

## July 1999

DDSC passed a significant milestone in its recent history when the fifteen year old record for annual club hours flown was broken on Saturday 26<sup>th</sup> June. Whilst it was passed by only three hours, the total was significant in a number of ways. In 1984/85 we were operating six aircraft - three Hornets, two K7's and the Grob 103. The general trend since then (and in most of gliding) has been a decline. We have reversed that decline but with only five (and for a while) four aircraft. The achievement says a lot for the efficiency of our flying and airworthiness operations. This includes towing. It also is an indication of the general enthusiasm within the club but it would not have been possible without the drive and special effort of Denis Lambert. It is now apparent that we have to have special events such as pylon racing, off-site visits such as Watts Bridge & Chinchilla, club competitions. We also need to be attuned to members' needs such as by replacing the last K7 with a second Puchacz, the purchase of an extra towplane and the hire of the Cirrus. We need the involvement of and revenue from, outside parties such as TIF's, Scouts, Air League etc. This is essential for our development and survival. We need to avoid having an ageing membership.

### **Dudley Waters**

Dudley has been having a run of bad health and has been logging a lot of time in Prince Charles Hospital in Brisbane as well as Toowoomba General. He is now back in Toowoomba. We wish Dudley a speedy recovery & a return to good health.

### **Thanks**

To Denis & Murray for pushing the development & activities, to Trevor Bange for his administration & impeccable record keeping which highlighted the possibility of breaking the record, to Shane Andersen for the Website. To the relatively small band of members & executive who keep the club going. What broke the record ? Was it the Scouts, Alf Garrone flying the Hornet last week, the ATC camp, the hire of the Cirrus, the popularity of the Puchacz, the weekend at Watts Bridge, the Website, Alec Russell flying all last Saturday week ? All of it, plus a lot more.

### **QSA AGM**

The annual general meeting of the Queensland Soaring Association will be held on Saturday 7<sup>th</sup> August at the Defence Community House on the corner of Anzac Avenue & O'Quinn Street, Toowoomba. It will start at 10:30 AM.

### **Parachutes**

Most club 'chutes are being repacked & will be available for the weekend 3-4 July.

### **Puchacz WQX**

Has finally left the factory (June 24th.) Thanks to Trevor (Bange & Hamley) Murray & Wes Myszak for their efforts. We are getting a spare canopy delivered with the aircraft.

### **Internet**

Communication by e-mail is the most efficient way of disseminating information to members. If you have an e-mail address please check the club's listing to see that it is correct or tell us your address if you haven't already done so. This is quite important as we otherwise incur unnecessary expense (quite often to individual officers) and waste a lot of personal time.

### **Car Pooling**

We have set up an interactive system for car pooling from Brisbane on the DDSC website. Check it out and use it as necessary. It will save you time and money and you can swap a lot of jokes on the round trip.

### **Club Contact Directory**

An updated copy is enclosed. This document is of vital importance for member networking as well as official contact. Please check your own records carefully and notify Trevor Bange of any errors or omissions.

### **Lost Property**

One of the Grob ballast weights didn't make it back from Watts Bridge. Please check your vehicle ASAP as this could prevent flight under certain cockpit loadings. The LS7 weight is still lost. Just after Gloria Scott (Robert's mum) made a new canopy cover for the Puchacz, the original turned up ! We have ordered an extra from SZD to come out with QX. We are going to have the warmest SZD50's in the world.

## Visitors

Tony Gordon flew in with his Pitts Special and treated us to an aerobatic display on his departure for return to Dalby. Tony is from Brisbane and flies out to Dalby quite often for weekend aerobatic practice.

## Victory for Schempp-Hirth

The June pylon race was a whitewash for Schempp-Hirth sailplanes. Bob Ward won the national pilot class in his Ventus whilst the club class went to the Cirrus flown by Peter Bell & Chris Aniftos. The old girl still has plenty of kick left in her.

## QSA 1999 State Championships

To be held at McCaffrey Field Sat to Sat 2-9 October, inclusive. The operations committee comprises : Peter Griffiths - Contest Director, John Buchanan - Operations Director and Dave Sharples - Safety Officer.

## Airworthiness Officer

Annual Form 2 inspections are due on all club owned aircraft over the next few months. The LS7 is due on 10<sup>th</sup> July & will need to be trailered at the end of operations on Sunday 4<sup>th</sup>. Ron Brecknell has volunteered to take charge. Please volunteer your help, even if it is to work on the trailer. The Grob is due 16<sup>th</sup> July so the same procedure applies for the following week. The Puchacz is due 4<sup>th</sup> August, with the Hornet on the 5<sup>th</sup> August. There is now a stock of sealing tape, chamois, sponges etc in the airworthiness cupboard in the workshop. These items, as well as tie down kits, will soon be locked away with keys cut for all instructors & committee members. All trailers now have 7 pin connectors fitted in accordance with the Australian Standard. All have been tested but may require a spray of WD40 from time to time. A selection of adaptors is stored in the A/W cupboard along with spare globes, shackles, etc. All trailers are suffering from the ravages of wind, rain & sun after several years sitting out on the plains. Form 2 time is an ideal opportunity for some maintenance. Remember that a scruffy looking trailer could attract Police or Transport Department attention & *you* could be the driver. Tow out gear for all aircraft is currently being worked on. Thanks to all those who have donated bits towards this project. All aircraft need cosmetic work, polishing, etc. Anyone interested please contact me ASAP. We also need to spend some time honing our individual de-rigging & trailering skills whilst, at the same time, fine tuning the fittings in each trailer. This could also be worked into the Form 2 inspections as well as having a session at the airfield. Individual aircraft : LS7 - Cambridge Nav refitted & coils of loose wire & busbar to be repositioned at Form 2 as these could be sources of possible radio interference. Puchacz - New radio fitted. Similar to previous model apart from programming. Manual is in clubhouse. Grob - New brake calliper & master cylinder fitted. Hornet - Maximum airspeed restricted to 80 knots until wing root problem rectified. Instrument panel & avionics update getting closer.

## Airworthiness Course

QSA is conducting a course at Kingaroy from 14<sup>th</sup> to 21<sup>st</sup> August, inclusive. Costs are : QSA \$120 + KSC accommodation \$42 + \$100/150 for food. There are still some vacancies. Contact Robert Scott, Alwyn Reid or Robert Bradley.

## Tugmaster

Cessna 182, VH-CMN has been purchased. CMN restoration is well under way in Brisbane and it should be on line by the end of July. SWR has had a new fuel tank cell fitted. The tank should not be filled right to the top as it has vent holes there. Suggest you leave approximately 25mm of air gap.

## Chief Flying Instructor

The Scouts weekend at Chinchilla saw better soaring conditions than back at home base with total time of about 15 hours. The Hornet nearly made it home on the Sunday but landed at Dalby airport & was retrieved by Stow. Thanks to Stow for his ferrying & towing. The annual Watts Bridge camp with Caboolture GC went well with the ridge lift still working at 7:30PM on the Monday holiday. Four ATC cadets flew midweek 21<sup>st</sup> to 25<sup>th</sup> & all went solo again. Once we have purchased sufficient parachutes DDSC will be "all parachute", including the tugs. GFA have changed the categories of **Passenger Ratings**. This necessitates the issue of a new log book sticker. Please send me details of your current passenger rating as well as your GFA membership number. GFA safety seminars held recently at Boonah & Kingaroy highlighted : mid-air collisions, including several fatalities ; passenger ratings ; confusion & disorientation whilst experiencing negative G when attempting to recover from stalls etc ; the risks involved in outfield landings & aerotow retrieves. Currency - Please check your logbooks & monthly account messages for flying currency, annual checks & medicals.

## Independent Operations

There are two levels - 1 & 2. # 1 requires Silver C plus endorsement. # 2 requires a minimum of 200 hours

in command in gliders. Both require a radio operator's licence/logbook endorsement. An "Independent Operator" is authorised to operate without an instructor present on the airfield. This would suit midweek pilots as well as self-launchers who would like to operate afield.

### **Teams Challenge**

Looks like being at Kingaroy. Please contact Denis Lambert if you are interested.

### **General Meeting**

Held at the clubhouse on 19<sup>th</sup> June. Tractor shed on hold. Clubhouse cleaning contractor to be employed ASAP. Alec Russell is to purchase a water bag for the pie cart.

### **Future of Site**

The club is considering two options regarding its operating base. One is to remain at McCaffrey Field & develop it to the limit of its potential, the other is to move to Dalby Airport with the direct or indirect assistance of the Army & the Dalby Aerodrome Board. The Dalby option is a serious one in every sense of the word & is not being taken lightly.

### **DDSC AGM & Dinner**

Saturday 18<sup>th</sup> September (depending on availability of last year's venue.)

### **SOP's**

A revised set, dated 3<sup>rd</sup> June, 1999 has been issued. Copies are available from the clubhouse.

### **Airspace**

CASA have issued a proposal "DAHAPS 99/012" to introduce an MBZ to encompass our airfield. QSA are objecting on our behalf.

### **Flights**

June was affected by rain, wind & cooler weather. Operations at McCaffreys were impossible on the Queen's birthday Monday due to 30 knot crosswinds. This was the same day we were revelling in the ridge lift at Watts Bridge. Some of our better flights came from offsite ops at Chinchilla & Watts Bridge. Congratulations to Jordan Walker, Ian Hallt, Daniel Hamel & Stephen Gee for going solo at our flying week. Thanks to John Geddes, Shane Andersen, Alf Garrone & Ron Muir for making it happen. Denis Lambert & Peter Thomas (IUR) - 2.08, Michael Codling (MV) - 2.16, Roly Sundell (GZO) - 4.28, Murray Knight (FQR) - 3.08, David McManus (XOW) - 3.05, Peter Thomas (MV) - 3.00, David Griffin (FQR) - 2.20 (Some of these flights were "two shifts" in the same aircraft at Watts Bridge). Daniel Hamel (RI) - 1.05, Bob Ward (BW) - 2.41 ; 3.12, Lars Zehnder (XC) - 2.39 ; 2.38, Peter Griffiths & Shane McCaffrey (VX) - 2.29, Andrew Georgeson (AG) - 2.11, Chris Aniftos (XV) - 1.58. You can't beat an early start. Our first flight at Watts Bridge was before 9:00 AM.

### **Welcome Back**

Armando Rubicano who had a nostalgic flight in the LS7.