

June 1999

May has been quite a month. We continue to operate at, or near, record levels and this is in spite of our fleet being down by one aircraft since the departure of the K7 in early March. The new Puchacz, QX, is now due out of the factory in Poland mid June. The ongoing delays have been due to the takeover of PZL/SZD by the Austrian aircraft manufacturer, Dimona. This caused disruption at PZL but things are now back on track due to the persistence of Wes Myszak of Amys Aviation, the agent handling our purchase. Increasing membership & utilisation has prompted the committee to hire an extra aircraft in order to satisfy members' needs. The greatest demand is for the single-seaters so Open Cirrus, XV, has been secured from Don Abel, a Southern Downs member. Peter Bell & Denis Lambert travelled to Massie Airfield last Saturday & transported it to its new home.

The Cirrus

The Cirrus XV is an "open" Cirrus, built by Schempp - Hirth. It was imported by John Best of Warwick around 1971 and Ingo Renner won the Nationals in it not long after. It is a popular aircraft & very pleasant to fly. With its unflapped 17.4 metre wings it has a very respectable L/D of 44 & a low wing loading when flown dry. It climbs extremely well & relishes weak conditions. It is not a good high speed performer but definitely should not be underestimated in the upcoming winter & spring months. It has conventional airbrakes which make landing relatively easy. There is only one cable hook which is fitted to the belly so "kiting" on take off needs to be guarded against. Also, make sure that you can reach the cable release when strapped (& padded) in. Beware of using soft or compressible cushions which might take up during launch & move you further away from the instrument panel. XV has already flown 3.5 hours with DDSC. Chris Aniftos has had the longest flight & was pleased with it. Terry Mosler then made do with what was left of the day & got away in very weak lift which, he said, would have been unusable by any other aircraft which he had flown previously. We have positioned the Cirrus between the Hornet & the LS7 in the fleet progression & the entry requirements are 10 hours + 10 launches in the Hornet (or equivalent.) The chargeout rate is 39 cents per minute, flat rate, up to a maximum of 4 hours per flight.

Thanks

To Denis Lambert & Peter Bell for collecting The Cirrus. To Don Abel for agreeing to let us use it. To Roly Sundell for donating a tow-out bar for the Hornet. To John Moore for offering to build a dedicated Puchacz trailer "around next February." To Mark Robertson for building the pergola.

GFA AGM/ACM

The GFA Annual General Meeting/Annual Council Meeting will be held in Sydney on the weekend of 25th/26th September. Agenda items must be received by the Secretariat by 18th June & items arising from the First Round Papers by 9th July.

Watts Bridge Ridge Camp

Caboolture Gliding Club have kindly invited us to join them at their annual camp, again, this year. Over the June long weekend 12th to 14th. Contact Denis Lambert if you are interested. The club mobile phone will be on site so, please give us a call if you plan to turn up at short notice as we are still operating at McCaffreys & shall have only a limited contingent at Watts Bridge.

Chief Flying Instructor

There are two series of Flight safety Seminars in June, one by GFA, the other by CASA. The GFA ones are being held at Boonah & Kingaroy over the June long weekend. BOONAH : Simons Tavern, Saturday 12th. Contact Ray Parker, CFI Boonah GC on 3300 5375 or 0419 228 278. KINGAROY : KSC club house, Sunday 13th. Contact Neil Dunn, CFI KSC on 4162 5375. Start 0930 for finish approx. 1600. Light lunch, morning & afternoon teas provided. CASA's seminar is free with no need to register. BRISBANE Saturday 26th June, Brisbane Convention & Exhibition Centre, Glenelg & Merivale Streets, South Brisbane. 0900 to 1700. Morning, afternoon teas & lunch + door prizes ! Contact details : phone 131 757 or Email safetypromotion@casa.gov.au .

GFA Operations Directive 1/99 - Winch Cable Cutting Devices. The deadline for fitting has been extended to 1st January, 2000. Enquiries to Kevin Olerhead - CTO - Ops on 03 5358 4832 or olerhead@netconnect.com.au . The AirTC cadets want a flying week from 21st to 25th June. This would mean that operations could be extended to club & private single seaters. Please contact Denis Lambert, urgently, if you are interested. The club Standard Operating Procedures are being amended slightly & new copies will be available shortly.

Tug Master

John Knox has been doing a few laps in the Pawnee in preparation to flying with added parasite drag. We are looking at buying a second tug to keep up with increasing launches.

Welcome

Stephen Harris, another convert from hang gliding, courtesy of Chris Aniftos. George Lee, former World Champion who has set himself up nicely with a Nimbus 4DM, ranch & airstrip north of Dalby. Michael Steiner who fell in love with gliding after being taken for a flight by Robert Scott whilst his VW engine was being repaired at Bowenville !

Back in the Air

John East, Ian Perkins, David Thomson, Paul Owens, Richard Hoskings, Dennis McCaffrey, Peter Hastings & Michael Pearce.

Congratulations

Stephen Harris (first solo), Anthony Wetherspoon (conversion to Hornet), Chris Aniftos (conversion to LS7)

Notable Flights

Dudley Waters - 2.37, 4.15, 4.08, 4.26 (ASW20) Lars Zehnder - 2.09, 4.37, 2.52, 3.40 (Kestrel) Bob Ward - 2.00, 4.05, 4.03, 3.56 (Ventus 2CM) Murray Knight - outlanded the Grob! John Buchanan - 4.40, 4.27, 2.01, 2.15, 3.49, 3.21, 5.00 (LS8-18) Peter Holmes - 3.32, 3.04, 3.27, 2.39 (Discus A) Ralph Henderson - 3.26, 2.20, 2.55, 2.19 (ASW20) Trevor Hamley - 4.03 (LS7WL) David Griffin - 2.29, 3.00 (Mosquito B) Peter Thomas - 3.02 (Hornet) David McManus - 3.04 (Grob 103) 3.14, 2.40 (LS7WL) Chris Aniftos - 2.12 (Puchacz) 4.08 (Hornet) 4.01, 2.19 (LS7WL) Roly Sundell - 4.15, 4.24 (Mosquito A) Peter Griffiths - 3.44, 2.52, 2.54, 3.20 (Nimbus 4DM) Dennis McCaffrey 3.33 (Ventus B) Andrew Georgeson - 4.10 (LS8) Owen Jones - 3.14 (Diamant) John Moore - 3.41, 3.29, 4.12 (Ventus2CM) 3.04 (DG500M) Peter Bell - 2.32 (Kestrel) Anthony Wetherspoon - 2.53 (Hornet) Michael Steiner - 2.21 (Grob 103) John East - 2.27 (Hornet) Peter Hastings - 3.28 (LS7WL) Dave Thomson - 2.15 (Hornet) - and this is winter. No wonder we are breaking utilisation records!

Aircraft Utilisation

We have examined detailed records back to 1984/85. A record for club hours flown of 1362 was set in that financial year. The closest we have come to that was in 1995/96 with 1123 hours. Back in the mid-eighties the club had six aircraft as against the existing (nominal) five. In March, April & May of this year we have been threatening this record with only four aircraft ! This says a lot for our airworthiness, the quality of our fleet, our daily operational efficiency, the keenness & patience of our members & not the least of all, our wonderful soaring conditions. For the eleven months to the end of May we are sitting on 1255 hours, just 107 hours short of the 15 year old record. Just for the sake of it, please get as much club aircraft flying in as we can this month. We need an average of only 5 hours per aircraft, per week. We have the following tempting opportunities : Cirrus, Watts Bridge, mid-week flying 3rd & 4th June, Scouts weekend at Chinchilla Grob & Hornet), Pylon Races Saturday 19th, week long course 21st to 25th June. Any excuse will do - take up that friend you have been promising for such a long time, have an annual flight check, fly a new type, start early to make the most of the shorter days. Let's keep those white things off the ground ! (Naturally, private aircraft ops are very welcome & much appreciated & we love setting records there, too.) The record for private hours of 1771 was set in 1992/93 with the current year to date at 1333. Individual club aircraft/type records are: K7/GQX - 302 (84/85) Puchacz/RI - 368 (98/99ytd) Grob/IUR - 327 (93/94) (sitting on 282ytd) Hornet/MV- 240 (98/99ytd) LS7/XOW - 258 (98/99ytd)

Club Website

Not enough can be said about Shane Andersen's masterpiece. This is a summary of its 262 days of operation between 5th September, 1998 & 22nd May, 1999. Unique visitors - 2290, Visits including reloads - 4452, reloads - 2162, highest month - 309 (Oct 98) Current month (to date) 246, last month 277, monthly average - 254, Countries/Domains - Australia 955, unknown 399, USA 275, UK 42, Japan 42, Germany 38 through to Estonia 1. How's that for coverage ?

QSA State Comps - October

A Comps Committee has been formed & consists of : John Buchanan, Bob Ward, Trevor Hamley, Terry Mosler, John Geddes, Peter Griffiths & John Moore (all DDSC) as well as Ross Dungavel of Kingaroy SC. This is more evidence of members giving their time & expertise for the good of the club and to the gliding community. The comps will bring a lot of activity, comradeship, experience & income to the club. Please help wherever you can.

Strategic Planning

A meeting was held on Sunday 23rd May & was well attended by 15 people. The participants expressed a **vision** of the club as working towards full-time operations in order to give members the opportunity to fly whenever they wished. They also envisaged a commercial operation with a full-time maintenance engineer & tug pilot. There was emphasis on creating & then improving upon, a family environment. The club's **mission statement** was deemed to encompass the provision of excellent facilities, including clubhouse, aircraft, accommodation & to satisfy members' needs through social, entertainment & family involvement whilst optimising the type of aircraft & giving all reasonable access to equipment. High standards of safety & maintenance are paramount, flying to be affordable, private ownership to be encouraged whilst youth membership & the active participation of all members in the club's affairs is desirable. Above all, have fun !
<> The meeting then went on to address issues such as an environmental (SWOT) analysis & came up with other issues to be addressed as well as compiling various recommendations. The minutes will be posted on the club noticeboard.

Meetings

There will be pylon racing on Saturday 19th June, followed by a committee meeting & then a Club General Meeting.