



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

March 2003

President's Report

Congratulations to Bob Ward on becoming the Australian 18-metre class champion at this summers multi-class national championships. He also picked up the Masters Trophy for the highest place 'senior' pilot, so there are advantages in turning 60 after all! Bob and Tom Claffey bought home the state teams challenge shield, which is now hanging in the clubrooms. It's a magnificent trophy and I'm sure we can afford the cost of the engraving, which last years winners obviously couldn't. The shield has some well-known names on it.

Bob follows in a long line of DDSC national champions, which includes Dennis McCaffrey, Shane McCaffrey, John Buchanan, Andrew Georgeson and doubtless many others that I don't know about or haven't remembered today. Perhaps one of our historian members could put together the list of DDSC national champions.

After that, February is a bit light on for good news. The weather has been pretty average unless of course you are a farmer. We have lost a number of days flying and I hate to think what the utilisation figures will look like. There must be a lot of people out there with withdrawal symptoms. When the weather comes right please make the most of it and get back up in the air and have some fun.

Before I leave the subject of the nationals, we have submitted our bid to host the nationals in October 2004 at Dalby. Hopefully we will have a decision from the GFA Sports Committee later in March. In the meantime we are proceeding on the assumption that we will be successful.

With all the rain the strip is now green again and the grass is growing and hopefully we will achieve a reasonable spread of grass. We have many bare patches that need some coverage. Prior to the rain Bob and Shane

got the irrigator out and watered a strip of the airfield to give us a dust free strip to use. I think those of us who live in Brisbane often don't realise the amount of effort that our local residents like Bob, Shane, Peter and now David and others put in to the club during the week. We never see this work being done - we just arrive at the weekend and take it all for granted. Thank you all for your ongoing efforts.

The last committee meeting we set ourselves a challenging agenda of trying to clean up some of the things we had been talking about but not actually deciding on. Somehow we got through the whole agenda, made some good decisions and deferred some other matters until we are in a better financial position. We developed a proposal on membership fees that we will put to the next general meeting in March, more details later in Chaotic.

We decided to spend some money upgrading our equipment. We will start the radio upgrade program with a top of the line radio for the Pawnee. The Pawnee is our workhorse and good communication is vital for our safety. We also decided to buy two flight data recorders to make it easier for members to claim their award flights.

Thank you to all those members who have returned the census forms. The information you have provided will help us decide on what activities to promote over the coming months. The prize draw will be held at the March general meeting, another good reason to be there!

Planning is well underway for the Easter comps. We reckon 30 entries all ready and that excludes the Mexicans, who of course we welcome. There are still a couple of seats available in club aircraft so get in touch with Peter and book in soon. We will need many helpers and if you can help please contact Bob Keen or myself. One of the themes we want to run throughout the competition is

teaching new members what is involved in running a competition.

Like many things the more you put in the more fun you will have. We will be trying to involve as many new competitors in the weather forecasting, task setting and other operational aspects as much as possible so that we spread the load.

Of course we are looking to put in a good flying performance. Remember that last year we brought home all three of the trophies. It would be good to achieve the trifecta again. Which of our first time pilots will bring home the trophy for the highest place first time competitor?

Ralph Henderson

Welcome New Members

- Ivan Popek
- David Marr

Interested in our Club Aircraft Maintenance?

As you are all aware the Club now has a significant fleet to maintain. Many other clubs have an "aircraft captain" system in operation whereby each aircraft has an allocated captain who is responsible for that aircraft's maintenance issues.

The Club is looking for volunteers for captains to help with the huge a/c maintenance load that Shane presently carries.

The 'captain' will be a contact point for maintenance issues for that aircraft, and will be able to build up skills in the a/c maintenance area with Shane's assistance.

If you have a DI rating, an interest in the aircraft and can take on one aircraft as a special interest, please contact Shane.

Fatigue

Symptoms of Fatigue

Probably the most important symptom of fatigue, as with hypoxia and lack of sleep, is the feeling of indifference, of "settling for less" in performance. The pilot is unaware that he is fatigued and allows his personal acceptance tolerances and limits for

performance to expand, which allows for mistakes or substandard skills.

Unfortunately, the mind has minimal long-term memory for fatigue. In other words, we do not really recall how impaired we are when we are fatigued.

The mind tries to protect us from being overwhelmed by such bad experiences. The same is true for pain. We know we hurt but can't really define how incapacitating it was after the event....

Other specific fatigue symptoms unique to a pilot in flight include the following:

Increased reaction time

The pilot takes longer to react to a change or emergency. Automatic response to any abnormal flight is slowed, such as recovery from a tight turn that is losing altitude or recognizing a stall. It has the potential to turn minor problems into major accidents - both in the air and on the ground.

Channelised thought processes

The pilot tends to concentrate on one thought or activity at a time, rather than several, which is essential in flying. Concentration is also narrowed, as the pilot focuses only on what the weather is ahead and does not plan his approach... Flying requires a multitude of thoughts, all processed by the brain in a sequence or sometimes at the same time. The number of separate thoughts that can be processed decreases as fatigue gets worse.

Fixation

The pilot fixates on a single instrument...or listening intently to a strange sound that is not a factor of the flight. The instrument scan becomes less efficient and traffic is missed because the pilot is concentrating on some object below.

Impaired judgment and decision making

Dumb mistakes are made and while they might be insignificant, they might just as easily become another link in a growing chain of events leading to an accident. The pilot takes chances and shortcuts rather than following acceptable procedures - and he really knows better but just doesn't know he's messing up. Risk assessment is minimized.

Sloppy Flying

Fine motor skills are compromised, and the pilot finds himself holding onto the stick with his hand rather than his fingers. He loses the fine tuning of his turns and climbs... More importantly, he has to think about what to do rather than using well-learned skills. He has to think too long about which direction to turn to change his heading, or in what order controls are changed to begin a descent. His...flying is not precise and there are errors in timing. Much of our flying is automatic, a habit. Anything that interferes with these skills impairs the pilot and might not be noticed.

Decreased visual perception

It takes longer to focus (accommodate) from a distant object to a near object. This becomes especially critical while flying an... approach to landing...

Attitude

It bears repeating that the pilot is willing to settle for less and is not aware of his change in attitude and performance.

*from "Basic Flight Physiology"
by Richard Reinhart MD.*

From the Instructors Panel

There seems to be a grown tendency for pilots to end their ground roll near to the Pie Cart but there is no need for this.

Plenty of space is available in the northern side of the strip and the new strip. Please end your ground roll well away from the Pie Cart and push the glider across, rather than risking running into other gliders. Note also, that the "join" between the two strips is rough, so you shouldn't roll across it.

From the Tug Master

- I would like to encourage all members to attend the next General Meeting at the club (15th March) to discuss the Chev engine and purchase of another Pawnee.
- The charging system for towing has been changed effective from March 1. Now, glider pilots pay for 100' increments after 1000'. This means that now you pay for what you use. We are hoping this will encourage glider pilots to get off in lift (and when happy to get off), will make it a bit cheaper for some, and will be cheaper for students doing circuits.
- Also, a reminder to tuggies, that we have just spent a king's ransom on our tugs and *please* take care of them.

Bob Keen

Canopies

Collectively we, that's we as in DDSC club members, not the royal we, own more than \$20,000 worth of canopies. How do we look after them? Not like we would look after \$20,000 of crystal wine glasses or \$20,000 of bottles of Grange Hermitage I suspect.

Good clean unscratched canopies are so important to us. We have to be able to see clearly. We rightly talk about lookout often - we simply have to be able to see clearly.

Also the appearance and value of our aircraft is greatly affected by the state of the canopy. The canopy and cockpit area is usually the first we look at on any aircraft. First impressions do count and the first impression of a glider with a cracked or scratched canopy is not good. Just have a look at any glider with a glued up canopy, how does it look?

Please take good care of our canopies - they are very important and valuable assets.

Shane McCaffrey

Attention Duty Pilots

Please remember, if you can't do your rostered day, it is your responsibility to swap with someone else.

If you have specific roster requirements or are unable/unwilling to do a duty pilot roster, please call me.

Also, please print out or review the bookings for the day, which can be accessed from the club computer (website).

Anthony Wetherspoon

From the Student Mentor



Are you having trouble with some aspect of your flying?

Rather than just fronting up on the day you intend to fly, check the

roster, pick up the phone, and talk to the rostered instructor before the weekend. This will give both of you a chance to talk about whatever may be holding you back, and plan some appropriate exercises. You will also have an opportunity to do some homework beforehand.

The instructor panel exists, amongst other things, to help people progress their flying and achieve their goals.

Feel free to call me or drop me an email if you have any questions about your flying progress.

Tony Cavanna
3262 1961
tonycavanna@ozemail.com.au

1000 Kilometres in a Mosquito D

This article reproduced from Australian Gliding May 1983. For new members, Col Norman is the only glider pilot to have done 1000km triangle out of DDSC.

Part 1-

By Col Norman

Flying 1000 km in a 15m sailplane would have to be the marathon of soaring in my case anyway, as this was my 14th attempt over two summers.

The task was Darling Downs Soaring Club's McCaffrey Field (site of the 15m and Open Class 1982 Nationals near Jondaryan, Queensland and near Toowoomba), south to Edgeroi Silo between Moree and Narrabri in NSW, 209° FOR 350 KM, NORTH TO Roma Aerodrome in Western Queensland, 346° for 408 km, and then back to McCaffrey Field on

a heading of 109° for 285 km. The total distance was 1043km (648 miles).

The morning of Sunday 16 January 1983 started uneventfully, like many others and my Mosquito sailplane was fully watered (22 gallons to suit em) and ready at 7:30am (Queensland time) as I had found that the motto to adopt for 1000km attempts was "to be ready".

A 5-10 knot NE wind and about 1/8 light cumulus with base about 1500 ft were present but the cumulus appeared to be fading as they had on many occasions before.

At 7:45am I more or less gave up and retired to the car for a sleep. At about 8:15 am I awoke and found the cumulus about 25km downwind appeared to be growing, decided to give it a go and charged off in my car to bring Denis McCaffrey, who was to tow me, from his farm where he was working on a tractor. We arrived back at the field, hipped into our respective aircraft and I started at 3200 ft at 9am above the field.

A long ominous silence followed while I glided into nothingness until about 27 km and 80 ft and about to release water, I saw a small cumulus puff up nearby and at 9:320am in about 1-2 knots attained the glorious height of 1400 ft that allowed me to head for the nearest strong-looking cumulus and climb to a respectable 2000 ft.

By using the lift and drift technique and working 2-4 kt lift to 2000 ft, I was able to make the first obstacle which was the northern edge of the 12km wide Millmerran scrub at 2000 ft, about 80km from base at 10 am.

A decision then had to be made to fly into the edge of the scrub with a safe glide angle out again to good paddocks on the edge of the scrub, or to move further east. The turn indicator allowed on turn centering under the first cumulus on the edge of the scrub and gave 2-4 kts to 2500, and the next 4 kts to 4000 ft. This gave safe glide angle across the scrub at 10:15am.

At this time I could see a strong cumulus field was forming ahead over the scrub extending about 70 km to the Queensland-

NSW border and decided to fly along the scrub edge always with safe glide angle to paddocks.

I had a strong feeling of confidence at this point because I had flown from base the previous day to this point and at about 3m at 4000 ft the cumulus base had suddenly lifted to 10000 ft, thus indicating that fresh good air was coming in from the South and that it should be present for my flight the following day.

This technique of flying out along the first leg as often as possible on marginal days I consider to be very important and provides, in my opinion, the best and most current meteorological information. I rarely rely on Met Bureau briefings anyway, preferring to view the ABC Australian weather charts and satellite circus shots the previous night and add other information to it.

At this point the thermals were smooth and well formed and this made the mechanism of striking and centering them efficient, especially since I was using a turn indicator. I decided to maintain a high ring setting as possible to try to reach the first turnpoint before 1 pm.

By 10:45am, 150km out and running a 5000-3000 band, the Queensland-NSW border formed by the Macintyre-Dumaresque River system and scrub was passed at 4000 ft.

Relaxation

At this point, I was able to take my first one-minute semi-relaxation period, (with safe lookout) by gearing into an automatic thermalling technique and restricting my thinking ahead process.

From previous attempts, it had been found that if this was not done about once every hour, then at about 7 to 8 hours, personal flying efficiency seemed to fall off. For pilots wishing to fly 500-1000km tasks, this is a vital and usually unforeseen hurdle.

For the next 50 km to North Star Silo the cumulus down-cycled, giving 2-5 kts for an operating band of 4500-3000 ft but rapidly improved again for 40 km to 7 kts to 7000 ft allowing a band of 2000-5000 ft with about 4kt ring setting. A point east of track abeam Crooble Silo, 240 km out was arrived at 7000 ft by 11:30am.

A decision had previously been made to fly east of track to stay within the edge of the cumulus field and now another decision was required. The cumulus field had ended and ahead was mostly blue with signs of an inversion.

By reference to the accompanying weather chart, the edge of the trough had been flown so far, and now the trough had to be crossed and a new more stable drier air mass entered. The choice was between re-joining track or flying about 15km east of track to the foothills of the Nandewar Ranges, where I could see occasional signs of cumulus pulsing.

The latter choice was made and after a long glide with a 1 knot ring setting during which the sailplane gradually settled down amongst and through the turbulent tops of thermals I the new poorer air mass, the pulsing thermals were reached at 3500 ft and gave 5 kts to 5500 at 290 km from base. With similar thermals while skirting the foothills, Edgeroi Silo was turned at 350km 12:45pm and 5000 ft.

The northern leg to Roma aerodrome did not appear encouraging after the first leg as it held not the least sign of cumulus and with the new sable air mass on the southern side of the trough and nil wind, I almost decided to run for home to save a long retrieve but decided to press on at least as far as 70km north to Moree.

The flight to Moree was not encouraging in that a 500-3000 band was flown slowly due to irregular 3-5 kt thermals which were only relieved by a 5kt sooth thermal from a ploughed paddock in an otherwise green area.

Moree was even more depressing in that the Gwydir River System valley and flood plains and the area north was very wet from recent rains. However, flying over the drier flood plain areas, a smooth 6 kt thermal was taken to 6000 ft and hope began to rise once more.

Continued next CHAOTIC....

A note from One of George Lee's Recent Courses:

"The course went well and both students had some good flying. The highlight was undoubtedly the 350k that I did with Garret. The speed was exactly 150kph, but for the thermalling percentage to be 9% on a day without streeting was truly remarkable-I may never see it equalled, never mind bettered!"

Succession planning

Its another one of those things we talk about but don't always give as much attention to as we should, after all we are far to busy doing the important things in life like flying!

We are now half way though the committee year. The AGM is in September. Last year we only had one change on the committee at the AGM. I will bet my house, but not my glider share, that there will be more than one change this year.

It is in the best interests of the club, which is of all of us, that members rotate through the committee positions and that we don't allow people to stay too long and let them become stale, burnt out, or think they own the place.

With this in mind, it is time for people to start thinking about next year. We will be looking for volunteers to step forward. I know from the census returns that many members have aspirations in gliding which they may not have been too vocal about. The census was clearly targeted at the important flying part of our business not the administration side.

If you are interested in becoming more involved in managing the club please have a chat to me or any of the other committee members. Alternatively, if someone approaches you and asks you to consider standing, please give it some serious thought.

To paraphrase an old JFK quote:

"Ask not what your club will do for you, but what we can do for our club."

Or perhaps a better-paraphrased quote is:

"Pause to recall what our club has done for each of us and to ask ourselves what we can do for our club in return."
Oliver Wendell Holmes 1884.

The more involved you are, the fun you will have and the more you will get out of your flying and your membership of the club.

Please consider!

Ralph Henderson

Help Wanted

Remember it takes a lot of work to run a gliding day. It is a long-held golden rule in gliding that members should either be there in the morning to get the gliders out, or be there to put them away at night. They haven't designed a glider yet that will take itself out of the hangar and put itself away.

Fees and charges

At the January general meeting we spent some time discussing the cost of running the club and the need to increase our fees and charges to meet some of the increased costs we now face. As is common these days it was a mature sensible debate with many good ideas coming forward. What emerged was that it was a complex issue and while there were many views, consensus and a clear path forward were a little harder to find.

The meeting rightly gave the committee the responsibility of going away and working on a proposal, which could be debated at the next general meeting, in March on Saturday 15.

We spent some time on this before the meeting and then discussed it at the February committee meeting.

The proposal has several parts, which I will outline so that we can have an informed discussion at the general meeting and make some final decisions.

The areas we are looking at are the annual subscription, the joining fee, a new activity fee, passenger flight charges, some glider charges and tow charges. This is not a complete review of our fees and charges, which we will do in a couple of months, with any changes to take effect from the start of the financial year, 1 July 2003. We have to make some decisions now because annual subscriptions are due next month.

Why the changes?

As detailed in last months chaotic, our costs have risen, dramatically in some cases, like insurance, but also we have become a more complex organisation and we have a wider range of operating costs that we used to have.

To try and recoup all our increases in fixed costs through an increase in annual subscriptions would require a significant rise that would be unpalatable to many and would be counter productive. We are therefor looking at a moderate subscription rise, some other smaller rises and the activity fee.

Annual subscription

The basic proposal is that the annual subscription will increase by \$20 from \$160 to \$180. Subs have increase little in recent years and its time for an increase. \$20 is considered a reasonable increase. There will be relative increases for other membership categories and only a small increase for students.

Activity fee

Instead of increasing the sub by a larger amount we propose increasing an 'activity fee'. From time to time we have talked about the amount of voluntary effort it takes to run the club and whether or not there should be some differentiation between those who contribute and those who don't. The subject came up again as a way of reducing the proposed increase in subscriptions.

I have done some numbers and an enormous number of voluntary hours go in to keeping us flying.

Each day we have two instructors, two tow pilots and two duty pilots on duty for 8 hours each - that's 48 hours a day. We

operate 2 days a weekend for 52 weekends that's 104 days plus 10 public holidays that's 114 days. We don't operate on all of them due to weather, but if we operate 80 days at 48 hours that's 3840 hours.

I wont bore you with all the numbers, but if you add in instructor panel meetings, committee and general meetings, Form 2s, working bees, committee work and it just goes on. I got to 7000 hours of voluntary effort without too much trouble.

On average, I reckon:

- An instructor puts in 110 hours a year
- A tow pilot 96 hours a year
- A duty pilot 48 hours a year
- Committee members 140 hours a year.

Working on 7000 voluntary hours divided by say 120 flying members and the average is about 58 hours.

The proposal is that we ask members to commit to a low minimum time input of say 10 hours a year or pay an activity fee of \$50 to compensate. As a club we exist on the voluntary efforts of many members. However, there are times in all our lives when we simply don't have the time to put in, yet we still want to contribute to the club and not be seen to be flying on the efforts of others. This proposal will enable members who simply don't have the time, to make a contribution to the club in another way.

The numbers are purposefully low, as we would like to see the proposal accepted without placing an unmanageable burden on anyone. At subs time members would be asked if they wanted to contribute their time to the club or pay the activity fee. It would be left to members to make a conscience decision. This idea has been tried at other clubs and works.

The other proposed changes are easier to explain.

Joining fee

We increase the joining fee but not charge for the new members pack. This makes administration simpler and gives the new member a very tangible benefit for paying the joining fee. If you haven't seen a new

member pack, have a look at one, they are substantial these days.

Our passenger flying charges are below market rates, we don't get a lot of passengers and very few ultimately join as club members. A proposed increase from \$80 and \$100 to \$100 and \$140.

Top of the line glider rates

We have decided to buy 2 electronic flight data recorders. To help pay for these we propose to increase the charge for the LS7 and Ventus by 5 cents a minute. The maximum daily rates will only increase from \$108 to \$120. These are both top line high performance gliders and our current charges are below their real value.

Tow charges

The last one is not an increase but a change in how we calculate it. We will change tow charges from the current 1000,1500 and 2000 charges to a flat fee up to 1000 feet and then a fee per 100 feet above that. The \$30 charge for a 2000-foot tow will be unchanged. There is no increase in administration for this change but it will give pilots more flexibility to release when they are ready.

Hopefully it will do away with the attitude of towing to 2000 feet 'because I have paid for it' and pilots will release when they are in good lift and are happy to release. This is not an incentive to release early, normal safe flying principles are unchanged. It is merely an effort to better relate tow charges to tow costs, and reduce the time that out tugs are in the air thereby reducing operating costs and increasing turn around times, two things we all want.

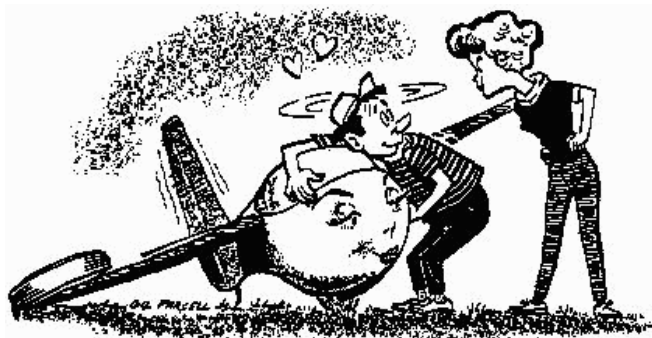
But be warned that 100 foot variations between what the tow pilot records and the height you thought you released at will be common, both positive and negative, as unfortunately altimeter lag exists. No debates will be entered into about plus or minus one hundred feet. The tow pilot's decision will be final and no correspondence will be entered.

As this change is not an increase, the committee decided to implement it immediately, with effect from 1 March 2003. Please read and consider the above proposals and come along to the March general meeting to discuss and decide on them.

As always, the key to success is lots of people having fun flying, high levels of aircraft utilisation and the voluntary effort of running the club spread equitably across as many members as possible.

Ralph Henderson

FOR SALE
¼ Share in Nimbus GAW.
Contact Darian Jenik at email
djenik@qut.edu.au



Inst ruct or, Tug Pilot , & Duty Pilot Rost er Marc h- April -May 2003	M a r c h	Day	Instructors	Tug Pilots	Duty Pilots
		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 Dudley
		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		
A p r i l	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		M Hurst D Cramer		
	Sun 20 Easter Comp Dalby		R Keen D McCaffrey		
	Sat 26 Easter Comp Dalby		M Robertson Jeremy Thompson		
	Sun 27	K Senz A Wetherspoon	R Muir A Garrone	P Wetherspoon J Parslow	
M a y	Sat 3 (Radio Op Trng)	Jeremy Thompson C Downes	D Baartz M Robertson	R Armstrong P Bart	
	Sun 4	P Bell B Keen	R Green Jeremy Thompson	P Blackmore D Edwards	
	Mon 5	A Garrone R Hart	*Volunteers Please*	C Hall A Straume	
	Sat 10 (General Mtg)	S McCaffrey B Hofmeister	J Knox Jenny Thompson	A Flaherty R Flaherty	
	Sun 11	T Cavanna T Lake	D McCaffrey B Ward	B Flood G Hennessey	
	Sat 17	Jenny Thompson R Henderson	A Garrone D Gerschwitz	David Gliddon P. Gliddon	
	Sun 18	K Senz A Wether spoon	P Kurstjens R Keen	H Hofmeister C Booth	
	Sat 24 (Cross Country Day)	R Bennett B Daniel	L McQueen T Barker	N Muspratt J Parslow	
	Sun 25	M Codling J Grosser	D Cramer N Kranenburg	J Robinson S Tromp	
	Sat 31	P Bell C Jordan	M Hurst R Muir	M Russell A Midwood	

2003 Events Calendar

at 1 March 2003

Date	Event	Place	Contact
------	-------	-------	---------

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
31 May – 1 Jun	QSA Club Development Seminar	Archerfield	Ralph Henderson
31 May	QSA AGM	Archerfield	Ralph Henderson
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

* All Club aircraft will be based at Dalby for the Easter Comps
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
Queensland’s Premier Soaring Club