Queensland) and Kingaroy, but joined Darling Downs Soaring Club in May of last year. Finished up at Blackwater

(finally) in April and then took over CFI role, as promised to Jeremy last year.

I have over 1000 hours and have flown more than 30 types of glider. The Boomerang remains my sentimental favourite due to its delightful handling and feel. Recent favourite is the Mosquito, and I like the Ventus because it is the highest performance glider I have flown. Now I just need to learn how to fly it properly.

Having joined only a year ago I am still working out how things operate at DDSC.

This means I'll be making mistakes for a while yet – I ask for patience from club members. I'll be questioning the way things are done not because I think they are done wrong but because I want to know why they are that way, rather than just accepting things as they are. I bring a different perspective due to the wide variety of experience I have – different but not necessarily better or worse.

The current focus of the instructor panel is on approaches and landings.

After the flare many pilots are flying the glider onto the ground rather than keeping it in the air as long as possible. This increases the chance of bouncing the glider and can lead to pilot induced oscillations near the ground, notably in the Jeans. As annual checks begin in earnest we will be looking for good judgement and control in the circuit, approach and landing.

Finally a big thanks to Jeremy for four years as CFI. I plan to continue the good work he has done in this time and look forward to working with him and the rest of the instructor panel. Thanks Andrew

Tug Report May 2007 by Ben SWR

A few weeks back SWR suffered some loss in RPM, momentarily, while on tow at approx 1500ft.

This coincided with an observation, by the glider pilot, of a burst of darker than normal exhaust smoke issuing from SWR's exhaust, lasting a few seconds.

The tug pilot reported a 1000 RPM decrease, while at climb power setting, lasting a few seconds after which RPM restored.

The tow was called off and SWR returned to the airfield.

After landing, the tug pilot carried out a visual inspection followed by some ground-run power checks. The aircraft appeared to be operating normally.

I was contacted and advised of the incident. A decision was made to utilise MLR for the remainder of the days operations and SWR to be taken off-line pending a LAME inspection.

The following week, our LAME from Toowoomba visited DDSC to inspect SWR for cause. No apparent cause was found and the aircraft was returned to operational status.

SWR is nearing her first 100hr mark on the new engine and reports from pilots and our LAME have reflected that the engine is operating really nicely.

She will be going to Toowoomba soon for her 100hrly and we hope to have a baroscope inspection carried out on the engine, as well as an oil sample analysis.

MLR

Not much to report on MLR since her last 100hrly, however we will be faced with a fairly intrusive tailplane inspection within the next couple of months.

There is an AD (Airworthy Directive) out for Pawnees which calls for a structural/corrosion inspection at a location in the tailplane.

At the time MLR was in for her 100hrly, the AD was not yet effective, however it was

observed by the LAME that there were signs of corrosion in the area dictated by the AD. He advised that the AD was due out within a few weeks, after which there was a 50 flying-hour period to have the AD carried out by. He advised at the time of the 100hrly that we had two options. (1) Have the AD prematurely carried out there and then or (2) he was confident to sign MLR out as airworthy without the AD carried out, but that the aircraft would need to return later within the 50-flight hour period.

We accepted the latter

I later called the maintenance facility to enquire more about the AD and proposed costs for both MLR & SWR. They advised me that SWR's tail plane inspection should be relatively straight forward as she did not seem to display any external, visual signs of corrosion, unlike the case with MLR. They were quite certain though that MLR's inspection will require some corrosion eradication and a small section of steel frame cut-out/replacement work.

These inspections will also require opening/removing a small section of exterior fabric covering at the tailplane location, which will then need to be replaced and repainted once the inspection/repair is completed.

At this stage SWR will have her tailplane AD carried out when she goes in soon for 100hrly.

A reminder to tug pilots with regards to the tug maintenance release forms.

Apart from filling in the daily inspection and flight log requirements, please don't be shy to log in any pilot approved maintenance work you perform on the aircraft. This includes oil/fluid top-ups, replacing or tightening screws, oil changes carried out, lock wire replaced, air filter clean/replacement, wheel bearings greased, breaks bled, minor electrical etc. This is not only a CASA requirement, but also helps us and our maintenance organization to better monitor

maintenance, aircraft fluids consumption and aircraft consumables.

Thanks to those of you who have reported little faults and quirks with the tugs here and there. I have accumulated quite a few things needing sorting out at the next 100 hourly's. Thanks also to all those who have resolved some issues here and there, such as replacing missing screws, inspection panels, 100 mph tape, tightened loose nuts and bolts, re-attaching a lost mirror and so on.

I would like to again thank all those members, who have assisted in washing, cleaning and assisting with the tugs. This includes dipping the underground fuel tank, decanting remaining fuel mix from the 44 gal drums into the underground fuel tank when required and notifying me of the underground fuel tank level.

After all, just because the tugs have tatty old paint jobs, short funny wings, smell a little bad, are noisy and far from sleek and sexy.....doesn't mean they aren't part of the family? They are still part of the club's total aircraft fleet and all of us club member's investment.

I plan to place a little hard-cover note book in each tug for pilots to jot down any maintenance issues they feel need to be looked at and/or carried out at the aircraft's next 100 hourly.

On this note:

Please remember that although there is a CASA document that allows pilots to carry out certain maintenance on powered aircraft ("Pilot Approved Aircraft Maintenance"), it is NOT expected of a pilot to HAVE to carry out any maintenance on an aircraft (apart from the compulsory oils/fluids/air pressure top-ups and the daily/pre-flight inspections etc), if he/she feels they are not technically inclined, confident or trained to do so?

Most would never pull off a mag, replace a fuel filter, carry out an oil change, bleed a

brake system or rewire an electrical circuit.....unless they either feel confident to do so or have had some approved training in that task area.

I have had some 'non technically inclined' club tug pilots address this issue with me, stating they feel obliged to have to carry out certain maintenance on the tugs, when they feel not competent or confident to do so.

They feel that it is also expected of them, by other members including some tug pilots, to carry out certain maintenance on the tugs in the same manner that some of our other more technically inclined tug pilots do?

Some pilots, quite understandably, have no desire to carry out any technical maintenance on an aircraft because they acknowledge that this is not within their field of expertise.

In summary:

If you want to carry out maintenance, are confident and apt to do so, that's fine as long as it is carried out correctly and within the scope of the CASA 'Pilot Approved Aircraft Maintenance' schedule. (The latter unless you are a LAME of course).

Tug pilots carrying out maintenance on the tugs as required, is obviously a great bonus to the club however you are not compelled to do so, other than the compulsory pre-flight fuel/oil/fluids and air pressure checks & replenishments.

If you find something defective, leaking, broken, missing or suspect, log it in the maintenance release no matter how minor you may feel it is.

Unfortunately you, as the pilot, still have to decide if what you find does not affect the aircraft's airworthiness? If in doubt, label the aircraft temporarily off-line (not unserviceable) and contact me as soon as possible.

If unable to raise me then contact Bob Keen or Bob Flood or our LAME 'Ryan' from Aviation Specialists in Toowoomba.

(However, please only contact Ryan if none of the other mentioned members are contactable first).

From there, a decision can be made whether the aircraft remains off line or not?

If there are any tuggies that would like to try their hands at doing some 'Pilot Approved Maintenance', but feel they aren't too clued up or confident, get in touch with those tuggies that carry out, minor, routine and preventative maintenance, such as oil changes, break bleeding, filter changes and grease gunning etc. They would be happy to assist and show you how these tasks are carried out.

Alternatively – contact me and we can arrange a training session at the club one weekend day.

Ben Bezuidenhout

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Coaching – make the most of winter! By Ralph

Last Sunday morning at DDSC had a slightly wintry feel to it. The temperatures are dropping and the days are getting shorter. Winter can be a time to hibernate and catch up on all those things we were supposed to do over summer, but were too busy flying to do, or it can be a time to get ready for next summer.

I will proceed on the basis that those other things can wait a bit longer and there is still lots of good flying to be had, we do live in Queensland after all.

When the big days roll around again, we want to be ready for them. Summer is not the time for practicing, training and trying new things, we can do those now, and then in summer concentrate on doing some serious cross country flying.

So what should we be doing?

A good place to start might be with an honest analysis of our own flying. What do we do well and what not so well. What can we do over winter to work on our weaknesses and turn them into strengths?

Here are a few suggestions.

If we have the bad habit of turning more one way than the other (no names), its time to practice turning the other way so that next summer we can be truly ambidextrous.

If we struggle to fly as accurately when low, i.e. the precision goes out of our flying as we get near the ground and we get distracted with picking paddocks and other things, we can practice "low" flying near the field. Practice finding thermals below say 2000ft, centre and climb in them and then leave and get down below 1500ft and look for another one. Good practice at identifying thermal triggers as well. If all else fails we can land safely back at the airfield at any time, and practice our short field landing technique at the same time.

If we want to do big flights next summer we have to be able to stay airborne early and late in the day in weak conditions. Flying along under streets of cumulus at 10,000ft in the middle of the afternoon is great fun, but on its own it won't get you a long flight. Nor will it get you a 1000 points at a comp next summer when you have to fly on a day when even the birds are walking, but the contest director says "you will fly!".

At the start and finish of a day we have to be able find, centre and climb in those screaming half knotters. It requires skill and also the right temperament. So it takes half an hour to get final glide, if that's difference between getting your first 500k and landing short at Dalby, then that's what you have to be able to do.

We all know that the easiest way to improve our cross country speeds is to find better thermals. How often at a comp have we heard the winner say I averaged 6 knot climbs for the day, when we know we only averaged 4.5, no wonder he or she beat me.

In winter we can take the time to hone our skills at finding the core. Take a few extra minutes to search under the cloud and be sure you have found the best part and don't settle for anything less.

How often do we lose a thermal part way up, or it shears, or just isn't where we thought it was. Again, develop and practice a search pattern that you can use to find the core again. You'd be surprised how often the core is still there.

There are plenty more things to practice but that's a start for this month.

In winter there are more non-flying days and longer evenings, so we can catch up on some reading.

There is wealth of good information in old gliding magazines, books like Brigliadori and Reichmann, or on the web. It's also time to read or re-read the flight manual for the glider or gliders you fly. When Giorgio Galetto arrived last year, he asked me a question about the Duo, which I couldn't answer. His response was "You should know the answer to this question. It is in the flight manual. You must read and know what is in the flight manual!" Point taken!

Although time in the air is the first priority, there are days when we just cant fly, so the question is, is our glider ready for next summer! Apart from reading the flight manual, do we know how everything works and does it work properly. What needs replacing, repairing, fixing, improving etc. On the big day you want everything just right. There is some difference here between private gliders and club gliders.

Private owners have more scope to change things. If it's a club glider talk to Graham or Shane first. There are plenty of little things that could be done to our club gliders to make them better and easier to fly.

As I said above, this is only a start, something to get you going. We are blessed with weather that enables us to fly all year round, we should make the most of it. We are also fortunate to have a large group of highly experienced and competent instructors and coaches, they are all listed on the website, who are keen to help you with any of these things, and much more.

All you have to do is ask!

New XC Resource

This fits nicely with Ralph's comments about winter time & reading; Please have a look at the 30 or so articles now published on the DDSC forum. Many, Many thanks to Adam Wooley for sharing a personal resource that he has collected over the last few years and also many thanks to AJ Wesley for taking the time to collate and load them up to the forum – Articles include everything from Psychology – Flying Faster – What you can and can't control, Getting Low and even a note on When to Pee!

<http://www.ddscforum.org/viewtopic.php?t=97>

Soap Box!

Club Gliders = Your Gliders!

There have been a number of comments and dialogues recently on chat and a fair few emails flying around about the treatment of the clubs fleet and the lack of care and responsibility taken for the assets. Whilst the assets are owned and belong to the club – you are a member of the club and the gliders are yours to fly and take care of. To protect the assets and to

continue flying in good equipment then everyone has to take responsibility for the kit. So I thought a good place to start would be **cost** - cost to buy new kit, cost to repair damage – replace canopies just so you know what it's all worth and maybe take greater care and put more love into it.

Treat it Like its your own!

Remember that many people in the club strived to raise money, offered debentures, made low interest loans, donated time and considerable effort to acquire the assets and it is seen as an insult if the clubs equipment is not looked after carefully and damage occurs needlessly. Not to mention the treasurer having heart attacks in trying to keep the club liquid.

Let's Start with Gliders of similar standard to what we have now

Replacement Hornet \$25,000 +
Replacement LS-7 \$60,000 +
Replacement Ventus \$60,000 +
Replacement Grob or Puch Twins \$60,000 +
Canopies \$2k plastic, \$2k freight, \$1k fitting = \$5,000 +
Repair Wheels Up Damage - \$500 +

1st in a New Series – Pilot Profiles

5 Minutes with Jo Davis

What Brought you to flying?

This should probably be 'who brought me to gliding'. Richard has to take the credit (or blame) for me having my first flight. After months of nagging him when I used to work with him he relented and brought me to the club. After my first flight I was hooked. Before I knew it I was starting to learn and I've been busy learning ever since.

How long in Club

A bit over five years. It really doesn't feel that long!

How many Hours

Around 600 hours. Also doesn't feel that long!

What is it that caught your attention most about gliding?

I think quite a few people get into gliding because of their fascination with flight. For me it's all about the sky – the beauty of it, its energy and complexity. I spent a fair amount of my childhood watching the skies over the Jimbour plains and developed my sky addiction there. Being able to be up there and actually interact with it is just amazing!

The other thing about gliding that keeps me coming back is just how wonderful the people are.

Favourite Moment

There are just so many of these. The Wedgetail Eagle I write about in the answer to the next question would definitely be one. Finally managing to successfully pair fly with Richard on a beautiful low cloud base day would be another (we aren't that great at managing to fly together). And going solo at the Chinchilla Easter comp and realising when on finals for my first solo landing that I had a crowd of people watching me with literally thousands upon thousands of hours and then doing one of my better landings – Phew!!!

Best Achievement So far or Highlight

It would be tempting to say my longest or fastest flight. To be honest though I think my highlight would be getting away from a potential out landing near Yuleba that probably would have resulted in a 20km walk through the forest there to get to anything like civilization. I spent an inordinate amount of time grinding away at around 900ft in 0 – 0.2 knts to stay in the air, which was just exhausting!! I've never been so wrapped to fly in 1 knot. A whole knot! Not fractions of knots anymore. Aside from managing to impress myself by just how bloody-

minded I could be, one of the really lovely things about it was a Wedgie coming down to keep me company and thermalling quietly with me until I was out of trouble. Knowing that there was an entity just out on my wing that was happy to hang out with me and see how I was doing was really calming. It's one of the things I visualise from time to time when I need to be calm and get out of trouble.

Goals Next Season

Doing a 750km in my 19 and not coming last at the Club Class Nationals at Kingaroy this year!

What are you reading at the moment?

I am having problems settling into a book just at the moment, so I'm grazing on a couple.

- Queen Maker (A story about King David's first wife. It's a book from Kay Hook's famous book club. I promise to give it back soon Kay!).
- Brigliadori's Competing in Gliders - Winning With Your Mind (This is a constant read for me. Every time I flick through it I pick up something new).
- Eat, Pray, Love (A book about a women's travels while dealing with a mid-life crisis).

Favourite Food!

Dahl. It's my all time favourite comfort food. This was particularly the case while I was working in Bangladesh. There are a lot of great things about Bangladesh, but good food is NOT one of them! It simply is not possible for anyone cook a dodgy Dahl - trust me.

Favourite Red Wine

Mt Mary Pinot Noir (Yum!!). This was the wine that made me realise that wine is an art.

Favourite Ship - What are you flying?

My ASW19 - just a fantastic little glider. And in the right hands they go like a little pocket rocket! (Yes, I know this applies to

most gliders but I am happily biased about my 19).

Most enjoyable aspect of gliding

I could write a thesis about this and I don't think I will be able to nail down just one aspect. I think it would be the people who fly, being privileged enough to harness the energy up there and skip around the sky, playing with clouds, playing with soaring birds, playing with my gliding buddies, challenging myself and continually finding ways to drive that little bit faster.

Dream Ship

Hmmm...tough question. Definitely not an open class machine - too big to lug around (sorry to all who love their big wings). I enjoy flying Schleicher gliders so maybe a snazzy version of the 19. Maybe an ASW28, or if they're not too heavy an ASG29 etc. But in case you haven't picked it up, I LOVE my 19. She is just lovely! So it would have to be pretty special to out-class her.

A Note from the Kiwis

Nigel and I have enjoyed some fantastic soaring at DDSC over the last 3 or 4 years, always around September / October. After hearing Bar stories about how great the flying was at Easter we thought we'd better check it out this year.

Not wanting to interfere with the Easter Comp we came out a couple of weeks before Easter. Ralph kindly had the Duo ready for us to just hop in and fly. Day one was Thursday the 29th of March, it was Blue with thermals to about 4,500'. Quite slow and we only did 250km.

Given that the Duo's propeller had been sent back to factory and that we didn't have a crew we decided to do small flights of 300 to 400km and try to improve our speeds.

On the Saturday we had a really enjoyable flight following Shane & Peter in the Nimbus 4 up to Windera Lagoon. Apart from nearly landing at the foot of Bunya's on the way, it turned into a great flight with good cu's to 7,500'. Nigel did a great job of seriously out climbing another Duo around Kingaroy and keeping us moving along. Average speed over 300km was 106kph which was OK but we should be doing better.

Sunday was another 300km task averaging 98kph, not good enough if we wanted to keep up with the Aussies. Monday morning we had a chat with the master himself, Shane. His words of wisdom were "you have to fly faster" (why didn't we think of that?). Seriously we had to nail the thermals first time and not slow down for rubbish.

Armed with this information we set a task, Jandowae North, Millerran, Dalby with 10k circles. There was a good climb off tow that went to about 6000' which got us started. Dalby at 2000' wasn't quite what we planned but we found a reasonable climb and kept moving. Around Jimbour we were nailing 7 knotters and were maintaining an average speed to 115 kph. It was a bit slow from Jandowae North to the Warra area but we kept moving, still maintaining 115 kph. Around Tipton we hit a 9 knotter to 7,500' and picked up a good street from there. This took us a wee way past Millmerran and slowly our speed crept up. Again another good climb around Tipton and it was a fast ride home. We were on the ground 3 hours after take off and achieved an average speed of 125kph over a 330 km task.

There were plenty of smiles after that flight and although it was a modest distance it felt good to know we had lifted our game. Unfortunately we never managed that sort of time in the days that followed but all in all we were flying better and had a fantastic week.

I'd just like to say thanks to the club and its members for making us feel so welcome. We especially enjoy the English lessons that are so freely given to us around the Bar at night. I'm sure in no time at all we'll be speaking proper English.

Seriously, you have a club to be proud of with a neat bunch of members who have become our friends. I look forward to catching up with everyone again in October.

Dave Tillman (the tall Kiwi)

1000km in a Puchacz! At the Easter Gliding Competition. By Keith

The Easter Gliding Competition is a great place to learn and extend you in a fun safe yet competitive environment, low pressure, lots of landing options and close to our usual environment at DDSC.

As the 2007 Easter Comp approached it became apparent to me due to work pressures that a decent level of preparation was not possible and an injury meant the normal routine of tail dolly callisthenics may have resulted in more than a broken zipper!

The Easter Competition attracts a very healthy amount of "real competition pilots" (RCP) and Queensland has been blessed with their attendance many times, these pilots are always happy to share their knowledge, skills and sometimes gliders with "hopeful pilots" (HP). Me being a HP have in the past acted as ballast in the back of a ASH25 behind Paul Mander cruising Westward past Chinchilla with cruise of 145kts + with minimum climbs of 10kts +... awesome and rewarding beyond words.

So this year I was on the road to Dalby for a week of R&R away from work hoping to be a HP and jag a seat somewhere away

from the tail dolly grunt. There were some RCP there who I hoped to ply with whatever drink was their poison or hang around like a bad smell till someone felt sorry for me.... The RCP in my target line being known RCP Shane McCaffrey, Tony Tabbart, Paul Mander, Ralph Henderson and whoever else there may be, failing that enjoy some quality time with friends in one of the Puchacz.

As it turned out my focus on my target RCP was to fall well short as I just had a ball sharing a Puchacz with whoever wanted. My sights were set on pilots of higher skill level than myself and I did not consider I was to be sought out to take others!

Leonid Motin joined me for my first day, having not been to a competition before we set off with one immediate goal, be safe, have good lookout and communicate the decisions we would normally not verbalise and get home and of course have fun. We had a great time, Anton Grishin was with Steve Harris in the other Puch but we lost contact quite quickly, thermals were where we aimed (and taken very successfully thanks Leonid), energy lines run along, landing paddocks always identified and no risks taken we made it home having completed the task albeit at less than record pace but with all goals intact. Leonid doing most of the flying and seems to have the XC bug now.

Fran Ning was next with a slightly different order of priority when it came to the goals, Fran wanted to go at a reasonable pace yet not sacrifice the get home goal. With Mike Codlings advice of 65kts cruise always even with great lift we set off. Reasonable lift was available and good climbs were linked with good energy lines found. Some smooth flying seemed to be the way to go and everything went well with lots of comparisons in our flying to talk about and we seemed to make few mistakes. There was another two seater that Fran had hopes of beating and we

made very good progress swapping after each cruise and climb. The final run home was perhaps too slow and we arrived home with the task completed with all goals intact with one to check after scoring, unfortunately Bob Keen in the Grob beat us. Well done Bob.

Brian Allerby from Kingaroy came next; when we set off I did not have any real idea of Brian's skills except he was an instructor.... So he must be okay. Okay was not the term I should have set off with as Brian was a RCP! Juggling him to take the front seat of the Puch was a real win for me. The advice of 65kts was the first casualty, 75kts was called for and I was not to argue, cruise was good and climbs were awesome and we were swapping each cruise and climb. The task set us West to Chinchilla and over the scrub to The Gums, good speed was maintained and we spotted a glider climbing over the scrub some 10km in and if we failed to catch it we would have to make a time consuming retreat, we headed in and caught the thermal which turned into a double figure boomer. The scrub crossed we raced round the course and we looked like getting home early despite going well into the first two sectors. Alas we lost contact with the thermals later in the day and were caught over the cultivation waiting for a climb over the scrub to Cecil Plains and lost a lot with an hour spent alternating between landing and grovelling parked over safe landable paddocks then we got the climb and grovelled home to win the day! What a day if we had not got caught.... We may have won more than two seaters. All goals intact and a bottle of wine as well. Brian's observation skills really shone with a thermal found by watching a windmill starting to turn and his never say land tenacity which was inspiring.

Last day was with Dave Holbrook, Dave has a wealth of experience in hang and paragliding but was yet to experience a gliding competition apart from a flight earlier in the week with Bob. Our goals were set quite similar to Leonid's with perhaps a bigger emphasis on getting the Puch home as this was the last day of competition. The flight was very good, with Dave's great ground source selection but unfortunately cloud selection was not playing game and we collectively struggled to find the best lift losing time all the way. We did a lot of thermal identifying for the others and spotted quite a few DDSC gliders. The flight was a success and Dave's persistence and smooth thermalling allowed us to get home late in the day in a dying sky, the headwind home meant that below 5000' we were only getting 3km per 1500' when we were 30km out! At this rate it was going to take some thermalling to get us home. Dave managed to dig us out with a very gentle climb of 1kt which only got better to 8000' which took us above the stronger wind and we got home with plenty of height. Again we scored all the goals.

So there you have it, 4 days in the 2007 Easter Gliding Competition. Fun was had by all and a lot of skills upgraded and shared. Persistence did emerge as the main lesson I learnt, shared experiences and verbalising the flying is a great way to go. Setting and telling each other of the flight goals cemented what we were aiming for and it did appear we met all our goals. A rough calculation of the distance flown does appear to be in excess of 1000km; can it be completed in one flight? Probably not BUT after the flight with Brian I can say 500km is achievable given the right day and a level of persistence.

June 2007

Day	Date	Instructor(s)	Tug Pilot(s)	Duty Pilot(s)
Sat	16th	Ralph Henderson (L2)	Lex McQueen Volunteer	Richard Armstrong Paul Bart
Sun	17th	Andrew Huggins (L2) John Grosser	Fran Ning Volunteer	Chad Nowak David Ferguson
Sat	23rd	Jeremy Thompson (L2)	Bob Keen (L2) Volunteer	Roly Sundell Brett Kettle
Sun	24th	Pearce Mitchell (L1)	Jenny Thompson (L2) Volunteer	Greg Valler Michaela Valler
Sat	30th	Ralph Henderson (L2) John Moller (L1)	Mark Robertson John Knox	AJ Wesley Ben Bezuidenhout
Sun	1 st (July)	Charlie Downes (L2)	Des Baartz Volunteer	Neil Muspratt Josiah

JULY 2007

Day	Date	Instructor(s)	Tug Pilot(s)	Duty Pilot(s)
Sat	7th	Jenny Thompson (L2)	Gary McMahon Volunteer	John Hook Rob Murphy
Sun	8th	Barry Daniel (L1) Richard Hoskings (L1)	Jeremy Thompson (L2) Volunteer	Jo Davis Steve Harris
Sat	14 th	Andrew Huggins (L2)	Lex McQueen Volunteer	Alan Midwood Peter Davison
Sun	15th	Peter Bell (L3) John Grosser (L1)	Fran Ning Volunteer	Libby Matuszczak Keith Allen
Sat	21 st	Jeremy Thompson (L2)	Bob Keen (L2) Volunteer	Bob Flood Graham Hennessey
Sun	22nd	Andrew Huggins (L2)	Jenny Thompson (L2)	Robert Percy Phill Downey
Sat	28 th	Ralph Henderson (L2) Pearce Mitchell (L1)	Mark Robertson John Knox	Brian Rolfe Dave Holbrook
Sun	29th	Russell Bennett (L2) John Moller (L1)	Des Baartz Volunteer	Allan Barnes Chad Nowak

Hi All

We are having christmas in July dinner on the Saturday 21st July. Will need to know who will be attending by the 13 July.

Nibbles

Entree: Chicken or prawn curry

Mains Roast Lamb, chicken and baked ham with roast vegetables, cauliflower, broccoli bake peas carrot and corn.

Sweets to be advised

Libby and Irene