



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

February 2003

President's Report

First and foremost, congratulations to Pam Hawkins on breaking another 3 world records. It's great to have such an eminent world-record holder as an active member of our club. Regrettably we are temporarily without one of our other big wing pilots. Peter Griffiths is suffering eye trouble again and we all wish him a speedy recovery and a rapid return to the skies.

We now have the figures on our performance for the first half of the financial year. Our utilisation held up well through the first 5 months but dropped significantly in December. This was no great surprise, as we had no British expeditions this year and it rained, which did wonders for the strip, but limited our operations. Our goal of 2600 hours for the year is still achievable, but will be now a little more difficult to reach.

The decrease in flying hours is reflected in our financial results. In simple terms our income is \$4,500 less than the same time last year, excluding one off events, and our expenditure is \$6,000 higher. In net terms we are \$10,500 below where we were a year ago. The biggest cost increase has been insurance, which is up just over 50% on last year. This is a result of the general increase in insurance premiums, plus the loss of our no claims bonuses on both gliders and tugs, and the forced change in buildings and general insurance, which resulted in an increased premium.

On the bright side our tug operating costs are \$9,500 less than last year – thank you Bob. However, this will not last long as there are some big bills coming. At the last general meeting we talked about increasing our annual subscription and increasing some of our fees. If we want to do some of the things we have talked about doing we need to maintain our income. The best way is by increasing utilisation, i.e. by all of us flying more. I'm sure you all agree that this would be better than increasing flying fees. There will be more discussion on this issue at the March general meeting.

We have talked about upgrading our flight computers in our top gliders. Our current financial position makes this a little difficult but we are continuing to investigate the best options.

Two weeks ago we had a great weekend at the club. We had two days of good flying, a good general meeting and a very successful working bee on Sunday morning. The turn out for the working bee was excellent and a lot got done. Thank you to all those who helped out.

There was some good discussion and new ideas at the general meeting. Our regular two-monthly general meetings are a great opportunity for all members to contribute to the successful running of the club with new ideas and offers of assistance. Compared to most gliding clubs, and in fact most clubs of any type, we operate in a very open way

with our general meetings, open access to the Chaotic newsletter for members and the fact that all our committee members are very active pilots and can be talked to on the field.

Consequently if members have good ideas or can see things that could be done better there are plenty of opportunities to say so in a constructive way. There is little point in talking in the bar or complaining on the field about what 'the club isn't doing' when there are all these opportunities to air your views where they can be heard. Visitors and new members are not impressed by negative comments and they can't do anything about it anyway. After all, the club is all of us. If there is something 'they' aren't doing it is only because 'we' aren't doing it.

At the January general meeting we made some decisions about improving the appearance of our club. The new way we keep all our equipment is outlined later in Chaotic (page 9). I know this means change and will take a little adjusting to. However we need to present a positive image to our friends and families, visitors and to ourselves so please help by putting everything where it belongs. A little effort by everyone and we can do it, it really isn't that hard.

At the general meeting we also decided to bid to host the multi class national championships in October 2004. The last Dalby Nationals in 1994 were very successful and have become a part of gliding folklore. We have 5 entries from New Zealand already, plus another 4 probable entries. I have spoken to the Mayor of Dalby, Warwick Geisel, about our bid and he is very supportive.

The new booking system is now up and running. The old system served us well but had passed its use by date. The new system is very user friendly and accessible via the website or by phoning

a number of people who will do the bookings for you. All bookings will now be on the website, and if its not there its not booked! Thank you to Barry Kruyssen and Carolyn Hartmann for a job very well done.

Thank you to John Moore and Mike Codling for their work in upgrading the reliability of our weather station and computer facilities. These are key parts of our operation in this day and age and they must be reliable.

We have a couple of changes in responsibilities. Anthony Wetherspoon has taken over the role of Chief Duty Pilot. I am sure you will all support Anthony in this very important role. David Ferguson has taken on the role of Airfield and Tractor Officer. Now that the grass grows again, it needs mowing and to do this our tractor needs to be well maintained. This does not mean that David is expected to do all the work, he just has to make sure it gets done, so if David asks you to put in some tractor time please help him. Thank you Anthony and David for taking on these vital roles.

We have been missing a few people who have been rostered on recently. To run an efficient operation we need the full complement of instructors, tow pilots and duty pilots. It is everyone's responsibility to arrange to swap if you can't make it on your rostered day. We have now gone to three-month rosters to make it easier for people to plan ahead. As a last resort, if you can't arrange a swap and simply cant be there, please let Peter, Bob or Anthony know and maybe we can arrange something on the day. Thank you very much to all those who have done an extra duty to fill in when someone hasn't turned up.

Ralph Henderson

World Records

In the last CHAOTIC we reported that Pam Kurstjens had set a new world Feminine record for the speed over 100kms. On 5th January, Pam and Gerrit Kurstjens flew to Lockhart near Wagga as you would possibly know by now, from Kingaroy. John Buchanan was in the air with them but unfortunately had to use his engine at the last minute so missed out.

Additional records now claimed by Pam:

- World Feminine Free distance record, 1075 kms.
- World Feminine Straight distance record to a goal 965 kms.
- World Feminine Distance Record via three turning points 1075 kms.

Gerrit claims the Dutch National Straight distance to a goal, 965 kms beating his own record of 770 kms, and the Dutch National Free distance record 1075 kms.

Gerrit is still going to have a crack at the World distance record to a goal (currently 1383 kms). That's for the not too distant future. Congrats to both and commiserations to John.

Further record claims resulted from flights on 7th January. Pam flew 1000 Km out and return from Corowa to a turning point northeast of Dubbo, at 133.8 kph, for a World Feminine Record, beating her own existing record of 116.7 kph set 4 years ago for Tocumwal.

John Buchanan flew an out and return of 1030 Km, at 138 kph, claiming the Australian National Records for out and return distance and speed.

Gerrit missed out, his speed over the 1000km O/R was not enough to beat his existing record.

Thanks to John Knox for publicising the events, and providing this information.

Hangars and hangarage

We know have a new hangar to the west of the main hangar with another soon to follow. This has necessitated the moving of all the trailers to temporary tiedowns. Once both hangars are complete we will establish a new 'permanent' trailer park. All the trailers are tied down, but private owners may wish to check that the tie downs are to their satisfaction. Anyone who uses a club trailer must ensure that the trailer is tied down again after the glider is rigged.

There will soon be some changes in the club hangars when the Ventus is moved to the south side of the main hangar as was agreed some months ago. There may need to be a couple of moves amongst the private gliders so that we can get the best fit.

Ralph Henderson

Achievements

Danial Straume	First Solo
Nathan Straume	First solo and A Certificate
Andrew Straume	First Solo Gliders, A&B Certificate
David Burrell	Astir Jeans Conversion
Alan Midwood	Astir Jeans Conversion
Mark Hartmann	Astir Jeans Conversion Level 1 Passenger Rating C Certificate
Michael Dullens	Astir Jeans Conversion Level 1 Passenger Rating C Certificate
David Ferguson	Level 1 Passenger Rating
Mike Codling	Level 2 Instructor
Pam Kurstjens	3 World Feminine Records

Cross country days

In May last year we started having monthly cross-country days. This was in response to the renewed interest in cross-country following our high level of participation in last years Easter comps.

The objective of the day is for members to learn more about cross-country flying. The day starts with a briefing on some cross-country subject, usually by Shane, but with help from others at times. Then there is a weather briefing and task seating appropriate for the day.

The gliders are organised on the grid and all launched in the shortest time possible so that everyone is airborne together. Pilots fly individually, in small groups or in a large group depending on who is flying and the task for the day. At the end of the day there is a debrief on conditions on the day and what people learnt.

The days are designed to bridge the gap between flying a 50k or 300k by yourself and the joys of a competition such as the Easter Comp. It gives members experience of flying with others and learning from each other. Pre solo and early solo pilots can fly in the two seaters with an instructor or member of the cross-country panel to learn what to do. The days are popular and aircraft are often booked so you need to book your aircraft early on the new booking system.

For members who do not want to participate in the cross-country part of the day, there is plenty of time for other flying. The gliders will only be away on the cross-country task for 3-4 hours at most. It is intended to be a fun learning experience not an endurance ordeal. Consequently there is ample time before the cross-country and at the end of the day for training and local flying. You can

check the availability of the aircraft on the new booking system.

If you would like some cross-country training on the other days of the month remember that we now have a cross-country panel and there a dozen or more experienced cross-country pilots available to fly with you and teach you what they know. The panel consists of Allan Latemore, Peter Bell, Russell Bennett, Tony Cavanna, Michael Codling, Ralph Henderson, Shane McCaffrey, and Bob Ward. Just give one of them a call to arrange a suitable day and then book the Grob or a Puchacz on the new booking system.

Students flying under instruction on a cross-country flight pay a maximum of 2 hours glider time for up to 2 flights. This is another great incentive to get out there and enjoy some cross-country flying. And remember the old saying -

Not flying cross-country is like kissing good night at the door - you don't know what you are missing out on.

Ralph Henderson

Welcome New Members

- Clive Booth
- Christopher Harris
- Alan Holgate (welcome back!)
- Joachim Kraiss (1 month)
- Roger Read (1 month)
- Gary Rogers
- Danial Straume (1 month)
- Nathan Straume (1 month)
- Andrew Straume (1 month)
- Shane Ince

Welcome to Other new Arrivals

- Duo Discus T **JSR**
- Nimbus 2C **FQL**



Course weeks

We have decided to reinstate course weeks. The first full week of each month we will aim to operate all week. For course dates see the Events Calender in Chaotic or the year planner in the clubrooms.

The course content will vary to meet demand, be it pre-solo, post solo, cross country or just an opportunity for members to get some concentrated flying in the single seaters. We all now how successful the cross-country week was back in November.

The first week in March will be cross-country training, which Allan Latemore will run. To book a place on a course or to book an aircraft during the week please contact Peter Bell.

Ralph Henderson

Members' census

We try to organise our activities to meet the needs of as many members as possible. There are a multitude of ratings, conversions and qualifications, which are available to members. To help understand what we need to provide we are conducting a census of members' qualifications and their goals for 2003. Please take a few minutes to fill in the attached form, it is pretty simple and won't take you long.

To encourage members to return the forms promptly there will be a prize

draw. At the March general meeting, all the forms that are received before the **end of February** will be placed in a bucket and the winner drawn. The prize will be a flight in the new Duo Discus T. The length of the flight will depend on the response rate. If we get a good response you can be assured of a good flight.

So please take a couple of minutes and return the form to me by email to rhenderson@austarmetro.com.au or fax to me at 3227 7676 or by snail mail to PO Box 322, Brisbane Albert St BC QLD 4002.

Ralph Henderson

The Easter Comps

So what is the Easter comps and who should be planning on going? The Queensland Easter Comps are renowned as probably the most low key and friendly gliding competition in Australia. It is a contest for everyone and DDSC is traditionally a very strong supporter. At last years comp at Chinchilla I think we had more gliders and pilots entered than any other club. Of course we also had the pleasure of bring home all three trophies.

This years Easter Comp is at Dalby. The Easter comp is not organised by one particular club but a group of people from different clubs. As Dalby is close to us our members will play a major part in the organisation and running of the comp.

It starts on Good Friday, 18 April with a practice day. This is practice for both competitors and organisers. On the Saturday the 'serious' stuff begins with the first competition day. The final competition day is Saturday 26 April and there is a presentation dinner that night.

It is a club class and two-seater competition. To make it easier there is no water ballast. All gliders are handicapped so the winner can be flying anything from a Nimbus to an Astir, it doesn't matter.

The object of the competition is for club members to participate, enjoy themselves, have fun and learn about cross-country flying. There will be some hotshot pilots there and they will gladly share their knowledge with less experienced pilots. It is common for aircraft to be flown by pilot pairs, where two pilots share an aircraft and fly alternate days. This means you have got someone to help you at the beginning and end of each day, to crew for you if needed and it reduces the cost.

The tasks we fly are usually what are called assigned area tasks (AAT). This means that while the general course for the day is set, the length of task you fly depends on your skill level, the type of aircraft and how well you go on the day. The aim is that everyone can fly a reasonable task and get home at the end of the day. This minimises the chance of a 'tedious retrieve'.

As we did last year we will shut down operations at McCaffrey Field and take all the gliders and tugs to Dalby.

Anyone can fly, from experienced competition pilots through to pre-solo pilots. Pre solo or early solo pilots can fly in the two-seaters with an instructor or other experienced pilot and see first hand what this cross country flying is all about. For pilots who may have flown a couple of tasks this summer this is a great opportunity to do another couple of cross country tasks, and to do so in the company of other gliders who can help you find thermals.

In summary the Easter comp is for everyone regardless of your level of

experience. I have been to several and they really are very friendly and low key but also very safe. There are opportunities for many members to fly in the two seaters and to share the single seaters. We will also need some help with running the comp and this is another great opportunity to learn about weather forecasting, task setting, scoring and other less glamorous organising tasks.

If you would like to know more just talk to one of our many pilots who has flown an Easter comp, any of the committee members, or members of the cross-country coaching panel. To book an aircraft, even if it is only for a day or two of the comp, get in touch with Peter Bell.

Ralph Henderson

DDSC Club Theorems

Henderson's Observation: No matter what stage of completion is reached in the Club's development programme, the cost of the remainder of the programme remains the same.

McCaffrey's First Law of Inspection: The probability of anything happening is in inverse ratio to its desirability.

Latimore's Maxim: A mid-air collision can ruin your entire day.

Thompson's Truism: The other thermal is stronger.

Hart's Law of Minimal Self Delusion: Every pilot nurtures within himself a secret plan for a record breaking flight that will not work.

Hosking's Golden Rule: Whoever has the gold makes the rules.

Bradley's Law of Survival: Don't fly outside loops without a parachute.

Met. Office Law of Forecasting: Chicken Little only has to be right once.

Russell Bennett

From the Instructors Panel

The instructor panel recommends the use of floppy hats (available from the bar). These are preferable to caps and large hats for the following reasons:

- A large hat or cap may restrict your upward vision.
- A large hat may also restrict the movement of your head in the canopy.



Some caps have buttons at the top that could puncture a canopy (as well as

your hurt your head) in the event of a bump.

Tow Aircraft Options

It is obvious that the growth in hours flown in the past couple of years is due to our clubs capability to launch gliders, a feat we achieve using two (2) tugs.

Whilst a number of alternatives for tow aircraft have and are currently being investigated none are emerging as a star replacement for our proven workhorse. (i.e. the Poor-knee as pronounced by those who pilot these beasts)

We now have the opportunity, thanks to the foresight of one of our members, to re-engine a conventional aircraft that will perform the towing tasks adequately and save thousands of dollars in maintenance annually, thus the potential to reduce the costs of tows to our members. I also understand that the expense of re-engineering a conventional a/craft would be recouped quickly.

I have spoken with a friend of mine in Phoenix (USA) and he has advised that what we propose to do is not uncommon in the States. Now, I know that just because they do it in America doesn't make it Gospel, but why should we try and re-invent the wheel.

A suitable aircraft (though damaged) may be found at the Caboolture Gliding Club and comments by the CGC Treasurer, Robert Hart, lead me to believe that the DDSC maybe able to procure this a/craft.

We have a good relationship with the CGC and regularly see a number of CGC members flying X-country at DDSC, so it could potentially be in the interest of CGC members to have affordable towing at DDSC.

It is only a matter of hours before CMN will be redundant OR cost us an obscene amount of money to keep flying.

Whilst we are a club, we are also a business and good business is sometimes about seizing opportunities. I would like to suggest that collectively we move forward and take this opportunity. It is not unproven ground as the exercise has been undertaken and proven successful by the Kingaroy Club.

For those members who may not be aware the new engine has already been imported and we have immediate access to the V-8 "Chevy" motor. If we chose not to move forward the engine will be exported to a gliding club in New Zealand.

As we are a proactive club, I look forward to positive action in securing a workhorse for the club.

Lex McQueen

Aircraft Booking

The revamped online aircraft booking system is now operational. You access it the same way as before – www.ddsc.org.au /Club Members/Online Glider Reservations.

It is a very simple system so you should have no trouble. However, whilst it has been tested, there may still be some yet undiscovered problems, so please don't hesitate to give me a call or email me if you need any help or you find a problem.

- Those without internet access can get anyone else with internet access to make their bookings.
- There is a list of five people who can administer the system and make changes. They are [Tony Cavanna](#),

[Barry Kruyssen](#), [Peter Bell](#), [myself](#) and [Ralph Henderson](#).

- The search function allows you to search bookings by date, person, aircraft.
- Dates must be entered in the format dd--mm--yyyy (eg 21 Jan 03 must be entered as 21/01/2003.)

Please take a minute to read the booking policy:

1. Pilots are required to meet minimum currency requirements.
2. If an aircraft is not needed for the whole day, please state this in the Booking Notes so other members are informed.
3. Booking the same aircraft for consecutive days is not permitted, except under special circumstances, and it has previously been arranged with the CFI.
4. No member may cancel any other member's booking unless directed to by that other member. Members who cancel another member's booking without their authorisation will have all future bookings cancelled, and they will be prevented from making bookings on the website.
5. Booking aircraft for competitions, or for extended time periods must be done through the CFI, and approved by the Committee. Once approved, the CFI will enter the booking on the web booking system.

6. Your reservation details will be stored online for reference and record keeping. Personal information like contact details are held in confidence.

Thanks to Barry Kruyssen and Carolyn Hartman for designing, programming and testing etc.

Jenny

Calender of Events

An up-to-date DDSC Calender of Events is on page 9. We have programmed some new events as follows:

- ➔ Course weeks as noted. Please contact Peter Bell if you are interested in taking part.
- ➔ Official Observer Training Day to be run by Pam Kurstjens. This is intended for more experienced pilots who want to become FAI Official Observers for gliding. Pam asks that you do some pre-reading on the Code (section 3) available from the FAI website at www.fai.org/gliding/documents.asp
- ➔ New member induction morning for new members who want to find out how the club runs, and any other introductory information.
- ➔ Another scheduled DI training morning for those who want to obtain a DI rating.
- ➔ A radio procedures training morning for those who do not have a radio rating signed off in their log-book, or alternatively a Pilot's Licence. All solo pilots are required to have this rating.

See the dates in the calendar, and the relevant contact person for more information.

At the last General Meeting it was agreed to resume posting hard copies of CHAOTIC, instead of emailing. It will be available on the website from the 1st of each month, but snail-mailed during the following week.

From Overseas:

And Klaus Throws The Gauntlet... again

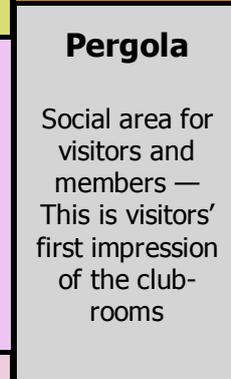
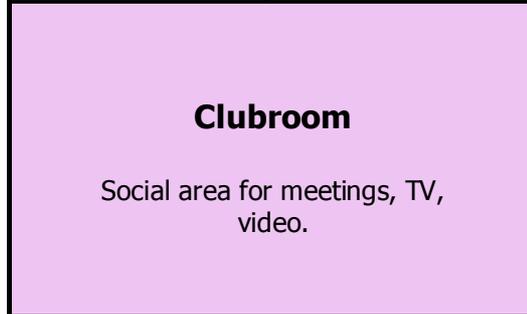
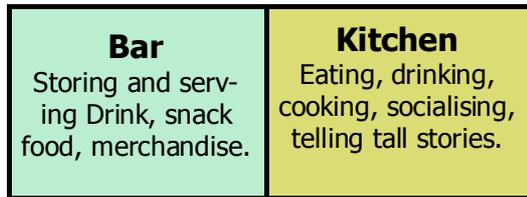
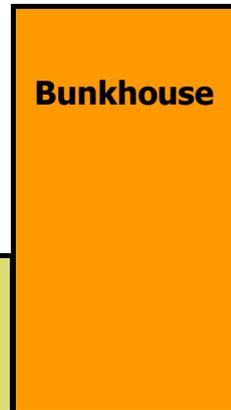
News from Argentina. Klaus Ohlmann and Karl Rabeder took a Nimbus 4DM for a 3008km free distance world record (pending ratification).

Mike Oakley Does 1500km+

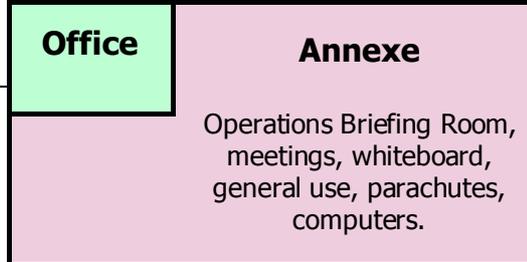
Congratulations go out to Mike Oakley who completed his 1500km diploma on 19 January. Mike's flight of 1524km was Omarama - Totara Peak - Waikaia - Medway Bridge - Omarama in the ASH25 Tango Foxtrot. The flight took 13 hours in less than ideal wave conditions... a brilliant feat of great skill.

Tidying Up Our A

Darling Downs
SOARING CLUB



Weather computer, telephone, fax, documentation, green books, flight sheets, spare forms, secure store for non-bar items.



2003 Events Calendar

at 1 February 2003

Date	Event	Place	Contact
15 Feb	Committee meeting	McCaffrey Field	Jenny Thompson
22 Feb	Cross country day	McCaffrey Field	Shane McCaffrey
1 Mar	Official Observer Training Day (full day)	McCaffrey Field	Pam Kurstjens
3 – 7 Mar	Cross-country Course Week	McCaffrey Field	Peter Bell
9 Mar	Fly-in for Cotton Week	Dalby	Bob Keen
15 Mar	General meeting	McCaffrey Field	Jenny Thompson
29 Mar	Cross country day	McCaffrey Field	Shane McCaffrey
5 Apr	New Member Induction	McCaffrey Field	Ralph Henderson
7 – 11 Apr	Course Week	McCaffrey Field	Peter Bell
12 Apr	Committee meeting	McCaffrey Field	Jenny Thompson
18 – 26 Apr	Qld Easter Comps	Dalby	Ralph Henderson
3 May	Radio Operator Training	McCaffrey Field	Jeremy Thompson
5 – 9 May	Course Week	McCaffrey Field	Peter Bell
10 May	General meeting	McCaffrey Field	Jenny Thompson
24 May	Cross country day	McCaffrey Field	Shane McCaffrey
2 – 6 Jun	Course Week	McCaffrey Field	Peter Bell
8 Jun	DI Training Morning	McCaffrey Field	Robert Bradley
14 Jun	Committee meeting	McCaffrey Field	Jenny Thompson
28 Jun	Cross country day	McCaffrey Field	Shane McCaffrey
12 Jul	General meeting	McCaffrey Field	Jenny Thompson
9 Aug	Committee meeting	McCaffrey Field	Jenny Thompson
13 Sep	AGM	Toowoomba	Jenny Thompson
5 - 29 Nov	RAFGSA III	McCaffrey Field	Ralph Henderson

Darling Downs Soaring Club Flying Census February 2003

Fill in your total flying hours and tick the conversions etc you hold now and those you would like to achieve by the end of 2003.

Name.....

	Hold now	Goal for 2003
Flying hours		
Gliding		
Power		
Conversions		
Puchacz		
Grob G103		
Blanik		
Astir Jeans		
Hornet		
Cirrus		
LS7		
Ventus		
Nimbus 2		
Awards		
A certificate		
B certificate		
C certificate		
Silver C 5 hrs		
Silver C height gain		
Silver C 50k		
Gold C 300k		
Gold C height gain		
Diamond goal 300k		
Diamond distance 500k		
Diamond height gain		
750 k award		
1000 k award		

	Hold now	Goal for 2003
Ratings		
Initial cross country		
Open cross country		
Level 1 ind't operator		
Level 2 ind't operator		
Level 1 pass rating		
Back seat rating		
GFA Qualifications		
AEI instructor		
Level 1 instructor		
Level 2 instructor		
Level 3 instructor		
Maintenance		
DI certificate		
Form 2 inspector		
Minor repair certificate		
Major repair certificate		
Other		
Official observer		
Radio op'r endorsement		
Power		
Private Pilots Licence		
Tow pilot rating		

Fax to **Ralph Henderson**
3227 7676

Or Post to **Ralph Henderson,**
PO Box 322,
Brisbane Albert St BC QLD 4002

By **28 February 2003** to be in the prize draw.

Postal Address - Darling Downs Soaring Club PO BOX 584 Toowoomba QLD 4350
Airfield - McCaffrey Field Mason Rd Bowenville 4404
Clubhouse Telephone (07) 4663 7140 Fax (07) 4663 7228
Website - www.ddsc.org.au email - info@ddsc.org.au
[Newsletter - chaotic@ddsc.org.au](mailto:chaotic@ddsc.org.au)
Queensland's Premier Soaring Club

Instructor, Tug Pilot, & Duty Pilot Roster	Month	Day	Instructors	Tug Pilots	Duty Pilots
		February	Sat 1	S McCaffrey B Hofmeister	J Knox P Kurstjens
	Sun 2	R Bennett T Lake	R Green M Robertson	J Somerville Jeremy Parslow	
	Sat 8	T Cavanna R Henderson	D Cramer D McCaffrey	L Day P Downey	
	Sun 9	Jenny Thompson A Wetherspoon	R Keen D Baartz	J Grosser A Flaherty	
	Sat 15	M Codling C Jordan	Jenny Thompson M Hurst	D Ferguson D Gliddon	
	Sun 16	K Senz B Kruyssen; J Grosser	N Kranenburg Jeremy Thompson	J Robinson P Blackmore	
	Sat 22 (Cross Country Day)	A Garrone D Hughes; B Daniel	T Barker D Gerschwitz	D Edwards N Muspratt	
	Sun 23	Jeremy Thompson R Hart; B Keen	L McQueen A Garrone	K Allen H Hofmeister	
March - April 2003	Sat 1	R Bennett T Lake	M Robertson R Keen	A Midwood C Hall	
	Sun 2	T Cavanna B Hofmeister; B Keen	J Geddes P Kurstjens	D Burrell D Duddle	
	Sat 8	Jenny Thompson R Henderson	R Muir M Hurst	R Percy G Gillmore	
	Sun 9	Jeremy Thompson D Hughes	B Ward D McCaffrey	R Sundell S Tromp	
	Sat 15	S McCaffrey A Wetherspoon	J Knox M Robertson	Jol Parslow M Russell	
	Sun 16	P Bell B Kruyssen	Jenny Thompson D Baartz	D McEvoy M Dullens	
	Sat 22	A Garrone C Jordan	L McQueen D Gerschwitz	L Matuszczak G Valler	
	Sun 23	M Codling J Grosser	R Keen R Green	C Gillmore J Somerville	
	Sat 29 (Cross Country Day)	P Bell B Daniel; C Downs	A Garrone N Kranenburg	P Wetherspoon M Hartmann	
	Sun 30	K Senz R Hart	T Barker D Cramer	R Flood G Hennessey	
April	Sat 5	M Codling T Lake	N Kranenburg P Kurstjens	B. Rolfe D Ferguson	
	Sun 6	R Bennett C Jordan; B Daniel	L McQueen R Green	J. Davis K Allen	
	Sat 12	Jenny Thompson R Henderson	J Knox D Baartz	L Day P Downey	
	Sun 13	S McCaffrey R Hart; B Hofmeister	B Ward Jenny Thompson	K Masuda F Ning	
	Sat 19 Easter Comp Dalby				
	Sun 20 Easter Comp Dalby				
	Sat 26 Easter Comp Dalby				
Sun 27					
TBA					