

## February 1999

The planned Christmas/New Year flying was marred by indifferent weather which turned into a full-blown downpour by New Year's Day. Colin Adam came all the way from Melbourne and John East in from Mitchell for no real gratification. If you had time on your side, then weather was merely an inconvenience, as the following week saw some solid flying and the visiting [Caboolture Gliding Club](#) members had a great time. DDSC flew 17 days out of the month which continued our recent high utilisation rate as well as giving members & visitors plenty of opportunities. Summer storms were a-plenty and care needs to be taken as you can easily & quickly get caught out & cut off from base. The awesome power of the winds & the loss of visibility are hard to comprehend until they have been experienced, but, you really don't want to experience it! Keep a good watch on the weather & return to base in plenty of time to hangar the aircraft. Remember that it takes a long time to recall and stow a number of gliders. It literally cannot be done in 5 minutes.

A significant milestone in the club's maturity was reached when David McManus was able to put together the first Duty Pilot Roster in years. This is essential to the efficient running of weekend operations and is probably not an entirely popular development in some quarters. A lot of members perform great service to the club by way of rostered commitments, executive positions, voluntary duties, donations (both cash & kind) and some have served long and hard in the past and are enjoying what they rightly believe is a hard-earned rest whilst they get on with their flying. All this considered, we still need Duty Pilots and David is to be commended for his persistence. It doesn't need close scrutiny to see that a few names are repeated and if this continues, "burn out" will occur. Please phone David & volunteer so the load can be spread more equitably.

There has been some serious flying this month with a lot of personal achievement. The most dramatic was Bob Ward's 1,000 km out of Tocumwal in the Ventus 2 on 4<sup>th</sup> January. More of that later. We have had a dramatic increase in flying since November when monthly hours flown rose 100% to 173. This was followed by an all-time club record of 231 hours in December. Club aircraft flew 205 hours in January, made up of: Hornet - 29, K7 - 11.5, Puchacz - 62, Grob - 46, LS7 - 56. Private aircraft flew 201 hours for a total of 406. The significance of all this becomes apparent when compared with our all time record in 1984/85 of 1364 hours and our total last year of 850. Our activity over the past 7 months translates into a pro-rata annualised total of 1400 hours, so we are on target for a record. The impending arrival of a second Puchacz can only enhance this possibility.

Good flying was had by: Mike Morris (Pilatus) - 3.14, 3.08 ; Kim Houghton (LS7) - 2.44, 7.11 (got his 300km) ; Richard Friday (Std Cirrus) - 6.45; Les Lewis (IS29) - 5.31 (those Caboolture guys sure are hungry) ; Allan Latemore/Michael Codling (Grob) - 3.10 ; Owen Jones (Diamant) - 4.50; Ralph Henderson (ASW20) - 4.43, 3.12 ; Dennis McCaffrey (Ventus) - 3.18 ; Dudley Waters (LS7) - 5.14, 6.06, 2.51 (Ventus) - 5.30 ; John Buchanan (LS8-18) - 6.10 ; David Griffin (Mosquito) - 3.07, 2.00 ; Peter Hastings (LS7) - 3.35 ; Karl (Ventus) - 6.03, 5.21 ; Paul Dalziel (Grob) - 1.00 ; Peter Holmes (LS8-18) - 6.15 ; Andrew Georgeson (LS8) - 6.02 ; Roly Sundell (Mosquito) 5.01, 3.15 ; John Moore (Ventus 2) - 6.03 ; Robert Bradley (DG500) - 5.33 ; John East (Hornet) - 4.21, 3.45 ; Paul Owens/Peter Griffiths (Nimbus4) - 3.41 ; Richard Hoskings (Mosquito) - 4.50 ; Trevor Hamley/Allan Latemore (Grob) - 4.20 ; Keith Mercer/John Geddes (Puchacz) - 0.34 ; Paul Owens (LS7) - 3.13 ; Trevor Bange (LS7) - 0.21. Congratulations to Ian Hallt & Chris Anifto who both went solo on Jan 26<sup>th</sup> and thanks to Des Cramer & Dudley Waters for repairing the Pawnee tail wheel spring.

### Airspace

New airspace is in effect & the details are in the clubhouse. We have noticed increasing activity out of Oakey AAC since the arrival of the Singapore Air Force Super Pumas. Oakey has also become popular with IFR traffic practising approaches and there is a need for courtesy & cooperation between us, AAC & transiting traffic. We are now flying, more often than not, on a seven day a week basis. There is a developing need for better communication, possibly in-flight - mainly mid week. We are arranging a DDSC visit to Oakey AAC to improve relations.

### Treasurer

Anyone wishing to contribute to the Puchacz (#2) fund, please forward your deposit ASAP as the final payment for the aircraft is due mid-February. Those with funds in their flying account in excess of \$250 will receive a flying rebate monthly of 6% compounding. It was pleasing to see some young faces around the club during the week commencing 16<sup>th</sup> January. Simone Snell, Matthew Wilson & Ian Hallt all had a great week. Simone converted to the Grob but missed out on the longer flights needed to obtain her "C" certificate. Matthew converted to the Grob & the Pawnee, completed his outlanding checks & is now working with Alf towards getting his tug rating. Hans Duecker was beaten by the weather on the last two days of the

week.

### **Cross Country Coach**

In five days in early January seven pilots had cross country training flights and six pilots subsequently gained part, or all, of the Silver badge. There were two Gold distance & Diamond goal flights. If two or more club members can take time off mid week in February or March I am available for dual or pair cross country training/flying.

### **April Flying Week**

We are putting together a *Youth Flying Week* during the school holidays from Easter Monday 5<sup>th</sup> April to Friday 9<sup>th</sup> April. Flying will be structured according to experience & currency, costs will be standard club charges & participants will be required to supply their own food. Indications of intent will be needed by mid-February. Deposits will need to be in three weeks before Easter. Please tell your friends.

### **Chief Flying Instructor**

Ken Stehbins & Shane Andersen are now Level 1 instructors. Dudley Waters is getting back into the saddle, also. David McManus completed his Silver distance & Peter Thomas & Michael Codling converted to the Hornet. A mid-week training course will run from 1<sup>st</sup> to 14<sup>th</sup> February, inclusive. Launches for private owners & single seaters will be available. BYO retrieve. Wainui is out of bounds & is deemed U/S. Club aircraft are not to use it & private aircraft will not be aerotowed out. The Easter comps are at Thangool. Please see me if you wish to participate. There are only 3 GFA flight checks to be used at DDSC ; CHAOTIC, FUST & HASLL. "SWOL" & "ABCD" are not to be used. DDSC SOP's are important and should be read. These include a provision that club aircraft flight manuals should be read & signed before converting to the type. Incidents must be reported to the CFI or Duty Instructor. We need to develop a culture of doing so with no stigma attached.

### **Tug Master**

Matthew Wilson is now on the tug roster which has also seen the return of John Geddes & Robert Bradley. John Davis is leaving us to move to Townsville to further his medical studies under the Rural GP program. John is a great guy & has been a club stalwart in every sense. Au revoir, good luck, good flying & thanks for a great effort.

### **Airworthiness Officer**

With the high number of hours being flown in club aircraft comes a consequent increase in wear & tear. I am looking for volunteers to restore the appearance of RI, IUR & MV, in particular. Remember to fit canopy, TE & pitot covers after flight. The Hornet will have a new B40 vario/audio/averager & a new radio fitted by the end of February. Don't leave the canopy open on this aircraft as the tilted transparency is a known lens which has caused serious outbreaks of fire from focusing the sun's rays. This can happen frighteningly quickly. New water ballast bags are to be fitted to the LS7 (which is missing a ballast bar.) The M-Nav is to be sent to Ian McPhee of Cambridge Instruments for servicing. Several major services are due soon - Grob 4000hr, Puchacz 1000hr. Please lend a hand.

### **Bob's Grand Grand**

I have lost count of how many times I have attempted 1000km. I had not tried once in the past four years so, with two sons & two grand children in Victoria to visit and with my Ventus already at Tocumwal, Jan & I decided to go to Tocumwal straight after Christmas in the hope that the good weather would last. We arrived to find that a lovely heat wave/trough was establishing so I was on the grid early each day. The first few attempts were FAI triangles and on 3<sup>rd</sup> January I elected to go downwind & outlanded within 40 km ! After contemplating suicide I decided on multiple out & returns. On 4<sup>th</sup> January I declared Tocumwal, West Wyaong, Tocumwal, Hillston, Tocumwal - all 4 legs just slightly over 250km.

The first hour gave reliable climbs between 2500 & 5000ft and steady progress was made against the light northerly. Cumulus then formed and cloud base rose steadily up to 13000ft. Thermal strength was seldom above 8 knots, average. I was back at Tocumwal by 4:10pm with just over 500km remaining & by this time, I was averaging 140km/hr so the calculations were right, if only the day would last. I was operating between 9000/13000ft, on oxygen & my confidence was high. I rounded Hillston at 5:50pm which was 250km in 1hr:40min (approx 150kph into the wind). My average speed was increasing as it got later. All that remained was the small matter of the last 255km before the sun set! On this leg I was determined to stay high & out of trouble, being haunted by all those memories of previous near misses. Well, the day did last & I was able to start final glide about 70km out after crossing a long patch of over development to a lowest point for many hours - 5000ft AGL. This glide slowed the flight a little but I crossed the line at Tocumwal at about 8pm for

an elapsed time of just over 8 hours. 1000km at last, after over 20 years of trying !