

September 1999

August was a momentous month for the club. Fifty percent of the members responded to an important survey regarding future directions for DDSC, the new Puchacz WQX arrived on the last weekend of the month and John Buchanan came a very close fourth in the World Comps at Bayreuth, Germany. John was only one point off third place which must have been disappointing for him.

The Survey

The closing date was 20th August & responses received after that date have not been taken into the official account. An analysis & summary had to be presented to the committee for a meeting on 28th August. A copy of the summary was posted on the club notice board that same day. The response rate was very high and all those who participated need to be congratulated. Thanks to Trevor Hamley for preparing the questionnaire. The rate of reply is indicative of a very healthy club. Members indicated that they are generally happy with the fleet but that there is always room for improvement. Issues of serious concern were: the consideration of a move to Dalby (versus staying at McCaffrey), the stones on the runway & the condition of the clubhouse & bunkhouse. A relatively large proportion of respondents indicated that they were prepared to either serve on the committee, pull more "weight" or help as instructors. Women & young people are still under-represented in the club membership. The vote was for staying at Jondaryan & as an immediate & direct result, the committee has accepted Shane McCaffrey's offer to sell the club 50 meters of land along the northern side of the runway. This will increase our airfield capacity, improve safety, reduce stress & permit angled operations in strong crosswinds. Terry Mosler has been authorised to clear stones from the runway by whatever means available. Terry is also directing a working bee on Sunday 19th September to tidy up the clubhouse & bunkhouse. All feedback is being treated seriously & will be prioritised & worked through systematically.

Congratulations To

Beth & Robert Broadly (in that order) for a baby daughter, Lucy May, born 18th August. John Buchanan for his wonderful flying in the Worlds. Robert Scott & Chris Aniftos for their C certificates.

Thanks To

Chris Aniftos for acting as Duty Pilot on 7th, Alf Garrone for his towing on the Brisbane Show Holiday on Wednesday 11th, Stow Kentish for aerotowing WQX back from Camden. Also to Dudley Waters, Robert Bradley & Shane Andersen for giving up their time to crew the ferry flight. Shane McCaffrey, Peter Bell & Bob Keen for the Form 2's on the Grob & Hornet (as well as fitting the new wheel fairing to the Grob.) Robert Bradley, Terry Mosler & the team who turned around RI so quickly over the weekend of 7th/8th August. Ron Brecknell for his work on the LS7. Ken Stehbens for casting new lead ballast weights for the LS7. David Griffin for fitting the new boom mike to the Grob. Denis Lambert for his sterling efforts as CFI over the past 2½ years. Shane McCaffrey for conducting the DI & de-rigging course. (Pity about the attendance.)

Visitors/Welcome To

Barry Elphick who is "on loan" from Warwick as an instructor & tow pilot. Phil Szabo, Warwick member & now a Toowoomba resident, who soloed the Grob, took friend Naomi for a flight & then had a good soaring flight in the Cirrus. Wayne Hepburn from South Africa who flew the Grob, Puchacz, Cirrus & LS7.

Cirrus Undercarriage

The operating handle has no detent & has to be lifted to unlock for extend/retract.

New Type Conversions

Cirrus – Alec Russell, Ken Stehbens, Shane Andersen. LS7 – Peter Thomas, Michael Codling.

Significant Flights

Allan Latemore – 3:00 (WQR) Dudley Waters – 3:25, 4:58, 5:18, 3:36 (XHC) John Geddes – 2:54 (ASK14) Chris Aniftos – 3:03, 4:37 (XOW) – 2:26 (IUR) Peter Griffiths & John Moore – 2:42 ((XY) Dennis McCaffrey – 2:43 (GH) Bob Ward – 2:35, 4:27, 2:09, 3:51 (BW) Ralph Henderson – 4:31, 3:20 (KO) Owen Jones – 4:02, 3:56 (EC) Peter Griffiths & Robert Bradley – 2:45 (XY) George Lee 2 @ 7:20 (YGL) Ken Stehbens & David Griffin – 4:10 (IUR) Denis Lambert – 5:23 (XOW) Murray Knight – 5:22 (FQR) Shane Andersen – 3:34, 2:14 (XV) Dieter Gerschwitz – 2:16 (RI) David Griffin – 2:16 (FQR) David McManus – 2:49 (XOW) Lars Zehnder – 3:18 (XC) Roly Sundell – 3:50, 2:05 (GZO) Richard Hoskings – 4:05 (FQR) Steve Harris & Ken Stehbens – 2:22 (IUR) Peter Thomas – 3:07 (XV) Michael Codling – 3:01 (RI). Alec Russell & Wayne Hepburn had a

good flight together in the Grob. Not forgetting the WQX ferry flight from Camden via a "lay day" at Lake Keepit (due to weather!) Shane Andersen & Robert Bradley logged 2:35 bringing it in from Keepit. You can do a pretty cheeky final glide behind a C180. There were some very satisfying cross country & local soaring flights for a wet winter month.

Puchacz WQX

Has arrived, alive & well – resplendent with green interior trim. The guys report that it is very quiet & a delight to fly so come & check it out. The first paying passenger, out of home base was Bob Keen with Keith Mercer going along as ballast.

Aircraft Utilisation

With the Hornet affected by Form 2 inspections, the top performance this month came from the LS7 with 25 hours then the Grob with 18 hours followed by RI with 17 & the Cirrus with 14. QX is already on the screen with 6 hours. The Grob did a cross-country flight on the Show Holiday & the pilots commented on the reduced drag (& noise) with the new main wheel fairing. Adelaide Soaring Club will make us a nose wheel fairing, sometime in October. This should improve the comfort & performance of this aircraft. Club aircraft flew 72 hours & private 155, for a total of 227. The busiest private ones were XHC – 27, BW – 16, FQR – 13, XY – 13 & KO – 10. It's about time Dudley started acting his age, particularly about showing off with his outlandings.

Aircraft Availability & Operations

During the summer months we would like to make the fleet available for flying every Friday. We now have 6 high quality club aircraft & flying them only 2 days each week is not the way to get the most out of them & more importantly, to satisfy the members. If you would like to fly on Fridays (or a Friday) please contact Peter Bell, Denis Lambert or Alf Garrone, ASAP. We are also going to have club operations right throughout the Teams Challenge & the State Comps, this also provides more opportunities for mid week flying. Naturally, the club aircraft available will be only those not flying in the comps but we now have three good two seaters. The atmosphere will be great & members will have a chance to meet people from other clubs & to see different aircraft. There will be some restrictions, but overall, no significant flying time should be lost if everything is properly coordinated.

Scouts

Will be starting to pick up again with 6 bookings in September & November & 38 in October. The 2000 calendar lists two days per month with us. Tony Barker is to contact the Scouts & Guides Fellowship to see if they are interested in gliding.

Australian Air League

Will be starting flying with us in late October or some time thereafter.

Working Bee

Sunday 19th September – bunkhouse & clubhouse. Contact Terry Mosler 4635 2380.

Treasurer

The club has just committed to the purchase of QX, CMN & the land at McCaffreys. It also has to address the concerns outlined by members in the recent survey. We are now stretched pretty tight and would appreciate as much as possible in the way of credit balances in members' accounts. Please deposit as you see fit. You can receive a 6% PA rebate on all balances over \$250. The Cessna 182 will have many benefits ranging from cross-hire, pleasure & holiday flying, tow pilot training to pilot re-validation. Contact me on 4632 5228 ph/fax if you need to discuss.

Club AGM

The Annual General Meeting of the Darling Downs Soaring Club is to be held on Saturday 25th September, 1999 at 7 PM in the Toowoomba Railway Refreshment Rooms. Cost will be \$25 per head for a three course meal. RSVP to Kevin Senz. **Notices of Motion & Agenda Items** for the AGM are to be received by the Club Secretary no later than 4th September. **Nominations** for all **Executive Positions, Canteen Officer, Tug Master & two Committee Members** must be received by the Secretary by 14th September. Nomination forms are available from the Secretary.

Notices of Motion for the AGM

(From the Treasurer) 1. Flying fee be increased \$3/hour to offset increased operating costs such as insurance, maintenance, etc. 2. DDSC annual membership subscription be \$145 full member, \$80 junior &

students from 01/04/2000. 3. DDSC joining fee be \$100 from 01/11/99. Club assets have increased dramatically since last reviewed. 4. Goods & Services Tax (GST) be charged to members on all eligible items & members absorb any tax credits as incoming expenses. GFA annual subs of \$137 have just been debited to members' accounts.

CFI

I have stood down as CFI due to study commitments. I would like to thank everyone for their support during my term which has seen many changes, most of which have been readily accepted, some not so. I have enjoyed the challenge & I believe that the club is now in a very good position with a committed membership which is prepared to get involved in the day to day running of the club. At the Instructors' AGM Peter Bell was elected CFI & Allan Latemore Cross-Country Chairman. Allan stated in his annual report that the club has had more cross-country training in the past year than any year he could remember. Peter will be looking after aircraft booking from 13th September.

Parachutes

The committee has resolved that the use of parachutes within the club is strongly recommended for all club aircraft, including the tugs. It is also a requirement for all GFA competition flying. It is an unfortunate & proven fact that the greatest threat to our personal safety is a mid-air collision. We will equip the Pawnee with a suitable chute. If you have any personal objections, please address them to the committee.

Oakey comes to DDSC

Friday 17th September will see the SATCO, air traffic controllers as well as two Australian Army & two Singapore AF pilots visiting McCaffreys to experience our operations and to enjoy a day's flying with us. This means that we shall be "open for business" on that day. We shall not be able to run full club flying training & two-seater work, for obvious reasons, but single seater pilots will be very welcome. Trevor Bange is organising.

DDSC goes to Oakey AAC

Trevor has arranged a visit to the "tower" at Oakey on Tuesday night 21st September. There will be night flying in progress. Please contact him if you are interested in attending.

Toowoomba CTAF

On 2nd December, 1999 the Toowoomba CTAF frequency will become **127.15** Mhz. The proposed MBZ for Toowoomba is not expected to eventuate.

FAI Badge Flights

This has not been a strong feature of the DDSC culture in recent years but we would like to rekindle the flame. The C Certificate is your licence & the extra badges & diamonds are proof of achievement. We need more Official Observers as well as badge attempts. Contact Peter Bell.

Club Awards & Trophies

Denis Lambert will be placing a club awards sheet on the trophy cabinet to cater for the next year of flying. Please take up the challenge & record your achievements for next year's presentations.

QSA Teams Challenge

DDSC is hosting this from Sun 26th Sep to Fri 01 Oct, inclusive. See our website or contact Denis Lambert.