



# CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

*April 2003*

## ***President's Report***

March has been a much better gliding month than February. It is good to see us getting back to normal levels of activity with lots of people coming out and doing a lot of good flying. It's especially good to see some long tasks being flown and a number of 500k flights have been completed in recent weeks.

We were all sorry to hear of Ron Muir's recent heart attack. Ron turns 70 later this year, has been a member of DDSC for 38 years and is one of our most senior members. We wish Ron a speedy recovery.

Thank you to all those members who filled in the census forms and returned them. More than half our flying members returned the forms. We now have lists of people who want to achieve particular ratings and specific award flights. The committee and instructor panel can now target these members for particular activities to help them achieve their goals.

If you haven't sent your form in please do so as it helps us build up our membership database. Congratulations to Ray Colley whose name was drawn out of the hat and won the flight in the Duo.

The Easter comps are rapidly approaching and a lot of work is being done organising the event. Bob Keen has put in an enormous amount of work. The Dalby Council has helped with the provision of facilities and Telstra Country

Wide is helping us with our telecommunications. I have received a number of offers of help over the competition and they are all greatly appreciated.

The March general meeting was very well attended and there was a lot of good discussion and contributions by members. The meeting decided to increase the annual subscription by \$20 from \$160 to 180 for flying members with similar percentage increases for other membership categories.

There was some support at the meeting for spreading the subscription over more than one payment. I have discussed this with Richard and it is difficult, but not impossible, to do. It just adds complexity and requires more voluntary effort. Deferring some of the payment will also affect our cash flow, which is a relevant consideration as we move into the cooler months when we do a bit less flying.

In the absence of a simple solution we would like to leave the sub as a one off payment, which will be on your account with this edition of chaotic. In the interests of simple administration and the clubs cash flow I encourage as many members as possible to pay their sub in full. However if it is a significant burden, then please get in touch with Richard and we will spread it over time.

In case you are wondering about our cash flow position we have committed to a new radio for the Pawnee, two new flight data recorders so that members can claim their award flights, and we

have a large bill coming for a lot of work done recently on the Cessna.

At the general meeting we asked for volunteers to take on the roles of aircraft captains. We now have a captain for each aircraft, which is great, thank you all very much. This should help further improve the standard of our aircraft and spread the load of looking after the club's assets.

I look forward to seeing as many of you as possible at Dalby over Easter.

*Ralph Henderson*

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### **Congratulations**

- Shane Ince – first solo (gliders)
- Glenn Todhunter – first solo (gliders) on his birthday
- Ivan Popek - first solo (gliders)
- Paul Blackmore – Grob conversion
- Ray Colley – Silver C distance, height and 5 hours.
- Bob Flood – A & B certificates

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### **Welcome New Members**

- Pearce Mitchell

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### **The Barmy Things we did in our Youth**

**A** long time ago, back in the early 1970s I joined the Wrekin Gliding Club at RAF Cosford. The Wrekin is a 1334' high, soarable hill about 10 miles from the airfield and is used for many a mundane 5 hours and sometimes a hop into wonderful wave.

**P**otentially the airfield was 4500 feet long if we launched from fence to fence but within the perimeter track it was 3500ft. We operated both winch and aerotow. In the early days we were had

a T21, Grunau, Ka8, Skylark 2, Ka6e and an Olympia 419.

**R**eally early one morning in late March 1972, as the sun came up, we were towing the winch out onto a boggy airfield, nothing to the McCaffery quagmire but the top surface did give under the weight of the winch, when all of a sudden the winch fell down a hole. This hole turned out to be an old mineshaft sunk in WW2 to guarantee a water supply to RAF Cosford should it be needed.

**I** was in the team of 20 or so people who rescued the winch from the hole and during the process we opened it up quite a bit. Through chucking ever larger objects down the hole we estimated the depth to be about 2000 feet and by dropping a parachute flare we could see the sides were in good condition and seemed totally parallel.

**L**ater that evening, in the bar, as the beer flowed and common sense gave way to stupidity, the boffins got together and discussed the feasibility of launching a glider by gravity. All it would take was a huge weight dropped down the hole and a system of pulleys etc to guide the cable. Initial acceleration would be at 1g and the speed could be governed by some form of braking system.

**F**irst attempts were carried out by towing a car down the airfield, we got up to 60 mph and the acceleration was perfect. A tractor was then used to haul the weight back up. We were quite surprised with the system we had set up because the speed appeared to be self limiting, we later turned this to our advantage.

Once the work was completed the first launch was a Ka8 on April 16<sup>th</sup> 1972. The CFI of the club was "volunteered" by the Officer Commanding Project Development Squadron; it was unfortunate for him that it was his boss as well.

Our first launch with a 10kt headwind was a little too fast with the CFI releasing at 300 feet as the speed went above 60kts. This is where we used the self limiting factor to our advantage. The maximum speed of the falling weight was governed by the amount of air that could force its way past the weight as it fell down the hole. We simply added a collar around the weight and the weight slowed down. We could swap collars easily for different wind speeds and different gliders.

Later that morning the ka8 was whisked to 900ft in what was described as an excellent launch, albeit not as high as we would have liked. The initial acceleration was perfect and the speed of the launch could easily be controlled by increasing or decreasing back-pressure on the control column. At the end of the launch a brake slowed the cable to prevent it crashing into the bottom of the shaft, as the plummeting weight slowed the cable back released.

Just as our CFI had risked his life before us we also played that stupid game and did 5 more launches with the glider pilots on the development team all sampling the fruits of their labour, the launch was perfect and I got a real sense of satisfied pride as I took my turn. Believe it or not I was a slip of a lad at about 140lbs in those days. The last launch was the old Barge, you guys may know it as the Slingsby T21 or a Sedburgh, George Lee probably remembers it as his first solo machine.

Our slightly crazed and dangerous project had to come to an end. There were a number of reasons. The main one was the consequences of a cable break, these were too horrific to even risk apart from the fact that we would lose the weight every time. Imagine 2000ft of cable flailing around at a speed of up to 180mph. Another was that the traction required to haul the weight back up the shaft was so great that we were cutting up the grass. I suppose the fact that we couldn't move the mineshaft to the other end if the wind changed had an influence as well and 0 launches a day was deemed to be uneconomic.

Killing people was not what we intended and we felt we had tempted fate enough, this was well before Health and Safety at Work. What difference would a hard hat and a pair of steel toe-caps made anyway.

Every time I look back on my early days of gliding I dream of the relaxed, innovative and make do attitude we used to have, which has given way to rules regulations and common sense. We loved everything about the sport, if it was too wet or windy we would tow each other round the airfield sat on a tyre and try to throw each other off. If it was really bad we used to open the bar and invent other ways of maiming each other. I remember witnessing a dual tow with a Bocian and a Ka6E behind a very underpowered Auster, it was a good job there was no traffic on the road at the end of the runway. Ahh those were the days, The CFI was under 25 years old and still a boy at heart. I can still hear his immortal words "Of course you can lads, I bet no-one has tried that before, I'll be off home now!"

So, for those of you interested in the details of the "Plummett Winch" (as it came to be affectionately known). I

have scanned the final report and photos that we submitted at the end of the project (705k zipped), I also have had the 8mm film put onto video and now have converted it to MPEG ( unfortunately it is about 5Megs zipped). Just drop me an Email and I will send them on.

10 knots to you all!!

*Mick Boydon*

### ***From the Instructors Panel***

If you need to use ballast increase pilot weight to above the glider's minium the ballast must be secure. The club's lead ballast has attachments for rope so that you can tie it to the glider's seat belt anchor points.

If you are making a right hand circuit don't forget to include this information in your downwind radio call.

A competition finish starts not as you are approaching the airfield but some distance out. Why? You need to consider where you are going to do your high-speed pass. It is preferable to do this on the inactive side of the airfield, although in a competition everybody will be crossing a finish line.

Think about your circuit too. Once you have pulled up you will have less time than if you had executed a normal circuit. After your finish has been planned call the field from about 10 km out stating where you will be doing your pass and your circuit intentions.

Do not cross the strip below 500 feet and do not finish over buildings. You will need sufficient speed to pull up to do a circuit with a safe speed at an adequate height. Remember that flying near the ground can give you the illusion that you are flying faster than you really are. Pull up carefully; you may well be flying at a speed above the maximum manoeuvring

speed and the rough air speed of your glider. Finally don't forget your pre-landing checks and NEVER be low and slow.

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### ***From the Tugmaster***

CMN has been in for an annual inspection for the last 5 to 6 weeks, as of today Tuesday 18th. We still do not have it back. The cost is likely to exceed \$10000, all work which had to be done to continue flying it as a tug. Please take good care of it when it returns, lots of TLC.

Tuggies and Instructors give their time freely ever weekend of the year as well as many mid week courses, at the end of the day they could do with a break so please help them put away their aircraft before you go home... Without these dedicated people no one can fly, don't leave it to them every day, stick around and get involved it does make a big difference.

A reminder to all tuggies to hang up ropes carefully in the fuel shed and clean bugs off struts and leading edges at days end. Ask for some help if your in a hurry.

*Bob Keen*

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### ***Performance Impairment Associated with Sustained Wakefulness***

The Centre for Sleep Research at the University of South Australia conducted a controlled Study, equating the performance impairment associated with Sustained Wakefulness (SW), and that of alcohol intoxication. All participating subjects were between the ages of 18 and 32 years. None were smokers, and those who applied to be subjects in the research, and consumed more than

6 standard drinks per day were excluded.

The results of the study are of particular interest to participants in our sport:

- After 18 hours of wakefulness (i.e. 18hrs of being awake, not 18hrs on the job) you will most likely have the motor skills of a person who has a Blood
- Alcohol Content of 0.05% (the legal limit for driving a car).
- After 24 hours of wakefulness you will most likely have the motor skills of a person who has a Blood Alcohol Content of 0.096%!!!!.
- Being a young healthy person, who drinks little and doesn't smoke, is of no consequence.

An interesting aside to this is that after a number of prolonged periods of wakefulness, one good sleep is not going to top up your sleep reservoir. This may take several days (sleeps).

*Thanks to Charlie Downes for this article.*

*Acknowledgments to: Drew Dawson (PhD) and Kathryn Reid (BSc.Hons)*

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### ***New Official Observers***

Thanks to those who attended the recent OO course on 1 March, and going to the trouble of learning about being an OO. Thanks especially to Pam Kurstjens for running an excellent course. We had a eleven participants and so far, we have three new official observers:

- Tony Cavanna
- Jeremy Thompson
- Jenny Thompson

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### ***Alice's Silver, Gold and Diamonds***

Despite completing numerous 300km plus flights in competitions, Alice and I

had not completed a Diamond goal or Gold distance flight. Similarly, I had never claimed my Silver/Gold duration (for a flight of over 5 hours) despite having done numerous such flights. Diamond distance is for a flight of at least 500km - and Alice had taken me round two of these (on consecutive days, no less), but neither flight was claimable - due to my error, not any failing on Alice's part.

On the first, I did not turn one of the turn points correctly and did not have a logged point in the required turn point sector. After the exhilaration of completing the flight (I was close to landing 30km short at Dalby, but Alice found us the necessary lift to allow us to drift home), viewing the log was a disappointment. At least I had the satisfaction of knowing that I had done a 500km flight! The following day looked good enough to try again - and so we loaded up the water ballast and set off again.

This time, we had a monumental scratch immediately after the launch, getting down to 1000 ft agl before a tractor working in a paddock fired off a thermal that initially kept us airborne before hoisting us away on task. Thermalling in the weak lift (with one hand on the water ballast dump lever), the Cambridge flight logger rebooted - and in a moment of idiocy I must have punched the button to redeclare the task. Task declaration for a badge flight must be done on the ground before take off - and so although Alice and I made it all the way round the course and I turned the turn points correctly, the flight was unclaimable.

This lamentable state of affairs continued until the Darling Downs Soaring Club cross country week at the beginning of March 2003.

After Temora, Alice was very dirty and it was decided to reward her with a visit to Shane McCaffrey's residential spa for

gliders. There Alice had a complete face-lift, exfoliation as well as a good general work over in preparation for her certificate of airworthiness due in mid March. She emerged a glistening white vision of beauty - trim, taut and terrific.

Gold distance and Diamond Goal  
Monday 3 March dawned promisingly. Shane McCaffrey and I made the slight adjustment to the port flap and seal, which required removing the port wing, and this delayed things. However, we declared a 300 km triangle (DDSC, Chinchilla silos, Miles airfield and home), loaded up with water and launched just after midday. Alice and I were to have the company of Jenny Thompson and Kelly (ASW20 - KO) for the flight. Jenny launched before me and climbed away more quickly. She waited for us near Dalby. We then proceeded together westwards to Warra. Whilst there was cloud popping over the Bunya Mountains, it was blue out west and likely to remain so. Thus far, the gusty, hard to work thermals were topping out at about 4000 ft agl - which did not give much room to manoeuvre. Alice had a full load of water on board and so far the thermals were really not really strong enough to make that worthwhile - but in the hopes of things improving (and it looked like they might), we soldiered on.

Between Warra and the Warra radio tower Alice and I were down to 2000 ft agl and having a monumental struggle. Kelly soon joined us and together we sat in a thermal, going sideways more than up! We eventually struggled up to 4000ft agl and at that point Jenny and Kelly decided that enough was enough and turned for home. I decided to push a little further west to see what it was like - dumping my ballast on the way as it was pretty clear by now that the day was not going to be strong enough to pay the penalty of carrying 200kg of extra weight around!

Toward Brigalow we found weak lift - enough to keep us up but not really worth turning in, so we pressed on. Abeam Brigalow we achieved a 4kt climb to 5000 ft agl. This gave us final glide to Chinchilla airfield - so after a consultation with Alice, we decided to press ahead with the task. We turned Chinchilla silos at 13:54 - an unsurprisingly slow 79 km/hr for the 109 km distance! There was smoke drifting up from a fire several kilometres past the turn point, so we headed there but could not find anything worthwhile, eventually climbing out at 3 kts on track to Miles airfield. Halfway down the track we had what turned out to be the best climb of the day - nearly 5 kts back up to 5000 ft agl!

We rounded Miles airfield at 14:30 - 81 km/hr for the 47 kilometres - and set course for DDSC, a somewhat daunting 146 km distant into wind. The direct track leads across some unfriendly forested country south east of Chinchilla, so we deviated north wards. This also had the advantage of taking us closer to Chinchilla airfield in case we needed to chicken out. Unfortunately, this also meant going back to Warra - where the Condamine River loops north and the general dampness had given us such a hard time on the way out. True to form, we struggled around Warra for a while, dipping below 2000 ft agl before finding a 2 kt 'screamer' that gave us 1400ft of altitude and allowed us to move on in search of better things. Better things were hard to find! Another 2 knotter took us to 4000 ft agl and we set off again - reaching Warra radio tower where 1.9kts took us up to 4500ft agl. At this point we gladly said farewell to the Warra region, having spent half an hour playing snakes and ladders in the weak lift! Away from the dampness, the lift improved: just past Macallister we found 4 kts which took us nearly to 5000ft agl. A couple of 2-3 kt climbs before and after Dalby gave us a bare

final glide into DDSC - and a lovely patch of rising air on track gave us another 400 ft that made the final glide secure. The last leg had taken us over 2 hours at an average of 63km/hr. We had been airborne for just under 5 hours, for an average of 70km/hr for the 303km task.

Given the day, I was quite pleased with our achievement. Once the track log was checked and pronounced OK by the inimitable Alan Latemore, who is an official observer, I was even more pleased.

*Robert Hart and Alice*

[You can find Alice's other tales at <http://www.hart.wattle.id.au/alice/>]

### ***Pam & Gerrit's Summer***

Quality, not quantity, would describe my flights this summer. And like all sporting celebrities these days, I had a sports injury! Oh, and I popped a few pills along the way, and indulged in mind-altering drugs (XXXXGOLD). All I need now is a million dollar pay-off for my story...!

The summer began with taking our gliders out of the shipping container in Corowa. There were 4 containers with 22 gliders from Europe, all visiting Australia for the summer. Our gliders had been over to Europe for the European Championships and Euroglide. We put Gerrit's glider in the trailer (he was still recovering from his chainsaw injury sustained in the garden and was not fit to fly) and rigged my glider for the flight to Jondaryan, whilst he followed by road. On 19<sup>th</sup> Oct I flew PM to Narromine, 460Km, in reasonable conditions. The next day I flew to Jondaryan, 635Km, but I had to use the turbo a few times as the weather was very poor for soaring.

We flew back to Narromine a month later for the Narromine Cup Week. This is held

every November, and is very popular. It is a very casual cross-country week, where pilots from beginner to expert, with gliders of all possible sorts, have a whale of a time flying their socks off, but without the rigid structure and pressure of a competition. A cup is awarded at the end of the week, based on a simple formula of kilometers flown and handicap. If you really want to win, you need to be prepared to fly until sunset notching up those Kms.

On December 1<sup>st</sup>, we flew back to Jondaryan in blue thermals.

On 14<sup>th</sup> December, I helped Gerrit launch, while I sadly elected to stay on the ground because of a swollen painful left foot. I hid from the good weather (it was pylon race day and it looked like a lot of fun was being had) and sat reading in the clubhouse and resting my foot. I'd been bitten by some giant ants in the garden, and could hardly walk.

What I didn't know at that time was that I had also damaged my achilles tendon. Eventually, I couldn't stand the sight of those huge great cumulus any longer, and decided to try for a short fast flight. I decided to make a bid for the World Open Class Record (feminine category) 100Km triangle speed. The existing record was 151.12kph, flown from Hobbs, New Mexico in July 1997 by Joan Shaw in a Nimbus 3. I would have to beat that speed by at least 2 kph, which meant flying 100 km in less than 39 minutes.

I set a 100Km triangle using GPS co-ordinates near Bell and Dalby, lining up the first leg to follow the cloud street that I could see from the ground, and launched at 4pm. Gerrit was just landing as I climbed for the startline. I started at 16:40, and flew along the cloud street to the first TP, covering 41km in 16minutes. I completed the 100Km triangle in 38minutes, at a speed of 159.33kph, a very happy end to the day.

Now with the longest days of the summer coming up, we started to plan long straight distance flights. We spent most of the following week standing ready to fly to Victoria, with our crew man ready to follow us with the car and trailer. A persistent trough across central NSW blocked the route, whilst down south they were reporting fantastic conditions. We eventually gave up and flew the gliders to Kingaroy where we had hangar space for them. We wouldn't fly again until early January.

To be continued....

*Pam Kurstjens*

### **Events Update**

A Radio Operator Course for those who do not have a Radio Operator rating in their log book (or a Pilot's Licence) will be held on May 3 – contact Jeremy Thompson.

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### **Easter Comps Help**

Just a reminder that we will need quite a few helpers both before and during the Easter Comp at Dalby, if you can assist contact Ralph or myself.

*Bob Keen*

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### **1000 Kilometres in a Mosquito D**

This article reproduced from Australian Gliding May 1983.

By Col Norman

#### **Part 2-**

*Continued from March CHAOTIC.....*

At this point the time was 1:30pm and I had covered 420km. Not good but I resolved to make Talwood 110km north on the Queensland-NSW Border by 2:30pm and to review the position then.

There were smooth 5-6 kt blue thermals now to 6000 ft even though water was

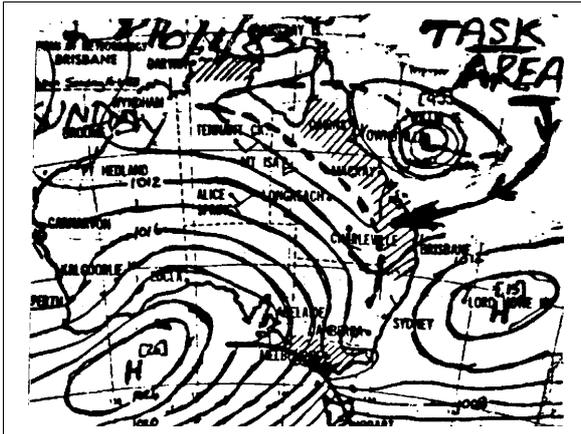
visible on the ground in places as Ashley Town and Garah Silo were passed. By Boomi Town, 80km north of Moree however, I was down to 3500 ft and desperately needed a smooth strong thermal to give me enough height and to minimise time taken, to cross the next obstacle, the Barwon-Weir River System and flood plain on the Queensland-NSW Border.

I screwed the ring back to one knot and flew over toward a large ploughed field and struck 5kts smooth after single turn centring to 5000, before getting to the paddock. From the feel of the air movements, something further appeared to be nearby. Dust seemed to indicate a 5kt southerly tailwind had started and I moved to the northern edge of the paddock for 7kts to 7000ft.

#### **Weather Chart**

The weather chart of Australia for my flight had been seen on ABC-TV the previous night and was similar to that shown in this article. This chart showed a trough line with a Low (clockwise winds) to the north of the trough line and a High to the south of the trough line.

From previous flights and by use of this chart it had been estimated the previous night that the task should have a tailwind from the NE when flying south on the first leg, and a southerly tailwind when flying north on the second. Surprisingly, this is the way it turned out.

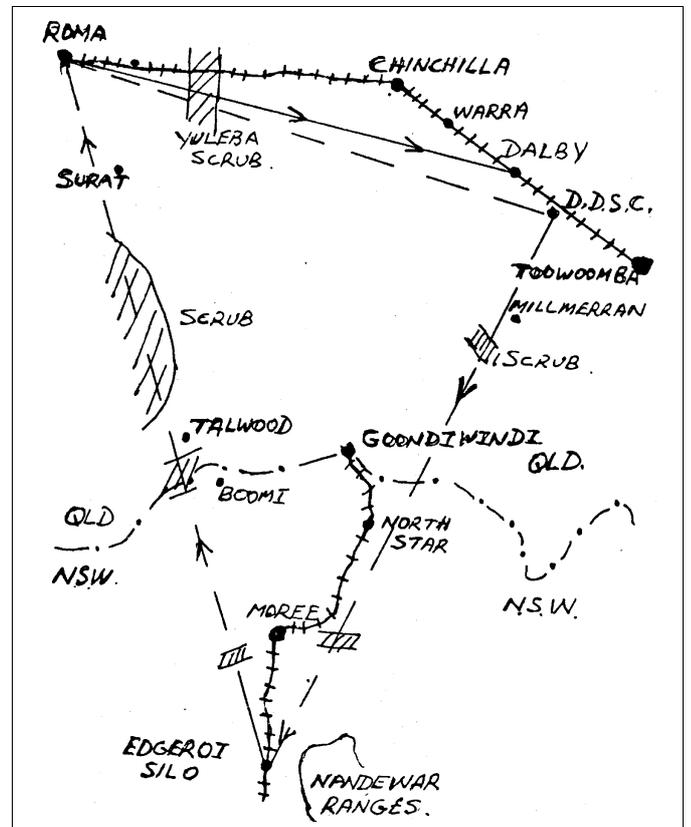


Heartened by the apparent presence of a tailwind, a long glide was made in still air over the river system to arrive at 2000ft at Talwood on the northern edge of the Queensland-NSW Border at 2:30pm, having covered 520km (over half-way!). Water was again visible on the ground and a 4-5kt thermal flown to 4000ft after rapid centering near the airstrip.

At this point I had about 520 to go, with only 4½ hours of daylight left but a tailwind was present and far in the distance like some unattainable dream, could be seen a line of cumulus somewhere near the final leg. Besides at this point, I said to hell with it and let's have one more real try, since Greg Sloss, my backup person, wouldn't mind.

Thermals of 6-8 kts usually start to appear over scrub about this time and a decision was made to stay over the scrub and search for one of these, as long as safety possible. Several 4-6kt thermals were used over bare patches and occasional paddocks in the scrub allowing a 5000-3000 band but nothing stronger. Apparently this was due to the scrub being wet. However, when forced to move out of the scrub and at 2000ft over a ploughed paddock, (way out in the wilderness and feeling very lonely) a 6kt smooth thermal was centred in one turn with the indicator and used to 6000. As it was anticipated that I was now entering a new and better air mass, and because

Roma had to be turned soon to be able to complete the task, the McCready ring was set at 4-5kts and a 6000-3000 band used.



### Keeping on Course

The country was not absolutely featureless, consisting of broken (previously) washed out scrub and vague river and creek lines with occasional paddocks on track and better country to the east. Even with a Bohli compass and pulling up to 70kts (the Bohli's setting up speed) every 10-15 minutes to check my course I began to doubt my heading as the sailplane seemed to be penetrating too far westward into the scrub.

It seemed possible that an area had been entered with say, a 10kt NE wind as encountered on the first leg and that a correction should be made to the right, otherwise I might end up in New Guinea somewhere!

The other factor influencing me (I realised later) was that an estimated

time of arrival of 3:30pm had been mentally roughed out for Surat, the next major town, and when his didn't show at this time, I began to worry. (Talwood to Surat is about 150km and at 100kph, this would take 1½ hours, making an ETA Surat of 4pm.)

Almost subconsciously and then consciously, I began to veer 5-10° to the right and flew this track for 10-15 minutes. Having been in this type of situation before I flew on looking out both sides of the cockpit, and sure enough about 3:45pm, saw Surat about 5-10° to the left and changed course and speeded up to arrive at Surat at about 4pm, having covered 680km and still running a 6000-3000 band in smooth, well-structured thermals.

Dust could be seen rising from the scrub to the west and a diversion gained nothing (again!) but positioned me to approach Roma over good ploughed country from the south. On approach Roma, a severe and then eight kt thermal lifted the aircraft to turn Roma Aerodrome at 8000 ft and 4:30 pm having covered 758km with 2 ½ hours of daylight left to complete the course.

*Final Part next CHAOTIC.....*

### ***The Day we launched with Real Power***



On the 8<sup>th</sup> March we were faced with a real dilemma. Both tugs were unserviceable, the day was booming, and

the grid was lined up with the entire club fleet and private owners.

The ever-resourceful Bob Keen had the answer. He had a mate with a crop-duster that might just do the job and it had a banner-towing hook – which would pass for a glider tow hook!

When the yellow Air Tractor arrived a short while later, we were a little surprised at its size, and I for one, questioned whether it would be **too** powerful. But after necessary glider pilot briefings and a quick check-out for our "new" tuggie, it became a reality. (Glider pilots were briefed to expect a rapid takeoff, be prepared for speed and high rate of climb)

Well, suffice to say, all those who took a launch that day behind the yellow beast had a real introduction into high-speed-high climb towing, and the adrenalin really pumped. Whilst we all got airborne that day, we were pleased to get back to normal towing operations the following day.

*Jenny*

### ***Online Booking System Update***

The online booking system appears to be working well, as I haven't had any complaints yet, but if you have any problems, please give me a call.

Just a reminder that it is there to be used for providing information to other club members, not just for booking an aircraft for yourself.

If an aircraft is not going to be available due to a Form 2, or a major defect, or going away for some other reason, please book the aircraft out, so members know what aircraft are available to fly.

If you have easy access to the website, check the bookings the day before you come gliding. We want to avoid disappointing members who come and

expect to fly an aircraft only to find someone else has booked it.

You can check if someone has part-booked an aircraft by looking at View, in the Search results screen. You can then contact that person and make some sharing arrangements for the a/c.

*Jenny*

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### **Member Census Outcomes**

A glimpse of some of the information we gleaned from the Member Census is listed below. Thanks to Ralph who thought of it, organised it, ran it and chased up people for their returns. It gave the club some very useful information on how to target training and the general direction for members' benefit.

Of the 64 members who responded:

- 40% had less than 100 hours
- The number of gliding hours ranged from 3 to 6000.
- We identified members needs in the way of cross country ratings, DI ratings, Radio Operators ratings, Passenger ratings etc.
- We identified what conversions to aircraft members need to achieve.
- It will help the club to plan future courses, aircraft demand, etc.

Thanks again to all who participated.

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### **Easter Comps Positions Vacant – No Experience Required**

There are still "P2 seats" available in the Puchacz's for the Easter comps. If you want to taste the fun of comp flying, make a booking for one of the Puch's during the comp period (some of the early days are now booked), and let me know so we can arrange an experienced pilot to "guide" you round the comp.

*Jenny*

### **CHAOTIC Editor Required**

Ring or email Jenny if you can spare about 4-5 hours a month, can get your way round a computer and would like to do this job for the Club.



	<b>A p r i l</b>	<b>Day</b>	<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
		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	D Baartz A Garrone	P Wetherspoon J Parslow		
<b>M a y</b>	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 Hennessy	
	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 G Todhunter	
	Sun 25	M Codling J Grosser	D Cramer N Kranenburg	J Robinson S Tromp	
	Sat 31	P Bell C Jordan	M Hurst B Keen	M Russell A Midwood	
<b>J u n e</b>	Sun 1	T Cavanna B Hofmeister	R Green Jeremy Thompson	G Gillmore D Ferguson	
	Sat 7	A Garrone R Henderson	L McQueen J Geddes	R Flood G Hennessey	
	Sun 8 (DI Training)	S McCaffrey B Keen	M Robertson B Ward	K Masuda C Gillmore	
	Mon 9	P Bell R Hart R Hoskings	Volunteers	L Matsuzczak D McEvoy	
	Sat 14 (Committee Meeting)	R Bennett J Grosser	D Gerschwitz D Baartz	F Ning A Sim	
	Sun 15	Jeremy Thompson A Wetherspoon	D McCaffrey Jenny Thompson	R Percy P Wetherspoon	
	Sat 21	M Codling B Daniel	J Knox A Garrone	B Rolfe D Dudley	
	Sun 22	K Senz T Lake	P Kurstjens R Keen	D Burrell M Dullens	
	Sat 28 (Cross Country Day)	Jenny Thompson C Downs	T Barker D Cramer	R Sundell J Davis	
	Sun 29	T Cavanna C Jordan	M Hurst N Kranenburg	M Hartman G Valler	

## 2003 Events Calendar

at 1 April 2003

Date	Event	Place	Contact
5 Apr	New Member Induction Pylon Races	McCaffrey Field	Ralph Henderson Jenny Thompson
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

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