

February 2000

Another memorable month for the club with the arrival of our second towplane Cessna 182, VH-CMN. It looks even better outside the hangar! The whole acquisition and restoration is a credit to Brian Wager, Trevor Bange, Robert Bradley, Craig Tuit and Trevor Hamley. Very well done, guys and a heartfelt thanks from all the members. Others helped from time to time and we are grateful to them, as well. The Pawnee pilots are taking a while to come to grips with the heavier aircraft, electric flaps, constant speed propeller and cowl flaps. Whilst the engine power is almost identical to that of the Pawnee there are other factors which affect the Cessna's performance, whether absolute or relative. The 182 has a 230hp Continental engine versus the Pawnee's 235hp Lycoming. Both have the same wingspan with the Skylane's wing area slightly smaller. The Cessna is some 150kg heavier (empty) but can carry a lot more fuel, 340 litres, in fact. The Pawnee has a quoted maximum range of 300 miles against the Skylane's 845 miles. Therein lies the difference. A number of glider pilots have noticed (and commented on) the difference in takeoff performance. The 182 has a constant speed propeller as distinct from the Pawnee's fixed prop. The CSU has the potential to give the 182 better initial acceleration than what we have been seeing as the ground run and early climb are done with the prop in fine pitch. In its early days at DDSC, the 182 has been operating 2 up with a very heavy fuel load, left over from its ferry flight from Caboolture via Archerfield and Toowoomba. The ground run and initial climbout performance will eventually improve with lower operating weights and as the pilots' skill levels improve. In the meantime, we glider pilots will have to exercise some of the patience that the tuggies have shown over the many years of dragging student pilots and check flights around the sky. One solution is to take the glider right back to the downwind boundary in preparation for takeoff. This will give the safety and security of the full runway length. Returning tugs can, if necessary, land on the northern runway extension and taxi across to the launch point. The 182 has only just begun to reveal the potential benefits of a second tug. On the afternoon of the recent working bee, the two tugs rapidly cleared a flightline of approximately 10 gliders. If you push out onto the flight line when two tugs are operating, be prepared for a 5 minute turnaround. There is then less disruption during refuelling, aerotow retrieves (not out of paddocks) can be flown with "ops normal" back at base. The workload (and wear and tear) on the Pawnee will be reduced and the inevitable U/S will not ground the glider fleet. The 182 is nice to tow behind as it seems very stable and the downwash from the high wing lets the glider move up closer to the tug's centre line. Two examples of the "mortality" of launch vehicles have occurred recently. Pawnee, FAL, which Boonah sold to Waikerie GC recently lost a piston and crankshaft whilst Caboolture GC had a winch and Pawnee go U/S on them on the same day at Watts Bridge. They ceased operations for the day.

Thanks: To Shane McCaffrey and "friends" for the speedy Form 2 on the Cirrus; Des Cramer for the two days he put in replacing the blades on the airfield slasher; Dianne Bell for the great barbecue catering which netted the club over \$40; to the stalwarts who turned up for the working bee. There was a lot of "deep" cleaning up done. Old chairs went to the dump by the trailer

load, toilet blocks were painted, glider spots in the hangar were marked, the pie cart was sorted out. We need a batch of new chairs, not only for their comfort, appearance, light weight and stackability, but also for safety. First impressions count. Trevor (Flight Lieutenant) Bange has resigned from the Air Training Corps after 30 years service. Well done.

Raffle Winners

Shane McCaffrey - Maleny Lodge, Kevin Senz - Myer Gift Voucher.
Congratulations. Roly Sundell won the "Champions of the Wave" video at the pylon race.

CFI

Please ensure to identify the tug (by type or callsign) when calling "rope gone" as using the glider rego can cause confusion. Also, remember to switch to the cross-country frequency (122.9) some 5km out when leaving the airfield on a "mission" otherwise any DDSC aircraft you encounter en route will be unable to communicate with you. Please watch for, and use, online glider bookings as the system becomes active. Remember the need for new PASSENGER LOGBOOK ENDORSEMENT STICKERS and contact me if you don't have one. Contact me if you want to fly on Thursday and/or Friday of this (first) week.

Flying

Club gliders flew 241hr:30min in January. This is probably an all-time monthly record. It is quite an achievement when you consider that the Cirrus was off-line for a couple of weeks and that Dudley Waters and Stephen Harris have "gone private." Our monthly target is 140 hours (to beat the annual record set last year.) We are now 90 hours in front. Total launches were 259, with club aircraft accounting for 180 of these.

Significant Flights

George Lee flew 7 launches for 41 hours in YGL! Darling Downs West is really getting up to speed. Chris Aniftos and Dave S. 2:02 IUR, Allan Latemore 2:30, 3:10, 2:01, 2:30 WQR, Roly Sundell 4:22, 3:22, 5:45, 4:17 GZO, Tony Cavanna 3:28, 3:10 XOW 3:40 MV, Lori Webb 2:15 WQX, Andrew Georgeson 3:40 AG, Lars Zehnder 3:33, 4:35, 4:18 XC, Ralph Henderson 4:19, 3:14, 2:55 KO, Dudley Waters 4:30, 3:40, 3:14, 5:35, 2:20, 2:40, 2:27, 5:34, 5:10, 4:57, 5:45, 2:43, 2:07 XHC, John East 4:55, 3:23 XOW, Allan Latemore and Lori Webb 2:35 IUR, Mike Morris and Paul Tozer 2:00 WQX, Chris Aniftos 2:22, IUR 2:53, 4:17, 4:03, 4:06 XOW 3:12 MV, John Buchanan 4:16, 4:33 B1, Denis Lambert and Dave Olsen 2:35 QX, David McManus 2:38, 2:42, 3:23 XOW, Murray Knight 6:57 FQR, Denis Lambert 6:51, 6:02 XOW, Kim Houghton 4:15 MV, David Griffin 2:26 IUR, Dave Olsen 2:25 QX, Daniel Hamel and Dudley Waters 2:20 RI, Robin May and Mark Huddy 2:55 IUR, Shane Andersen and Denis Lambert 2:40 IUR, Owen Jones 4:28, 4:56, 3:05, 4:27 EC, John Moore 2:27, 5:33 LR, Bob Ward and Chris Aniftos 2:23 IUR, Peter Holmes 5:48, 4:58, 2:50 B1, Lars Zehnder and Peter Griffiths 4:53, 3:13, 3:55 XY, Michael Codling 4:48 XV, Peter Thomas 2:37 MV, Dennis McCaffrey 3:06 GH, Anthony Wetherspoon 2:32 RI, Brett Buchanan 2:57 AG, Keith Mercer and Alex Russell 2:30 RI, Bob Ward 2:49 XC 2:37 RG, Peter Hastings 2:01 IUR. Simon Brown dropped in for a flight, as did Mike Morris.

John East made his annual pilgrimage and also did some towing. Dave Olsen and Mike Sheppard both came down from North Queensland. Ian Perkins, Don Abel and Hardy Krueger all flew. Jim Somerville went solo in a glider, again, after many years. John Hook returned.

Committee

At the January meeting, the committee confirmed its resolve to purchase the 50 metre wide northern runway extension. Mark Robertson is to arrange for a survey. The Instructor Panel is to ask the committee to fund better instrumentation for the Grob 103 as it is our principal cross-country two seater. There will be a \$5 surcharge on TIF flights paid by credit card and the club price list will be amended accordingly. The members' survey questionnaire forms from last August have all been destroyed in the interests of privacy.

Addresses and Contact Details

Dudley Waters, Esq, has moved from McCaffrey South to McCaffrey Central. (Inner city living.) Postal address remains unchanged, but what about the mobile? Like many others, Dudley has probably changed from analogue to digital or CDMA. Please notify Trevor Bange of any changes. Dudley is now a Level 2 Ground Instructor. This means that he has all the administrative and authoritative control of a flight instructor, but not in the air. He can oversee flying operations and run a day's flying via an airborne Level 1 flight instructor. We always knew that Dudley was a great asset. He is always "on deck" (no pun intended) so this means that we can fly most days of the year (by arrangement, of course).

QSA vacancy

Malcolm Keys has resigned as Chairman of Competition Committee, RTO Sport as well as Records and Trophies Officer. Anyone wishing to apply for any or all of these positions please contact Malcolm on 4627 4947 or write to him at "Thornton Park" Wandoan, 4419. The next QSA Executive meeting is set down for 11th February.

Marketing

Work continues on the new club brochures and logo. Hire of the 182 has been promoted by Internet, e-mail and fax and an advertisement placed in "The Courier Mail". We have had two enquiries, both from outside the club. One is for the Birdsville Races in September. The newspaper ad. is being repeated. Promoted and distributed "Soaring E-Trader" magazine but it went off the air after two issues.

Flyaway Weekends

Oakey is under way for 19/20 February. Anyone wanting to participate or help, please contact Murray. The March event has been changed from Dalby to the annual BANGE FLY-IN at Clifton. This is 11/12th March. Please contact Trevor Bange for details. Any DDSC glider dropping in to Oakey or Clifton for a chat will get a reflight for \$10 per seat. (\$20 for two seaters.)

Chair-o-Thon

As mentioned earlier, some 50 decrepit chairs went to the dump. The cost

(and time) needed to fix them was obviously uneconomical. Flying revenue is very good at the moment but we need to minimise outlays, concentrating on flying-related issues which is where most of us derive our pleasure from being members. The surviving chairs may not look the best, but their numbers are adequate for members' day-to-day use. We now don't have enough for "events". (Here it comes.) K-Mart have a special *this week* on stackable (important) resin (plastic) chairs. They are Australian made indoor/outdoor, 3 year guarantee and are only \$8.95 each (after the 25% sale discount.) Specification: Riviera Giardini *Sun Collection* Milan (or Dallas) Lo Back Chair. Colours are green, champagne or white. Ticketed price is \$11.95. (I bought a champagne one for the club, got it home and have been given an order for 4 green ones, with cushions, for the back verandah.) If every member were to donate one to the club it would make the place look fantastic, make it more comfortable, etc. What about it? (need to shop this week, though.)

Coming Events:

Event	February	March	April	Contact
Midweek flying	3 / 4	2 / 3	6 / 7	Alf Garrone
Abinitio Course	-	-	21 to 25	Peter Bell
Committee	Sat 12	Sat 11	Sat 15	Kevin Senz
Club General	-	-	Sat 15	Kevin Senz
Pylon race	-	-	Sat 15	Denis Lambert
Instructors	Fri 11	Fri 10	Fri 14	Peter Bell
Flyaway	19 / 20 Oakey	11 / 12 Clifton	Toowoomba 8 / 9	Murray Knight
Scouts / Guides	Sat 26	Sat 11 / 25	Sat 1 / 5	Tony Barker
Working Bee / BBQ	-	-	Sat 29	Trevor Hamley
Club BBQ	-	-	Sat 15	Trevor Hamley

"Great ideas need landing gear as well as wings"