



CHAOTIC NEWSLETTER OF THE DDSC

OCTOBER 2013

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The following committee members were elected at the recent 2013 AGM so if you were not there and don't know who they are may I present them now:

President	Jenny Thompson
Secretary	David Nash
Treasurer	Barry Jeffrey
Chief Flying Instructor	Denis Lambert (by training panel)
Airworthiness Officer	Chris Guy
Tug Master	Robert Gould
Committee Members (4)	Bob Flood
	Richard Hoskings
	Kerry Klein
	Sarah Thompson

A Short article on the job of one of our new committee members

SMS

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Not another acronym! Well yes actually, it stands for Safety Management System. This is a documented procedure for our risk management. It is now a GFA requirement that each club develop and document a Safety Management System that covers the whole of our operations, and appoint a Safety Officer, who will be a committee member, to oversee the development and implementation of that system.



HAZARD

Gliding is a potentially hazardous activity, but in our flying we are trained to be risk managers not risk takers. DDSC is fortunate that we have a well documented Standard Operating Procedure already in place that covers our flying activities. Go to

<http://www.ddsc.org.au/private/Operations/DDSC%20SOP%20Rev4%202012.pdf> to refresh your memory. This will be a core part of an overall SMS.

However an SMS has to look beyond our flying activities to all the support activities that allow us to go flying, Operations, Airworthiness, Administration and Individual activities. For this reason a Safety

Committee will be appointed to develop the system for approval by the club and subsequent implementation. The committee will be chaired by the Safety Officer and include the CFI, Airworthiness Office, Tug Master and other interested members.

The SMS will need to include things like Visitor Management, club facilities, other equipment (e.g. tractor etc) and the list goes on. Most of this is common sense and should not involve much, if any, change to the way we actually do things beyond documentation and record keeping. How will we go about all this?

- Identify and list all of the activities we currently perform.
- Identify the hazards.
- Assess the risks (what might go wrong compared to expectations).
- Develop and document the risk management process (what do we do about the above).
- Implement the procedures.
- Monitor and refine as required.



RISK

Many of us are or have been involved in industry and commerce and this process will be familiar territory. Our aim should be to produce a comprehensive yet simple system that will be easy to operate and maintain. If we follow the KISS principle we should have an SMS that will ensure our safe operations and protect us in the future. For more information refer

<http://www.glidingaustralia.org/Safety/risk-management-toolkit.html>

A core group of members have already expressed an interest in participating and we don't want the group to be too large and unwieldy,

however input from everyone is appreciated. Please contact me by email, or at the club with your thoughts and expectations.

Bob Flood

bobflood@optusnet.com.au

The new President Jenny has a few short things to ask of us.

- For our records, if you are an official observer, please forward your number and most recent refresher you have done on the code (eg with Pam) to Leon (that's me).
- If you have any spare nice plant pots, our Cleaning lady, Aloma, would like to pot some plants for us and provide us with some colour round the place.
- We are trying to define how many flying days we lose. Can the duty pilot notify Richard Hoskings when we don't fly due to Rain, Wet strip or Crosswind.
- Please don't drive past Shane McCaffrey's residence at speed and remember to keep the dust to a minimum.
- Aloma, our cleaning lady has kindly recovered two of our chairs in the briefing room - thanks for her ongoing support and fortnightly cleaning. For those not aware, we pay for cleaning every fortnight, so keeping the club clean and tidy saves us a bit of her effort, and keeps costs down.



Remember when it was this green at the club not so long ago. Nice looking sky as well pity the tug is bogged.

- Recently we hosted Caboolture Gliding Club and apart from Tuesday (lost due to crosswind), it was a very successful week and G Dale's coaching was well received. A number of the Caboolture members achieved personal bests. Thanks especially to Bob Flood and many tuggies who made the week happen.

There was quite a bit of activity tidying up the club - thanks to all, including Mike Codling wipper-snipping, Ryan and David Griffin who cleaned up the Pie Cart, David Gliddon installed flyscreens on the briefing room, Chris Guy updated club Flarms and others. Graham Hennessy mowed the strip during the week. I hope I haven't missed anyone.

Thanks again to Sue Ennis and Libby for the Asian night - again well received and great to keep all the members socialising on Saturday nights at the club. On Sunday, the wind was very strong, so it was decided not to fly, despite it being mostly down the strip.

We have competitors at the MultiClass Nationals at Kingaroy, and we wish our members

good luck and good flying - Chad, Steve McMahon, and Allan Barnes.

Both tugs have gone to Kingaroy to tow for the Nationals. Unfortunately, while refuelling MLR was blown by a gust of wind and has suffered some damage to its starboard wingtip and is currently grounded.

The new committee met for the first time recently at the club. If you have any issues you want raised, please send an email to Secretary@ddsc.org.au. The next committee meeting is 16th November and will be open to any member if they want to attend.

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The Streets Ice Creams are in the freezer, Chad ate about 20 so not sure how many are left!



Proper signage is up in the bar so have one

Sell prices we agreed are as below...

Description		Ea
STS MAGNUM CLASSIC 20S	\$	3.50
STS CORNETTO CLASSIC VANILLA 24S	\$	3.00
STS CALIPPO LEMON 32S	\$	2.00
STS PADDLE POP CHOCOLATE 32S	\$	1.50
STS PADDLE POP RAINBOW 32S	\$	1.50
STS PADDLE POP ICY TWIST LEMONADE 32S	\$	1.00

From the CFI

A bit of an update since the AGM

With the winter, such as it was now over and spring in full swing after the first storms of the season it's time to get out to the club and get some more flying done. The days that I have been out there recently have been good with some more challenging than others, but all have been very good days for winter. Allan Barnes recently climbed to 10, 000 ft during one winter day and flights in excess of 300 km have been done on a number of days also. On Saturday I even managed to get to 8,900 ft so this season is shaping up as brilliant one.

The Queensland State Comps have taken place at Warwick with a number of our pilots taking aircraft to attend. Alain Potier along with Sarah and the Steve's (Harris and McMahon) took the Duo for a run so good luck to them and to all our pilots who attended. Hopefully the weather was kind.

The club will once again be hosting a Caboolture Club visit from Sunday 6 Oct until Saturday 12 which will mean that we will be providing launches and instructors throughout the week. This week is designed for cross country flying and is not a pre solo training week. G Dale, an extremely experienced overseas coach will be attending the week and will be conducting briefings and lectures as well as flight training for those who nominate. If you wish to attend the week please let both Bob Flood and Jenny Thompson know. Kerry Klein has done some great work in getting G Dale to attend the week and should be congratulated for taking the initiative and pushing this along. Please don't just turn up during the week and expect to fly with G as that is unlikely to happen. Anyone interested in assisting as Duty Pilot would be most welcome. Kerry's article on Chat should also give you some more background of the week.

The Duo will also be attending the Two Seater Nationals later in the year flown by Jenny and Jeremy, so good luck to both of you.

Kerry Klein is organising a public flying day on 26 Oct and will require help with this, however I not steal his thunder and will let him pass the details on.

I spoke about the Lake Keepit trip that David Nash is putting together, We will have enough pilots to run a separate competition amongst ourselves! If you are interested then please get in contact with David.

Trophies and Award

I have again attached a table showing the various award that club pilots are able to aim towards. If you've want to do a flight that might be eligible for one of these awards please send me the details. The cut-off for me to receive the flight details will be two weeks before the next AGM. Those who were at the recent AGM would have seen the range of new trophies that have been awarded.

DARLING DOWNS SOARING CLUB - TROPHIES AND AWARDS				
Name of Trophy	Person Donating	Reason Awarded and Conditions under which Awarded	Who Awards	Presenter
Presidents Trophy	President	Most Improved Pilot. An award for the pilot who has shown the most improvement from one year to the next. Can be awarded to anyone.	Training Panel	President
Albatross Trophy	John Moore	Longest Flight Distance	Training Panel	John Moore
The Frostbite Trophy	John Moore	Greatest Height Gain	Training Panel	John Moore
The CFI Trophy	CFI	Fastest Speed Out and Return to Warwick, (Open Category Pilots)	Training Panel	CFI
Alan Latamore Trophy	Alan Latamore	Fastest Speed Out and Return to Jimbour, (Initial Category Pilots)	Training Panel	CFI
100 Km Triangle	Wally Mills	Fastest Speed, Handicap, FAI Rules	Training Panel	Libby
300 Km Triangle	Dennis McCaffrey	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
500 Km Triangle	Colin Norman	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
750 Km Triangle	Colin Norman	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
1000 Km Triangle	Colin Norman	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
1000 Km Distance	Colin Norman	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
Ian Young Trophy	Ian Young	Most outstanding early pilot. An award for the early pilot who by their flying ability has shown themselves to be an outstanding pilot. Only awarded to early pilots.	Training Panel	CFI
Club Service Award	DDSC	Member who contributes most to the Club. An award for the pilot who by their enthusisiam and attention to club duties, has contributed most to the smooth running of the club.	Club Committee	President
Murray Noble Trophy	Murray Noble	Most Improved Cross Country Pilot	Training Panel	CFI
Two Seater Trophy	I and Reg Trevor	Fastest 150 Km Triangle (Puchacz)	Training Panel	CFI
For Continuning Trophies the recipients have the option of having an identical trophy made for their own use.				
Details will be collated prior to the AGM				

Remember to keep a good lookout and fly safety.

Cheers

Denis Lambert

CFI DDSC

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Developmental Desires

RID and Dy-Mark (Aust) Family Flying Day Saturday 26th October

Hello again everyone. Just a quick note to let you know that we have had a fantastic response to the RID and Dy-Mark (Aust) Family Flying Day with over fifty-five (55) entrants making applications to win a free flight with the club. As this goes to print it will probably be happening or at least a gnat's whisker from being behind us and we take the opportunity to again whole heartedly thank our sponsors, RID and Dy-Mark (Aust), for without their support and contributions none of this would have been possible. No doubt that this will be a very busy but mostly enjoyable day for all participants and I look forward to catching up with you there. Also maybe some of those who have been lucky enough to fly on Saturday will fall in love with the serenity and majesty of soaring, like most of us have, and thus hasten to do it on a regular basis by joining the club. Accordingly it goes without saying that we should make all our guests and visitors feel welcome on the day. Over the last little while you may have seen or heard something about the day through any number of different media channels as they have all worked towards assisting us get the message out to the masses in our focussed targeted areas. A big thanks, perhaps in advance, to each of those who volunteered some of their precious time to make this day possible as well as a memorable one. I'd like to think that this type of day will be the first of many such similar events as we progress toward the next couple of years for DDSC. Your continued on-going assistance from time to time with these special occasions is greatly appreciated and beneficial to all in strengthening the club so please keep up the good work and let the good times roll. As I have stated before I would welcome any ideas from you about future events or activities that you think that we could/should do at the club to promote fun and growth so don't be afraid to be forthcoming with suggestions at any time. Until next time sweet, smooth soaring to all.

Flying Octoberfast with "G" Dale

Several of us very recently discovered and experienced an opportunity to fly in the Duo Discuss under the tutelage of internationally renowned cross country (xc) speed flying specialist G Dale, a representative of the United Kingdom's Racing Team and professional glider pilot, who will spend quite some time this summer in a coaching role to educate pilots across the remainder of the nation, as he has done in the past, about how fast effective xc flying is best achieved. Affectionately known as "G", Mr. Dale spent a week at DDSC in early October during Caboolture/Visitors Week and to have personally attended this week was definitely one of my better judgement calls. G is not only an intelligent, very experienced and deft glider pilot but notably displays the ability to articulate and deliver the necessary messages in daily briefings using highly effective communication skills, easily understood analogies and laic terminology enabling all to comprehend the technical concepts being discussed.



With five (5) days of scheduled flying in all during the week there was only one unfortunate afternoon's cancellation due to bad weather from strong x-winds. Nine (9) pilots flew with G throughout the course of that particular week in varying conditions, all of which not conducive to good cross country jaunts, however the group remarked upon completion as to what an illuminating benefit and worthwhile experience that it was. G, in his no fuss laid-back style, was eloquently able to cater for varying levels of pilot skill and background from the novice right up to seasoned "circus" performer (aka good competition pilot) not only in the flying exercises but likewise with any subject matter being raised from the "tuned-in" audience in attendance at the extended briefing sessions every morning. Being based some of the year in Omarama, New Zealand, just adds significantly to the knowledge base of this very accomplished gliding coach. G thoroughly enjoyed his stay, even though the author possibly spoiled his unblemished "in-country" outlanding record, and he has advised that he will return again which, take it from all who were present, would be another opportunity not to be missed. Thanks for everything G as it was a great week of work by you indeed and it's a pleasure to see someone who truly loves sharing their craft with the rest of the world.



Can we see a Trend here G and Fran were they the only ones there?

Future Activities

Coming up towards pre-Xmas we will probably try to organise a de-rig and re-rig of a glider into a prominent position within a local Toowoomba shopping centre and see if we can market some possible AEFs and memberships from this. It could be centre management(s) and logistics/resources allowing, that we do this on more than one occasion this summer if we can possibly fit it in. This has been successfully done on a previous occasion by the club and proven to be a good provocoter of interest which stands to reason, in my opinion. In the not too distant future we are hopefully aiming to get involved with a closer relationship to the 210 Squadron AAFC in Toowoomba to provide them with options using DDSC as an accredited aviation supplier. Advice given from a valued and accurate source appears to indicate that these guys aren't getting enough flying in their diets and this is something that we can surely remedy. We are wanting to approach some of the secondary schools in the greater Darling Downs area and see if we can stimulate some genuine interest by providing them with powerpoint presentations and topical discussions orientated around the sport of gliding using current pilots, coaches and instructors alike from our club. Again we will need volunteer involvement with such here mentioned activities so if you see something that you'd like to assist with then please let put your hand up and let me or someone else know accordingly.

Kind regards,

Kerry Klein
DDSC Development Officer

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Good to see so much action on the airfield

Burketown Safari September 2013.

We have listened to the call of the Morning Glory for years. I used to think that flying to Burketown, and flying the relatively unknown phenomenon of this mysterious wave of energy that would carry you out over the crocodile infested waters of the Gulf of Carpentaria, was an adventure far beyond anything I could ever contemplate. I would actively avoid the subject when it came up, preferring to stay safely in the familiar south.

Now that we have our self-launching ASH31mi and Quintus M, we plan to do safaris into the remote areas, so there is no avoiding it anymore!

Our Port Augusta safari in Feb 2013 was a dry run and learning experience for this Burketown trip. We got there and back in 8 days with no crew and no ground support. The Burketown safari was different. Graeme Summers volunteered to drive the car and trailer. John Buchanan flew up to join us a week later in our Diamond Star.



Day 1.

Saturday 31/8/2013. DDSC to Mitchell 365 km, 4 hours. A blue day, a bit scratchy at first. As soon as we left DDSC, we were both down to 600 ft agl and dumping water. It was slow going for an hour, and then we had a good run, finally sampling some really good climbs north of Roma before landing at Mitchell. You can fly to Mitchell over good farm country with endless landing options. After that, tiger country, big time!

Mitchell is a great place to land a glider, good tarmac runway, nobody else on the tie downs, no security fences, and a small building with facilities. The town is friendly, with a good motel, and a hot artesian spa.

Graeme had a radio in the car, so we could sometimes let him know how we were doing, but I was amazed at the Telstra coverage at altitude, and SMS was often the best way to communicate.

Day 2.

Mitchell to Longreach 504 km, 4hr 10 mins. We delayed our take off as we wanted to be sure the conditions had really got going before we set off. In the event of poor conditions, we would follow the road, with airfields at Morven, Augathella, Tambo and Blackall, as well as several airstrips on properties. We launched at 12:30 into good blue thermals. It wasn't long before the first cu appeared, and we were soon cruising along at 10,000 ft. Too easy! It was blue to the west, so we stayed a little east of the direct track, leaving the cu to fly the last 150 km in the blue. It is winter, and the days are short, with sunset at Longreach at 6pm. We were picking up blue thermals between 1.5 and 2.5 hours before sunset and they didn't have good form or strength. Interesting! The day began with super conditions, and ended with rather cautious tip-toeing. In this 150 km run in the blue, there was just one airstrip on a property south of our track and about half way along. The rest was rough cattle country.



Day 3.

Longreach to Cloncurry, 496km, 3 hrs 40. When it is blue in the morning, you never know what to expect, but there was a patch of moisture in the middle levels to the north, and sure enough after a blue start, the cu got going again and we had another good run. The cu were wispy and thinner today, but the lift was excellent. We landed while the day was still good. Graeme rolled up about 3 hours later.

Day 4.

Cloncurry to Burketown, 340 km, 3 hrs 40. There are no towns on this leg, but perhaps because of that there are 3 excellent dirt runways, at Kamileroi Station, Lorraine Station, and Augustus Downs. It was blue, but good enough for a very pleasant run to Burketown, between 5500 and 7500 ft. We could hardly spot the small township at first, amongst the mangrove lined rivers that meander across the salt flats. It is very picturesque. A local pilot explained to us where to park the gliders, and we walked into town and found the caravan park.



Days 5 to 9:

With strong easterly cross winds at the airfield, I was eyeing up the salt flats for a landing area. They are dead flat, mainly hard, and offer several kilometres of 'runway', but it is wise to get to know what the variations in the surface colours mean. There was a hang glider pilot launching on the salt flats with a cable towed by his car, driven by his wife. John Buchanan flew up in our Diamond Star up from Toowoomba. There was good soaring in the afternoons, with thermals to 8,500 ft, sometimes with good cu, and a great opportunity to explore the whole area. We made flights out to Adel's Grove, and up to 500km.

We set the alarm for 5am each day. I would look outside, phone the AWIS at the airfield, and log into NAIPS to get the aviation weather forecast. We were looking for a high humidity: people say that it is dripping wet on the morning when the Glory happens. There has been a persistent, strong easterly flow and we know this is not Morning Glory weather.

Day 10:

10/9/2013. Morning Glory Day! Up at 5 and it was dripping wet! There was a thin layer of fog. The gliders were so wet you could hear the water pouring off the wings! The AWIS gave the temperature and dewpoint both 18 degrees. Gerrit and I got ready before sunup, with Graeme and John trying to get the water off the gliders. They just wouldn't dry out. The canopies were worst, and remained opaque despite our best efforts. We could see a long straight cloud way to the north. We took off, climbing high, realising the cloud was too far away. The canopies cleared as soon as we got moving, but thank heavens for clear view panels!

Graeme and John reported that a morning glory was forming south of the airfield, moving north. It was just a long thin streak of transparent misty cloud, but definitely the real thing! We opened our airbrakes and descended, down, down, to soar along the northern side of the cloud at 1000 ft agl. The cloudbase was 500 ft, and the cloud top 1500 ft, and the lift was strong! John and Graeme raced into the air in the Diamond Star, and Graeme put his Digital SLR camera to work getting some air to air photos of the gliders, against the now more defined and impressive cloud. We could just run and run at speed, or slow down and climb to 4,000 ft or more. This was like ridge soaring, but on a ridge that was moving north at about 35 kph, so the resultant trace shows a zig-zag flight path over the ground. John and Graeme flew out over the Gulf to the cloud we could see to the north. This was a much bigger cloud, several thousand feet deep and hundreds of kilometres long, lying east west across the gulf.

As the cloud began to carry us out to sea, we reluctantly turned for home. I didn't want to go! I was a bit mesmerised by the whole thing, happily being carried away felt just fine! It was a true sense of euphoria. Maybe hypoxia feels the same.



Day 12.

Another hopeful morning, Tex called to say an MG had gone through Sweers Island heading south but there was very little cloud on it. The air is too dry. We now realise that MGs happen in dry air too! John and Pam launched, and worked areas

of lift, sometimes marked by dust being lifted off the ground and indicating a north-south orientation of lift, moving to the west. John managed to stay up for two hours. In the afternoon, we set off to fly back to DDSC. John and Gerrit flew to Cloncurry in blue thermals to 9,000 ft, and John got a climb south of Cloncurry to 14,000 ft! In the blue!

Day 13.

Gerrit and I flew to Longreach. There was a front coming through, and we had some interesting times getting further and further east of track, eventually making a 130km final glide under cloud in dead air.

Day 14.

John and Gerrit flew to Roma, going so far west of track they ended up passing not far from Carnarvon Gorge.

Day 15.

Sunday 15/9/2013. John and Gerrit flew to DDSC, in very difficult blue conditions.

Burketown and back in 2 weeks! A very successful trip!

Pam Kurstjens.



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Wise Old Owl

Fly there flying fans! My name is "Rufous" an old, wise and weathered barn owl that lives in the roof area of the main hangar but I've seen a few things in my time around here as you might imagine. Just so that you know me a little better, I've been in and around here since before Bob but I'm not quite as crusty and nowhere near as grumpy. My feathers have had some close shaves over the years but you don't get to be this old and tempered without some degree of wisdom and keeping an eye out on what's going on around you, again a bit like Bob in that respect perhaps too. You probably don't know but inside the hangar when you guys are tucked away from night's curtain of darkness, or shovelling food treats into your gobs whilst I'm outside stuck with eating vermin, there is a lot that goes on without you probably even noticing. The aircraft talk to me a lot at these times about events that happened during the day and some of these I even see especially when some of you ingrates slam the hangar doors whilst I'm trying to get some shut-eye in the morning daylight. (Oops maybe I am as grumpy as Bob already) In any case from print to print as we go along my intention is to share some of these things with you to assist you in making your gliding a great and enjoyable experience with a minimum of fuss and not too many problems. Here goes:-

Ground Handling of Aircraft

You've almost likely never even noticed that whilst some of the aircraft are being towed around the strip with ropes behind ears that they have a very pensive and worried look on their faces. Yes they have faces so don't pretend to be that aloof Chad. (Putting my grumps back in again sorry!). The reason for this anxious look is that about 90% of damage to the aircraft is done through poor ground handling by you humans at some of your lesser moments more than likely. As you are aware, whilst the aircraft is very strong in terms of its aerodynamic capability in flight, it isn't designed to be mishandled seeing side-loads along the fuselage boom or impacting other objects close by and doing such will undoubtedly leave them scarred for life or at the very least broken or unserviceable (miserable). I bet that even you guys don't like being jabbed in the rib cage when you least expect it either? For proper ground handling, in consultation with my bevy of beauties, I recommend that you do the following:-

As I heard Ralph say to an un-named numbskull (actually it was Kerry, couldn't help myself. Sorry!) – Hangar Doors are for closing, so do so after you have removed the aircraft from the hangar. Along the same lines never have both end sets of hangar doors open at any one time as the venturi effect of wind going through the hangar will blow the stored aircraft all over the place and nothing good can come of this for sure. Did you hear that Kerry? Ya Geeban! (Sometimes I think that the boy is one roo short in the top paddock but don't tell him that I said that please),

- Don't put a cover upon a dusty canopy as it will only grind the dust into it and thus scratch and frost the visible portion which is not desirable and ultimately will cause a very expensive repair/replacement of the canopy itself. From the glider's perspective it's like having dust ground into their eyes – would you like that?,
- Lock the canopy at all times when leaving or moving the aircraft so that it can't be effected or blown by wind and/or beat itself to death during transit around the airfield when under tow,
- Be extra cautious when manoeuvring around objects as the wings are very long and sometimes our judgment isn't as good as we think. To this end always manage the wing closest to the impact danger point even if it means you may have to stop momentarily to re-position yourself,
- Generally speaking do not use the wings as a means to turn the aircraft at any time as it may seriously overload the structure due to a fulcrum effect and moment of force generated because the wings again are so long. In any case no one likes having their wings pulled *stern look*,
- If you are driving the tow vehicle be very attentive to the people assisting you and listen for any warnings/advisories from them (i.e. windows down, radio/music off and ears to the open position move),



Hangar Rash on a really big glider? No just a result of impact testing but same result (From Wikipedia)

- When disconnecting the rope using the cockpit release knob, whenever possible, open the canopy properly activate the knob but don't do this through the small side viewing panel as the risk of damage to the canopy is just not worth the shortcut,
- Never leave a wheel dolly attached and installed into the aircraft as weather cocking will simply swing the glider around and it will probably hit the closest object which could more than likely be another glider – an unwanted double whammy of damage (*another stern look !*),
- At the end of the day's flying gently put the aircraft to bed after removing any dust or bugs where necessary and place all "remove before flight" protection tags into their appropriate positions – Nothing like going to sleep with no grit in your teeth and feeling clean as a whistle right?,
- Inside the hangar ensure that suitable wheel chocks are applied, wing weights/stands added to stop unwanted movement and any possibility of hangar rash, canopy locked, airbrakes shut but not locked and covers fitted after closing all side panels to ensure that my future dinner doesn't have more places to hide away, just another thing to make me a touch grumpy!

Well that about does it for this episode. Make sure that you keep a good eye out for all your mates and make our place the best place to fly in Australia. Remember at all times flying should be a hoot!

Yours in flying and vermin reduction Rufous

P.S. Thought for the quarter – "Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."

Kind regards, Kerry Klein

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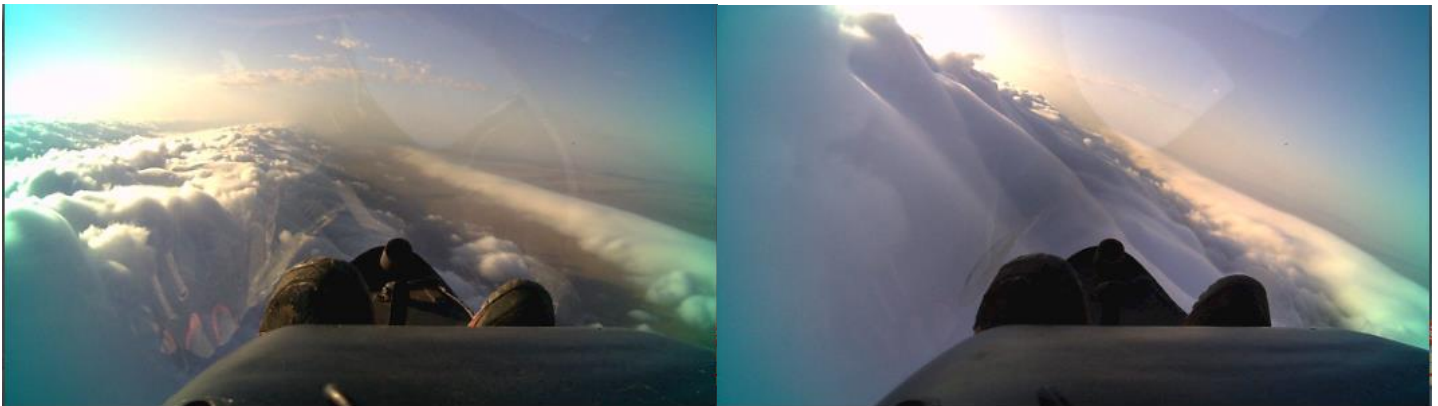
## Mike's Morning Glory

Almost as soon as I went solo 14 years ago I have wanted to ride the morning glory. Last year I finally decided to put this trip to the top of my list and "wow" was it worth it.

You've all probably followed Pam and Gerrit's adventures earlier in the year and perhaps even read my posts to chat. My trip up wasn't quite as salubrious as I towed all the way to Burketown, about 25 hours of driving. Funny things happen on road trips and driving out of Longreach my CB crackled open with a "who's driving that glider trailer?". "G'day Floody" and so I performed a quick U-ie and we caught up for a roadside chat.

The reality of the trip came about from a chat with Grant at Easter and from there we arranged to meet in Burketown and fly on alternate days while we were both in camp. In the lead-up to the trip I worked on my motorglider endorsement; there's actually 3 levels of endorsement and I settled for the first 2 leaving out the controlled airspace bit. The guys at Caboolture were great and after 1 morning and 1 full day I was ready to go. I had lots of fun in the Dimona and would recommend a flight with them just for the experience. Thanks Mike and Al.

Not everything goes to plan, Grant and the DG ended up back in Brisbane early for a repair and I had all but given up when Grant suggested I just go it alone. All very good but I needed some conversion flights so we spent a day at DDSC doing just that. Oakey gave us a clearance to operate and that worked extremely well. I must say I was a bit nervous at first but found the DG easy to fly and the motor quite simple to operate.



Toe cam, cloud cam something like that.

In Burketown it was "hot, damn hot" as expected but what I didn't expect was my lack of acclimatisation. I located the airport manager and gained access to the airfield. Luckily the guys from WA were in the air and so they were able to assist me rig when they landed. I managed to sneak in an orientation circuit just on sunset and settled into the evening quite happy. It was also rodeo weekend, the party that night was still going when I launched next day.

Operations for the morning glory started for me at about 4:45am, the short trip to the airfield only takes a couple of minutes and most people walk. I liked having my car full of stuff handy and so drove. Fuelling, DI and drying off the glider all happen in the dark. First light is just on 6am and the plan is to launch just then and motor towards the cloud. From the ground I could see cloud each day but in the air it was evident there was no morning glory on 2 of the occasions.

My 2 flights on the cloud were great and for a flatland pilot I found it a great way to practise ridge soaring. It certainly helps that the ridge is soft for when you dig your wing into it. I worked from about 2500ft to about 6000ft, the cloud generally stopped about 4000ft. On both flights I was able to climb onto final glide and glide home, over 50km each time.

Unfortunately it all came to a sudden end with some serious engine issues and my trip was cut short also. I had an interesting but successful glide back to Burketown airfield but that's why we include rope breaks and engine failures in our training. A huge, huge thanks to Grant for the use of his DG400, especially given the demise of the motor and the efforts to get it back online.

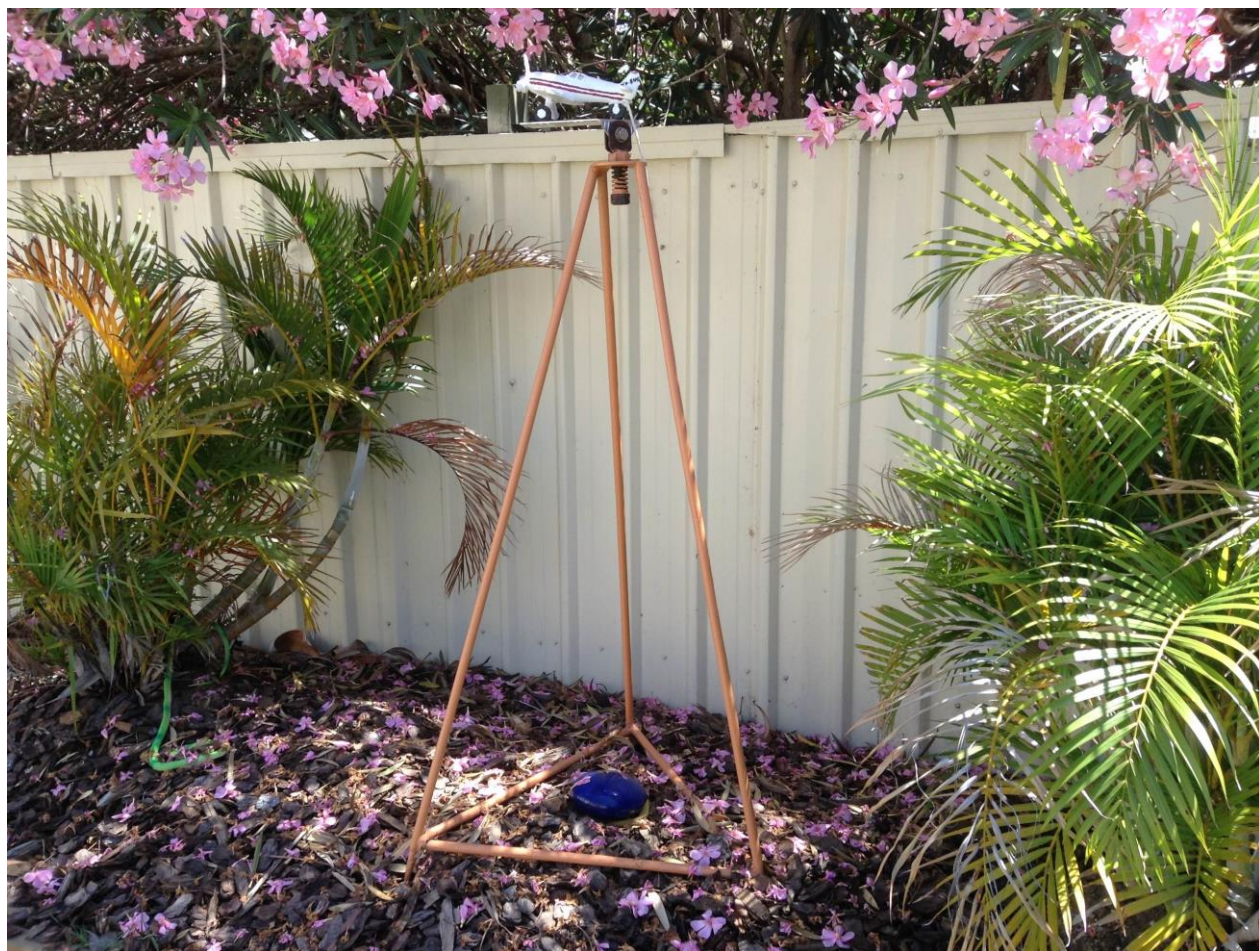
*Just for a bit of something different*

The below pictures show a piece of equipment found in the high grass down at the eastern end near the fence. It must have been there for some years as it needed a bit of restoration work. We would think that the longer term members might have seen it and may remember what it was used for. Send in your answers to me and we might even arrange a prize.

The questions to be answered are as follows:

- A) what was it used for
- B) what is it used for now
- C) which Tuggies garden does it beautify now





Just a final note from the CFI

When an Incident occurs and we need to report it there is mandatory requirement it goes onto IRIS on the GFA website. There are no excuses please refrain from writing one out on paper and giving it to an instructor it's your responsibility. Below are the basics of how to do it and you all can. Its Important for all our safety that you report incidents so they don't become accidents.



## QUICK REFERENCE GUIDE FOR GFA FIRST TIME USERS

### Logging into IRIS for the first time

IRIS is accessible from [www.irisasn.com](http://www.irisasn.com) or the link on the GFA website.

Click "Log In" on the left hand side menu.

Your username is your IMIS username

The default password for all GFA members is: gliding

### Update your details and change your password

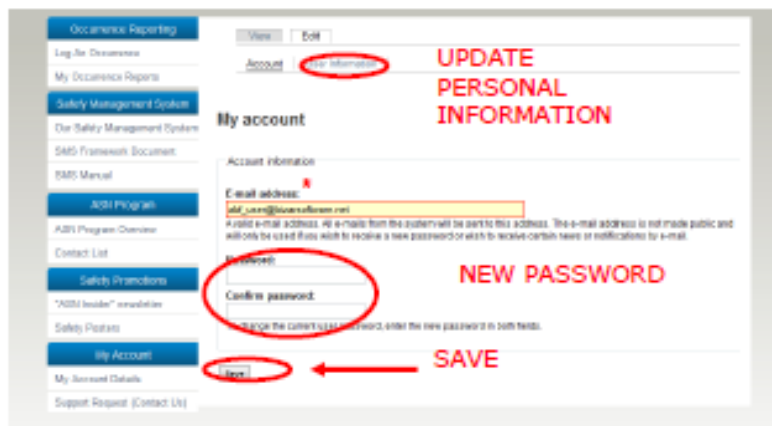
You will need to change your IRIS password to be the same as your IMIS password.

Once you log into IRIS click "My Account Details" towards the bottom left of the IRIS homepage.

Click "Edit" at the top tab (see picture below)



Enter and confirm your new password twice and click "Save" at the bottom of the page. You also need to update your personal information in this section by clicking "User Information" as shown in the picture below. Remember to save.



### **Log an Occurrence Report**

Click "Log an Occurrence Report" on either on the IRIS homepage or from the navigation menu on the left of other pages.

Complete the Occurrence Report form by clicking on each of the headings to reveal the questions, such as Factual Information, Weather Conditions, and Description. The more information included in a report the better. This allows ABF to follow up on a report and prevent a recurrence.

The mandatory questions, as highlighted in yellow with an asterisk, are "Title of Report", "Person(s) Involved" (under the Factual Information heading), and "Details" (under the Description heading). Title of Report provides a quick overview of the occurrence, for example "Envelop tear on deflation". This is then expanded on in the Description section.

You may attach files which are relevant to the occurrence by clicking the File Attachments heading. Simply click "Browse" to locate the file and then "Attach". You can add more than one file, with a maximum size of 50MB per file.

If your report fulfills the criteria for submission to the ATSB, you will need to answer "Yes" to the question "Should this occurrence be reported to the ATSB?" under the heading "ATSB Reporting". Once you click "Submit" at the bottom of the Occurrence Report, your report will also be sent to the ATSB.

Once you have completed the occurrence report click the "Submit" button at the bottom of the page. You will receive an email notification of your occurrence report, including the unique occurrence report ID number. A record of all your occurrence reports is accessible in IRIS by clicking "My Occurrence Reports" on either the navigation menu or the IRIS homepage.

### **Log out**

Remember to log out when you have completed your IRIS session by clicking "Log Out" in the top right hand corner.

### **Need help?**

Help is available in several ways:

- Accessing the IRIS Tutorials and Handbook available by clicking "Assistance" in the top right hand corner of any page.
- Submit a "Support Request" form via IRIS which is accessible from the navigation menu on the left hand side of any page or the IRIS homepage.
- Contacting the GFA IRIS Administrator directly – **Select who to direct questions to.**
- Contact the ASN directly via email <asn@aerosafe.com.au> or phone (02 8336 3700).

That's it for a few months. The next issue is planned for January this will give you all some time to write some stories. If I could get some PICTURES that would be SUPER any suggestions just contact me.

See you at cloudbase, well at the legal distance from it anyway.