

January 2000

Well, here it is. Let's make the most of it. We now have DDSC to a stage in its development where, in quality at least, it has never been before. On the equipment side we are just about where we were 15 or 20 years ago, in quantitative terms. On the other hand, K7's, ASW15's, Libelles, Arrows and the like have been replaced with much more modern aircraft. Whilst we have had (access to) two (or even three) tugs before, we have never owned two, least of all ones with such performance and versatility. The bunkhouse, kitchen, pie cart, airfield (width and surface) are better than ever. A Y2K planner has been put together by Shane Andersen. This gives us a sense of direction and presents us with plenty of opportunities and challenges.

Exceptional Flights

On Wednesday 1st December, Bob Ward flew BW from McCaffreys to Tocumwal, a distance of 1096 km! He then flew another 1000 and just missed out on a third, all in consecutive days. Whatever there is to say, it has been put into print very eloquently by Bob and is on our website. This is a truly outstanding achievement by a thoroughly determined and dedicated pilot. He now has three 1000's under his belt, all in the space of 12 months. Very well done, Bob. If any non-Internet members would like a copy of Bob's story, please contact your favourite "online" member who can run you a print. George Lee flew a casual 750 in his Nimbus on Thursday 16th, a rather average day. He covered Dead Horse Lane, Yelarbon, Hodgson (dry) solo at an average speed of 114.45 kph. Well done to you, too, George.

C182 CMN

Presently being re-upholstered and after some re-weighing and paperwork, should be on line by mid-January. Rumour has it that Robert Bradley was waiting for it at Caboolture A/F after its respray when he noticed a very smart 182 in the circuit. As it taxied past he remarked that it had the same registration as our new tug! (The last time he saw it was in "fashionable grunge" finish.) There is some suspicion that Robert was suffering from restricted circulation and overheated extremities at the time due to laced footwear.

Treasurer

Membership now stands at 97 (full) flying and 54 social, for a total of 151 - pretty good. We are pretty heavily committed but still well in control. The weekend weather has been very unkind and we have had our Xmas-New Year flying week washed out for the third year in a row. If everyone could put \$50 to \$100 in their flying account it would be very much appreciated. If this were to encompass the social as well as flying members it would be a really noticeable contribution. We are confident that we could give the social members enough "social" activity throughout the year to well and truly soak up their deposits.

CFI

All passenger-rated pilots require specific ("new") PAX stickers in their logbooks. If you are unsure, or don't have one, please contact me. Tony Cavanna has been re-certified as a Level 1 instructor and will be on the roster. Thanks and congratulations, Tony. David McManus is to undergo Level 1 assessment on Monday 3rd January. Good luck, David. (You shouldn't need it.) The next instructors' meeting will be Friday 14th Jan. There will be a pylon race and club general meeting on Saturday 15th January.

Operations

In spite of the foul weather, club gliders flew 113 hours in December, only 12 hours short of our target of 125 hours to beat our latest annual record.

Notable Flights

Tony Cavanna 4:14-2:20 MV, Peter Thomas 2:26-2:42 XV, Dudley Waters 6:24-4:45 HC, David McManus 6:18 XOW, Roly Sundell 4:38 ZO, Richard Hoskings 3:18 FQR, Owen Jones 5:34-4:06 EC, Andrew Georgeson 3:15-5:20 AG, Dieter Gerschwitz 3:11 MV, Allan Latemore 2:32 WQR, Dennis McCaffrey 3:41 GH, Michael Codling 5:09 XV, Mike Sheppard 3:15-3:40-3:40 XOW, Ian Hallt 4:35 QX-3:18 RI, Darrian Jenik 2:33-4:01 WA.

Webmaster

A directory of members' e-mail addresses is now available on the website. Please check the site to ensure that your details are correct. A provisional Y2K planner is now online and it provides an outline for the year ahead. The planner will be updated constantly so visit the page regularly for the latest information. For those looking for the latest turnpoint coordinates for their GPS, the website has a link to the Worldwide Soaring Turnpoint Exchange. This provides turnpoint data in a wide variety of formats for GPS units, with data input by Mike Codling. Visit the GPS page for further information. For those interested in the technical side of the website, it now hosts 74 pages of information and a library of over 250 images. The site is regularly receiving over 500 visits per month. This results in requests for 4-5 information packs per week on joyflights (TIF's.) This comes from all over the world as do requests for courses. We are still waiting for approval for our new domain name **www.ddsc.org.au** and this should come through in the next couple of weeks. Don't forget that the website provides a number of features for members' use such as car pooling, members' business directory and (soon) online glider bookings.

Airworthiness

The Cirrus is now fully functional and back on line. A re-chargeable vacuum cleaner has been installed on the wall of the main hangar (near the Grob.) Please use it during DI to clean the cockpit of the glider and return it to its charger.

Marketing

New DDSC brochures are being designed and 5000 will be printed.

People

We hear that Geoff Brown has retired from the RAAF and has moved back to Toowoomba. If this is true, your Hornet awaits you, Geoff. Peter Thomas is off to work in East Timor. Look out for Lieutenant Marcus Blackie from Darwin, Peter. He was ready for a week's flying at DDSC a few months ago when he won the some vacation destination as you. Wayne Hepburn sends us greetings and best wishes from South Africa. Julie Lentle's home town area in SA has been flooded, remind you of anywhere? On Friday 17th December, Sheelagh Young and family flew up from Brisbane with Frank Dorrstein and scattered Ian's ashes over the airfield. Ian now joins Wally Mills out on the Downs and I'm sure they're still interested. I'll be writing an obituary for Ian in the near future. If anyone has any anecdotes or content please send it to me.

Aircraft

Peter Griffiths has sold his Janus and it has gone to Horsham. Sad to see it go, but I'm sure Peter will appreciate the hangar space.

Midweek Flying

This has proven to be our only effective insurance against wet weekends. We shall continue with our monthly schedule of Thursday and Fridays. If anyone is interested in resurrecting Wednesday flying, please contact Frank Dorrstein. In January - Monday 3rd, Friday 7th are looking hopeful. Book aircraft through Peter Bell.

Cordless Phone

Has been undergoing an outdoors weathering trial since it was left on the airfield a few weeks ago. It was found when the Hornet main wheel snagged on it whilst being lined up on the grid. In spite of this, it appears to be working (after some TLC.) We need to be careful with club property as it is becoming more sophisticated and more expensive.

Xmas Party

Will now be held on Saturday 5th February. If you were too busy at Xmas you've now got a second chance. Book with Trevor Hamley and **RSVP by 22nd January**. We may be good pilots but appear to be etiquette deficient and this stuffs up the catering which stuffs up the food portions which, etc.

A Bug's Tale

When Puchacz QX arrived, we were rather disconcerted to notice that the "safe speed near the ground" (approach) "bug" on both ASI's had been fixed by the manufacturer at 48 knots, rather than the specified 58 Kt. After some deliberation, both Pooches now have 58kt bugs in the front cockpits (courtesy of RI) and **incorrect** 48 Kt in the rear seats (ex QX.) The rear ASI's will be rectified, but, **in the meantime, set 58kt minimum on final approach.**

There is a very good reason for reinforcing this issue. The Puchacz which accompanied QX out from the factory is no more. It spun into the ground causing serious injury to both occupants. Apparently, a pilot was taken on a cross-country check flight and the glider was seen returning to base low and was then observed trying to thermal at around 500ft AGL. We can leave the rest up to our imagination. These are not dangerous aircraft, but they are heavy two seaters and must be treated with respect at low airspeeds and when being flown close to the ground. We have custom-built and very serviceable trailers which willing and experienced members are more than happy to use on outlanding retrieves.

Coming Events

Event	January	February	March	Contact
Midweek Flying	6 -7	3 - 4	2 - 3	Alf Garrone
Committee	Sat 15	Sat 12	Sat 11	Kevin Senz
Club General	Sat 15	-	-	Kevin Senz
Pylon Race	Sat 15	-	-	Peter Bell
Club BBQ	Sat 15	-	-	Trevor Hamley
Working Bee Club BBQ	Sat 29	-	-	Trevor Hamley
Instructors	Fri 14	Fri 11	Fri 10	Peter Bell
Flyaway	-	19 - 20 Oakey	18 - 19 Dalby	Murray Knight
Scouts	-	Sat 12	Sat 11	Tony Barker
Xmas Party	-	Sat 5	-	Trevor Hamley