

President

I have been trying to get my thoughts around two questions;

- Where are we at?
- Where are we going?

This is what I have come up with so far. After discussing the ideas at the last committee meeting I would like to spend a little time at the forthcoming general meeting talking about the answers to these questions.

We want to have a club that members, their friends and families, potential members and visitors want to visit. A club that members want to go flying at and want to contribute to.

Over the last year or two we have;

- Upgraded our glider fleet to all fibreglass
- Upgraded our towing capacity with a second more versatile tug
- Increased the size and improved the quality of our airfield
- Improved our marketing and promotion through the web site and special events

What hasn't improved markedly is;

- The way the committee operates
- The financial system
- The clubhouse, which is still 'ratty'
- The hanger, although this is underway
- The efficiency of our on field operations
- The links between the excellent marketing and the regular flying operations
- Social interaction between members

To move forward, I believe we need a mixture of the best of the old ways combined with full use of the advantages of modern technology. We need to be a mix of a membership-based club that looks after its members, and a modern professionally run business, which is what our marketing portrays us as. To compete in the market place, and to have a future, we need to offer a consistent quality product to our members and potential members.

To achieve this we will minimise the time commitment to non-flying activities. We will do this in two ways: by using technology and by spreading the load as widely as possible across the membership. The more people that are involved the less the load on particular individuals.

In bygone days gliding was relatively cheap financially, but was time hungry. In today's world many members no longer have the time, yet are prepared to pay more. We must endeavour to accommodate those who are time rich, but money poor and those who are money rich, but time poor, and all those in between.

We will become an Internet linked club. We already have more than 70 of our flying members with email addresses. As Australia has one of the highest take up rates of new technology in the world, we can expect this to rise to 90% within 2 years. While we become Internet based, we must not disenfranchise those who do not have web access and we must provide an interface to the electronic world for these members.

The committee will lead the way by exchanging information by email wherever possible and making as much information as possible available to members via email and the internet. Chaotic is already distributed electronically, but for many members we duplicate by sending out paper copies. Paper copies should continue to be provided to those who want them.

Other options are for electronic payment of accounts and a better electronic booking system. These could improve the efficiency of our on field operations and our cash flow. The clubhouse computer could be upgraded to become an integral part of the system. Improved electronic systems will be half of the key changes.

The other key part will be a working duty pilot system. The reason we are members of a soaring club is to experience enjoyable gliding activities. On field inefficiencies are reducing the enjoyment, increasing the load on members disproportionately, and reducing our income.

Membership has many rewards but it also brings responsibilities. Instructors and tow pilots agree to be rostered on and turn up regularly, yet other members have the luxury of turning up and contributing as and when they choose. More members will be asked to contribute to the organisation of our on field operations in some way.

I see the coming year as a year of;

- Asset consolidation
- More efficient operations and administration achieved through;
 - Systems development
 - Greater involvement by members and
- More flying and more fun

I look forward to seeing as many of you as possible at the general meeting on Saturday 11 November.

Ralph Henderson

General Meeting

There will be a club general meeting at the clubrooms, McCaffrey Field on Saturday 11 November, starting at 7.00pm and finishing by 9.30pm.

Our approach to committee meetings is to start on time and finish on time and we intend to apply this to general meetings as well. This meeting will be an important opportunity for all members to contribute to the work of the new committee.

We want and need your participation! This will not be a mushroom meeting. The committee wants members views on a number of important issues. A preliminary agenda is as follows;

- Where are we at and where are we going
- Club financial position
- Longer-term financial outlook
- Improving the efficiency of our on-field operations
- Frequency of club general meetings
- Format of the club Christmas function
- Forthcoming visit by the RAFGSA
- Looking after our assets better
- Spreading the club's work load

There will **not** be a catered meal before the meeting, so BYO your own for the barbeque and be ready for the meeting to start at 7.00pm.

Ralph Henderson

Secretary

One of the first steps in a move to the electronic distribution of information is to ask members who currently have e-mail access, if they would prefer to receive all future editions of Chaotic via e-mail only. If your preference is to receive Chaotic exclusively via e-mail, you should e-mail the club secretary stating that this would be your preferred method of distribution. If you select this option you will no longer receive a copy of Chaotic via mail. If you don't have access to e-mail, you will continue to receive your copy of Chaotic via mail.

In an effort to get more members involved and to have greater input into the running of the club, it is proposed that club general meetings be conducted on a monthly basis, on a Saturday evening, at the clubhouse. Meetings would commence at 7.00PM and finish at 9.30PM. The committee will provide copies of committee and club general meeting minutes in

folders to be placed in the clubhouse and piecart. In addition to the agenda items for the meeting on 11 November, two delegates for the Queensland Soaring Association (QSA) will be sought.

Shane McCaffrey has offered to organise catering for the Club Christmas Party on 16 December. Organisers for the function will be canvassed at the November club general meeting. The flying program for the day will be developed from ideas and suggestions by members.

I am establishing a register of all aircraft stored in the club hangars. Could all private owners please send me the following aircraft details: aircraft type and registration, and the names of syndicate members.

Denis Lambert

Treasurer

Trevor Bange will be handing over the treasurer's reins to me over the coming weeks. I need to sort out the logistics of getting flight sheets etc from the field (or from Trevor's place) to me each Sunday PM or Monday AM. I am hoping that a number of Brisbane members may volunteer, so that we're covered for most weekends.

My home is close to Centenary Highway at Fig Tree Pocket, and only a few minutes detour if you enter Brisbane that way. My address is; *15 Sprenger St, Fig Tree Pocket 4069. UBD Map Ref Map 178 C13.*

An alternative drop off point in my business address; *Richard Hoskings, The Minserve Group Pty Ltd, Level 1 No 1 Swann Road, Taringa 4068. UBD Map Ref 178 L2*

My telephone contacts are;
3377 6700 (work), 3377 6701 (fax), 0418 745 824 (mobile), 3378 7230 (home).

I still have to work out how it will work on an ongoing basis, but a list of willing helpers would be a good start. Please let me know if you can assist. Thanks to those who have already responded to my request via the e-mail mailing list.

Richard Hoskings

Tugmaster

A number of new members have indicated a desire to become tug pilots and training courses are currently being arranged. If you are interested in becoming a tug pilot let me know now, so that we can have a co-ordinated training package, over the next few weeks.

Recently, the Pawnee went offline due to a problem with the brake system. Tug down time has negative revenue consequences for the club if not reported promptly, particularly if an additional tug needs to be arranged or if repairs are required. The tugs are the club's lifeline and the committee is implementing processes which should reduce tug downtime.

New tug sheets with a slightly different layout have been produced, which have replaced the costing column with a height column, and added a launch time column. This should address some of the problems being experienced with the transfer of information from the tug sheets to the flight sheets.

Trevor Bange

CFI

Denis Lambert and Ken Stebhens have booked the Grob from the 1-14 January to compete in the Interservice Comps at Leeton. They will also be taking the trailer for the two seat gliders so it will not be available during this time.

When releasing from tow and making your 'rope gone' call, use the tug registration, not the aircraft type. For example 'Sierra Whiskey Romeo ... rope gone!'. Using the aircraft type (eg 'Cessna ... rope gone') can cause confusion on the occasions when we have same type aircraft operating and may result in the tug peeling away with you (or someone else) still attached.

Remember to increase your speed in the circuit to safe speed near ground (1.5Vs). On completion of your base leg turn, increase your speed to safe speed near ground plus half windspeed. You should be aware of the safe speed near ground of the aircraft you are going to be flying. If not, check the flight manual before flying or ask an instructor.

Also remember that you need to get the front wheel off the ground promptly on the two seaters. This helps reduce wear and tear on the front wheel and elevator damage from debris thrown up by the main wheel (particularly on the Puchacz's). Start with full back stick on the initial ground run until the aircraft is placed in the flying attitude and balanced on the main wheel. Reduce back pressure on the stick to maintain the aircraft in the flying attitude. The aircraft will separate from the ground when it is ready to fly. Do not rotate or maintain full back pressure. The aircraft may 'leap' into the air before it is ready to fly and you will not have full control.

Instructors are reminded that when conducting a Trial Introductory Flight (TIF) you should invite the passenger/student to come onto the controls. If they decline, continue the flight as if it were a passenger flight. Also, before conducting a TIF, please ensure that all sections of the GFA Short Term Membership Application form are completed by both the student/passenger and one member of the club. Failure to correctly complete the form will have serious legal consequences should an incident occur.

Finally, a quick quiz. What does it mean when the tug pilot gives you a rudder waggle?
(Answer on back page)

Peter Bell

Millmerran Flyaway Weekend

Our visit to Millmerran for the Australian Camp Oven Festival completed a successful year of flyaway weekends which included visits to Oakey, Clifton, Chinchilla and Toowoomba.

We attracted a lot of interest and inquiries from both visitors to the festival and Millmerran locals who thought our visit was the most exciting thing to happen in Millmerran in years!

Barry Kruyesen and Shane Andersen managed to locate an airborne garbage dump at 9500ft and share the sky with a variety of garbage bags, cardboard, newspapers and various other interesting items, including a Discus A from Warwick, which they managed to out climb (just).

The Cessna 182 proved itself yet again as a versatile and valuable asset to the club as a number of kids (and big kids) experienced their first flight in an aircraft while friends or family were hanging off the end of the rope in the Grob.

Unfortunately, due to a brake system failure in the Pawnee back at McCaffrey Field, we had to depart early on Sunday, leaving behind a number of disappointed people who were looking forward to their first flight in a glider.

The mid day aerotow back to McCaffrey Field was an experience with strong sink (4-6 knots down while on level tow!) and some extremely turbulent and rough areas. Not for the light hearted.

Thanks to Barry Kruyesen for driving the support vehicle, ground work and PR, to Mark Robertson for piloting the Cessna 182 and supplying the support vehicle, to Shane Andersen for organising the weekend and to Denis Lambert for his home brew and bread stick.

Shane Andersen

Caboolture Visit

We recently had a visit from a group of five Caboolture Gliding Club members for a week of cross country dual training, coaching and attempts for FAI awards.

Shane McCaffrey assisted on the first two days by taking four of the group on dual training flights, outfield landing checks and cleared them for the Initial Cross Country area.

Ian Campbell achieved his Silver C height (a height gain of 1000m) after nearly landing! Paul Hyde and Al Sim completed their Silver C's with durations (5 hours) and distance (a 50km leg) on one day and height gain on another. Gary Hudson's effort to get to Jimbour and back and to stay airborne for over five hours on a very marginal day was exceptional.

Paul, Al and Gary were encouraged to attempt their Gold distance (300km) and Diamond Goal, however the conditions were less than helpful. Maybe next time. The fifth member of the group, Wayne Burgess, was very happy to complete his 'B' and 'C' certificates.

Allan Latemore

RAFGSA Visit

For three weeks from 25 November we host 16 pilots from the Royal Air Force Gliding and Soaring Association (UK). All club aircraft and a number of private aircraft will be fully utilised while they are here. The group will have priority use of aircraft and facilities during weekdays, with normal club operations to be conducted on weekends. The group will be accommodated in the bunkhouse and a number of private caravans. There will be at least 10 beds available for members on weekends.

Members should remove all contents from the refrigerators before 25 November or they will be disposed off. On Sunday, 19 November, flying will finish at 3.00PM to allow gliders to be prepared for the visit.

If you are able to offer any assistance while the RAFGSA are with us, please contact Allan Latemore or myself.

Trevor Hamley

Parachutes

Club parachutes are due for re-packing on 10 January. If you would like to have your personal parachute re-packed, you should contact Chris Aniftos on 3848 1409 or 0429 493 855 by 30 December to discuss drop off/collection arrangements and cost details.

Weather Wise

There is nothing more disappointing for a glider pilot than the expectation of a weekend away from the 'rat race' to spend a couple of hours enjoying the wonders of our sport than to have it taken away because mother nature isn't in on the deal. What's a man (or woman) to do?

Unfortunately, not much. However there are some extremely good online weather resources that might help in making the decision on whether to go, or stay home and do those little tasks that you have been putting off for the last year, a little easier.

Check out these sites;

The Bureau of Meteorology

www.bom.gov.au

The Weather Co.

www.theweather.com.au

Australian Severe Weather Association

www.severeweather.asn.au

DDSC Weather Station

www.ddsc.org.au/weather

The Brisbane and SE Qld Storm Site

www.ozemail.com.au/~jamestorm/bristorm.html

Shane Andersen

YSS

Congratulations to the final two recipients of the Youth Soaring Scholarship, Andrew Barker and John Ralph, in successfully completing their courses and going solo.

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Working Bee

The next working bee is set for Saturday 11 November. Let's see as many members as possible to help share the load. Contact Denis Lambert (4635 3468) if you are able to assist.

Chaotic Contributions

Contributions to Chaotic are always welcomed. Please e-mail contributions to chaotic@ddsc.org.au or mail to *Shane Andersen, 31 Altandi St, Sunnybank 4109* or fax to 3345 2437 by the 25th of each month. Contributions by e-mail or 3.5" floppy disk are preferred.