



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

March 2004

President's Report

The Weather: So extreme and unpredictable! Plus 40 degrees to quite cool. Water everywhere. There once was a time when we could make a fair prediction of the weekend's weather by looking at the slow moving systems on the 4 day forecast! But lately, the changes have been very rapid and less predictable. However, club members have been keen to go soaring, so there has still been a lot of activity at the club this month. Flying in club gliders has picked up despite the poor weather. 205 hours in February brings the year to date to 1550, which is the same YTD figure as 2001, 2003, but 300 hrs behind 2002. I know it's pretty dry to focus on statistics, but flying hours are a pretty good gauge of overall club health, and with most of our costs being fixed, it's comforting to know that we are on track to cover costs. The bank balance is pretty healthy at the moment (\$38k credit), so we are also reasonably well positioned to cover a major expense, such as engine replacement on CMN.

It was great to see the very high level of activity at the club on the good weekends, after all the wet ones. The hangar was empty on occasions, with lots of private owners flying as well. It was wonderful to see the long line of gliders on the go line, with two tugs going to speed up the operations. It looked like a competition field.

Visitors: We have been lucky to have a number of overseas visitors flying with us recently. Jack Sterken from Canada (see his letter below), Sebastiaan Bakker and Frits Urselmann from The Netherlands. Sebastian did a lot of flying training with us and Frits won the impromptu pylon race

flying a Puch! A belated welcome George Crawford who is here from the UK for an extended period. George has a wealth of experience, has been doing some great cross country flying, and is enthusiastically pitching in and contributing to the running of the club. Thanks George, and welcome.

Courses, Conversions etc: Welcome also to "Juniors" Josh and Jamie Martin and Andrew Capel. Josh had previous experience, and was able to work his way back into the Hornet, and did some great cross country flying during his Uni holidays. Jamie and Andrew each signed up for a three weekend course, and have made excellent progress. Alan Latemore and Russell Bennett are (yet again) running a mid week training course for new members Ron Walker and Glynn Williams. Welcome to you both.

Congratulations to Ben Bezuidenhout (conversion to Hornet), Gordon Robinson (reconverted to Hornet after 20 years), Peter Wetherspoon (converted to the LS7) and Ivan Popek (cross country rating).

Bob Flood deserves special mention for his achievements this month, getting his Cross Country rating (thanks again to Alan L), doing his Silver C in the Jeans, and has converted to the Hornet! Bob is now Hornet addicted.

Alan Latemore has been busy with his cross country training this month and he's out there with Russell Bennett this week training two new pilots on a "5 Day" course. We are fortunate indeed to have these great pilots (including Alf Garrone) running such courses.

Duty Pilot Phone Around: John Knox and Charlie Downes did a great job contacting club members to determine their

availability to go onto the Duty Pilot roster. Now Neil Muspratt, who does the duty roster each month, has a longer list of people to choose from, so the Duty Pilot load can be spread out more. Please double check this roster, because there have been changes to April as well as May.

Booking Puchacs: Because it was possible to book the Puches on the net, the inevitable happened. On one occasion last month, it appeared that we had no aircraft available for normal instructing. So we have now booked the Puches in advance for “normal club activities”. If you would like to book a two seater for whatever reason, the Grob is available for booking. If you want to flag your interest in a Puch for a particular day, please contact the rostered instructor(s) in advance and let them know what you would like to do, and they will do their utmost to fit your request in with the normal club activities for the Puches (instructing, check flights, passengers etc).

Computers, Broadband and Volunteers: Mike Codling has done a valiant job getting the weather station computer rebuilt and modem connection established. However we are still having trouble with reliable modem connection. Also, it is time we had a broadband connection. It would bring many advantages. For a start, we could have a very simple system that would consist of: broadband modem, router, hub. This would still allow the weather station to be independent of the general club computer, but would also allow anyone with a laptop to connect in, check the weather, get their emails etc. This would be less frustrating for everyone, including our overseas visitors. We may not be able to get ADSL out there, but we can get satellite (initially). This will cost a few thousand \$\$ to set up. John Moore has suggested we call for contributors to set it up. For example 20 * \$50 would go a long way (thanks John for the offer). Please let me know if you want to contribute. Thanks Robert Bradley for your research on satellite connection.

Radio Use on Gaggle Frequency: It's great to have 122.9 to for chat while cross country flying. However, there have been several occasions recently where pilots have been exchanging very detailed information. This clogs the airways, and makes it is difficult for others to get a word in. It frustrates some pilots so much that they turn the radio off to get some peace! So please keep chat to the essentials.

Declaring Tasks: Thanks Tony Cavanna for the excellent instructions on the use of the Collibri loggers. It takes literally only a few minutes to declare a task.

Thanks: It never ceases to amaze me how much work gets done around the club by people taking initiative and quietly working away. I am finding it difficult to keep track of it all, and it requires a bit of detective work. On behalf of club members, thanks to the following (and sorry to those I have missed!): Mike Codling for the Weather Station and the excellent maps with airspace which have appeared in the club gliders. Barry Daniels & Joan Robinson for sewing up the Ventus canopy cover, and putting a hinged flap in the Ventus seat to make battery installation easier. John Hook, Dave Fergusson and Fran for mowing. John Moore for donating the bearing for the ride on mower John and Robert Bradley for fixing the mower. Keith Allen for taking the initiative and doing web based research on other clubs' fee structures. Jenny Thompson for her continual work on the website, organizing courses, her marketing report, and on sports funding. Jenny, you do an incredible amount of work for the club, in a very professional way, and we appreciate it! And Tony Cavanna, for being such a strong anchor point for the club – always willing to help people achieve their goals – and keeping up with Club Secretary work! Thanks!

Happy and safe flying.

Richard Hoskings

Congratulations!!

Congratulations to Tim Hastings for his first solo.

The Hornet

There seems to be an increasing number of us enjoying the wonders of flying the club Hornet, which is fantastic to see! Aside from being a sensational little sailplane and a bit of a favourite of mine, it does have a quirk that I thought I should share with those currently flying it or looking to fly it in the future.

Obviously the Hornet has a love of flying. So it probably comes as no real surprise that it objects to having its canopy up. On one warm day (which was building up to be a sensational soaring day) I was finishing off the last minute preparations before taking off. I had my camel back in and turned to pick up my lambskin to cover the ballast in the seat pan. By the time I had turned, picked up the lambskin and reached to tuck it into the seat pan I noticed that there was some wisps coming from just behind the seat which held a remarkable resemblance to smoke. What had happened was the Hornet canopy was concentrating light onto my camel back which in turn was starting to burn. While I'm sure the Hornet wasn't being malicious, there is probably a lesson to be learnt. Hornets aren't patient about being on the ground with their canopy up when the sun is out and there is flying to do.

After speaking to a couple of people around the club, there was a general consensus that this is one of the hazards of the Hornet canopy. At the right angle, the curvature of the canopy tends to concentrate sunlight when it is up. So a

word of advice – if you have the canopy up, keep a close eye on where that little patch of concentrated light is. It only took seconds to melt a patch in my camel back! And at the end of the day, the Hornet is a bit obsessed about flying. I don't think it's thought through the consequences of starting a fire, so it will be up to us to look after it while it's on the ground.

Jo Davis

Dalby Nationals

Its just seven months till the nationals get under way at Dalby. It will be ten years since the Australian national championships were first held at Dalby in 1994. Those nationals earned Dalby a great reputation as a contest sight. There are many stories around from that contest and pilots who missed it still haven't got over it.

Some pilots described days as the best days they had ever flown on. There were days when 'if it isn't 10 knots don't turn' was the rule.

Having been to the last nationals at Gulgong, and had a fantastic time, we are now ready to get serious about the 2004 Nationals. Bob Keen and I have been appointed as co-convenors of the organising committee. Now we just need some other club members to join us on the organising committee.

A meeting will be held at the clubrooms on Saturday 27th March at 7.00pm to form an organising committee and get the many tasks underway. The practice days are 4th and 5th October and the contest days are 6th – 15th October 2004.

We are of course planning on having the best nationals ever and building on the success of our recent state championships at Jondaryan and the Easter competition at Dalby. That comp was very much the pilot project for the nationals and we will be

doing many things the same.

Bob began the preparation for the competition some months back and key bookings have been made already. The RSL has been booked for the final night dinner on Friday 15th October. A larger marquee than that used last Easter has been booked. The marquee will again be used for briefing, meals and of course for the bar. Portable toilets and showers will be located near the marquee and adjacent camping area. The tie down pads that were established for the 1994 nationals are still there and will be used again. A new water reticulation system will be laid.

As with previous competitions at Dalby, strong support has been received from the Dalby Town Council. Bob signed up the first sponsor today so we are well underway.

The competition is being organised by DDSC, and not QSA, so the profit from the competition will be ours. From our experience last Easter we are confident that our charges will be lower than what we paid at Gulgong and we will be able to deliver a better competition and have some money left over for DDSC. The nationals will be held the week after the Queensland State Championships, which will be held at Kingaroy.

Of course the nationals are about more than a profitable club event. The nationals is an opportunity to organise a competition at the top level and to see how the best pilots in Australia fly. The distances and speeds they can achieve are amazing to see, even on days when most of us wouldn't leave the field. We are aiming for 50 entries, with at least 40 entries from Australia and 10 from overseas.

There are many things to be done both before and during the nationals. The old adage of many hands making light work will be as true as ever. The more members that are involved the easier it will be.

Please come along on 27th March and see

what you can do to help. We would also welcome all members' ideas on how we can run a really good nationals. There were some new innovations at Gulgong and we aim to be even better.

Ralph Henderson

“How I did it”

The closing date for applications to participate on this expedition was November 2002. The poster circulated throughout the Royal Air Force Gliding and Soaring Association (RAF GSA) clearly set out the absolute minimum criteria for selection. At the time, my gliding qualifications and pilot experience were well below the minimum requirements – so I applied for a place! Why not? I had nothing to lose. The Chief Flying Instructor (CFI) at the Wrekin Gliding Club, based at RAF Cosford and where I fly, endorsed my application form believing that I would have gained the required qualifications by the time the expedition came along. Little did he know that he couldn't have been further from the truth!

December 2002 came along, and so did an Out of Area Detachment to Kuwait. I wasn't really bothered about how this would affect my gliding progression as it was winter – not the best time to fly record breaking flights in what are effectively aircraft without engines! Unfortunately, due to a minor disagreement between Tony Blair, George W. Bush and Saddam Hussain, my tour in Kuwait was extended until the start of June 2003 – missing fantastic gliding weather during the late British spring and early summer – what a setback.

June 2003 and I was back at the gliding club showing off my suntan and telling war stories! A couple of check flights just to make sure I could still fly, and I was back up in the air on my own, doing more or less

what I wanted. It is just like riding a bike – you never forget! I took total advantage of the fantastic summer we had this year to add more flying hours and qualifications, to my name. However, I was still short of the requirements for selection.

July 2003 and I attended the RAF GSA AGM held at RAF Halton where I was presented with the ‘Malcolm Club’ trophy; an award for the Junior Rank in the RAF who has progressed most with their gliding in the past year. Also, I awoke one morning to find I had received an E-mail from the expedition co-ordinator offering me a place on the trip to Australia – a dream come true. Of course, I wasted no time in confirming my acceptance.

The next few months were used to sort out some minor administrative tasks and to prepare for the trip itself. By November, I had received over £1200 in grants, to help finance the trip. I also gained the ‘Bronze C’ qualification in gliding, as well as two out of three qualifications required to be able to class myself as a ‘Silver C’ pilot.

04 Nov 03, and most of the expedition participants met up at RAF Bicester to meet onward travel to Heathrow Airport. We got as far as Bicester Service Station when the bus had to pull over because we suddenly realised we were unsure of who actually had the airline tickets! Several dozen phone calls later and we were on our way; the ticket holder would meet up with us at Heathrow.

We touched down at Brisbane Airport at 0500 hrs (local) on 06 Nov 03, where we were met by members of Darling Downs Soaring Club - our hosts for the trip. And after finding a few people who were sober and awake enough, we began the two and a half hour journey west into the great Aussie outback. After all the reasons why I shouldn’t have been on the trip, I was finally there – a miracle in itself. Let the gliding commence!

It was quickly established that I was the youngest, least experienced, not to mention

best-looking pilot on the trip. Well, to be perfectly honest, that was established before we even left Heathrow. This meant that I had to complete one or two check flights with the club’s Cross Country chairman – Allan Latemore, before I could be let loose above the great Auzzie outback.

On 10 Nov 03, I was tasked with flying a 50km cross-country flight. I had to fly to a point 50km away and back again. Easy? Well not if you had to fly round a massive rain shower to get to your destination. Eventually, after 1 hr 53 mins, I made it back to the airfield and covered a total of 114kms. Having this flight under my belt, meant I now qualified as a ‘Silver C’ pilot. (The ‘C’ meaning that I have a Cross Country endorsement on my glider pilot license.)

Having completed several more cross country flights and conversions (where you fly another aircraft for the first time) I was ready for the next big one – Gold Distance, a flight of more than 300kms. Just like in my 50km flight, my task was out to a point at least 150km away and back again. I succeeded, 302kms in a time of 4 hrs and 38 mins. As I also made it back to my own airfield, I also qualified for the Diamond Goal award. Upon landing, I was greeted with many counts of congratulations by my fellow expedition pilots and cheers to the extent of, “Is there nothing this kid can’t do?” I was on fire – there was nothing stopping me!

Unfortunately, you can’t just wake up in the morning and go flying, especially if you intend to complete another mammoth distance task. It takes hours to prepare your aircraft for the flight, attend briefings, plan your task and get your aircraft to the launch point. I found this out after I slept in on the morning I planned to fly a 500km flight! I was so rushed that I had to abandon my task only 30km into it. I allowed myself to get so low – in fact, I struggled to stay airborne! After what seemed a lifetime trying to get back to a credible, and safe altitude, I decided to call it a day, headed back to the airfield and put

this one down as a “learning experience!”

Eventually, the big day came – 24 Nov 03. I managed to get out of bed on time! My route planned, aircraft prepared and I was first on the grid – first to take off. The cumulus clouds started to form at a ridiculously early time of the morning and the take off time was brought forward. A 2000 ft aerotow later and I was on my way. I struggled somewhat 30km into the task. De-ja-vous? Several kilometres off track I took a fantastic climb and continued on task. Everything was going brilliant until my final turning point. It was only after I flew round my final turning point that I realised I was so ridiculously low - about 900 feet above ground level! I knew I would have a tail wind on my final leg back to the airfield so I made a conscious decision to dump my water – both wings were filled to the gunnels. It was then I worked out that the wind had changed direction – and I had a head wind component on my final 100 km home. I headed towards the nearby town of Warra. I had flown over Warra on a few previous occasions, so I knew I should be able to find a good thermal there. I found a thermal, however, it wasn't as good as I had hoped. I was climbing very slowly and it took like what seemed an eternity to regain a decent altitude. I did, and set off home.

By now, it was getting late in the afternoon. The beautiful fluffy white cumulus clouds that had got me so far along my task had now turned into what can only be described as ‘Grey Poo in the Sky!’ The ground along the most direct route home was totally overcast. It was time for another unplanned diversion over land that the sun was shining on. I was unable to climb above 2000 feet and what little climbs there were were very, very weak. I kept pushing onwards, finding the odd weak climb. I had already started to look at where I was going to land. Every kilometre I flew closer to home, I had two or three different fields picked out – just in case. Eventually I arrived over the Town of Dalby – the nearest point of civilisation,

30 km from our airfield.

Again, the climbs were so weak here; I more or less stayed at the same altitude. There is an airfield at Dalby, and several times I resisted the temptation just to lower my undercarriage and land there. I talked myself out of it. After all, I had managed to fly 70 km in these conditions; surely I could manage another 30 km to get home. And that I did. I found an average strength climb which felt like it would take me higher than every before, unfortunately, airspace restrictions meant I had to abandon the climb at 5800 feet – which was more than enough to get me home. I lowered the nose and flew my final glide at well over 100 knots. The airfield that started off as a dot on the horizon rapidly came into view, and before I knew it, I was flying over the windsock that we used as the start/finish line for all our tasks. I was still at about 2500 feet at this point so I completed my pre-landing checks, opened the airbrakes fully and sideslipped to maximise my rate of decent.

I turned downwind and said the words over the radio that I was so longing to say – “All Stations, McCaffrey Field. Glider Mike Victor downwind to land. Runway One Two. Left hand circuit.” I was first to take off that morning but soon realised I was one of the last few to land! After landing, I was again in the spotlight – on the receiving end of many handshakes and congratulations. Allan Latemore later informed me that that no one had ever achieved what I had in so little time at his club. The flight lasted 6 hrs and 50 mins and I was making reasonably good progress until my nightmare final 100 km. Later on that night in the bar, my expedition colleagues bought me lots and lots of beer! I knew that I'd be in a bad way in the morning. I also knew that I'd probably be in no fit state to fly, but I didn't care. What else could I have achieved?

Cpl Stuart Duncan

New Directions

The GFA Executive and State Vice Presidents met on 6th to 8th February to discuss a proposal on the best way to move forward for GFA in becoming more relevant to members, improving communication, and improving on the current problems perceived by the membership.

Currently, there is a lot of debate around the gliding movement on what GFA actually does, and the poor lines of communication. There is increased expectation from members on the performance of the organisation.

The sport is geographically and organisationally diverse. Each Gliding Club has its own identity within the sport itself – Clubs are small and large, coastal and inland, non-profit and commercial. Despite the fact that the ability to travel and communicate (via a number of means) has never been better, there are still significant barriers to two-way communication in the organisation:

- A complex, and not easily understood, organisation structure.
- Significant workloads for the GFA Executive (seven people) over and above routine business (eg CASA Regulatory Reform, the New Airspace system (NAS), implementing new office systems, converting GFA to an incorporated body, etc).
- Reduced functionality of some State Councils.
- Societal change where people have less time.
- Increasing business performance pressure.

The proposal identified and discussed the need for GFA to:

1. market the sport of gliding,
2. establish 'gliding' as our marketing brand,
3. reform the GFA executive and council, and
4. make the national organisation

relevant to its members.

Marketing

A new marketing committee should be established as a permanent part of the GFA structure, to marketing gliding and continue the development role. The marketing committee would produce a range of marketing collateral that members, clubs, state associations and other groups can adopt and use. This would include signs, brochures, website templates, videos, etc.

The committee would consist of a marketing representative from each state and the committee chair.

Branding

In the interests of branding, only the word gliding would be used (not the word soaring) in all marketing and external communications, and our name changed to Gliding Australia, just as Cricket Australia, Tennis Australia and other mainstream sports have done. A modern new logo would be a key part of the image makeover.

To continue the consistent branding theme and in the interests of simplicity, the state associations would be encouraged to change their names to Gliding Queensland, Gliding New South Wales, Gliding Victoria, Gliding South Australia and Gliding Western Australia etc and encourage all clubs to do the same.

Structural reform and relevance

The State Vice Presidents (SVPs) suggested a new structure for the GFA organisation at the top level, renaming it to a Board. Its advantages are to:

- Spread the workload of the executive functions.
- Introduce marketing and development as a core executive function, and give representation for this function to each region.
- Improve communication lines to the

members by streamlining a layer of the organisation.

- Achieve a better understanding of organisation structure and function, due to simplification.
- Provide more frequent and better regional representation at the top organisational level.

The proposal for a more streamlined organisation is depicted below.

The state representatives would continue to be elected by their state associations. The committee chairs would continue to be elected by their respective committees. The President, Vice-President and Treasurer could be elected by the other board members or by a vote of all members.

The reduced size of the Board will provide real advantages without any significant loss of representation for the Regions.

Reducing the management team from 22 down to 12 will ensure more effective and productive meetings and give the option of holding more frequent meetings without incurring significant additional travel expense, if any.

To further modernise our organisation and make it easier for members to understand, the word 'technical' would be deleted from all elected position titles. Instead there would be state officers (eg: Queensland operations officer, Queensland sports officer, Queensland airworthiness officer, and Queensland marketing officer).

The full board would meet quarterly for a one-day meeting. This would give state representatives a direct say on the board. The state representatives would have the responsibility of communicating board deliberations and decisions to their members.

This proposal, which received unanimous general support at the meeting, will be further developed by Ralph Henderson in the coming weeks, and presented at the next Executive Meeting for review, and then the Annual Council Meeting in

September for ratification.

Please direct comments to your GFA representatives Ralph Henderson (rhenderson@austarmetro.com.au) and Jenny Thompson (libelle@optusnet.com.au). The GFA Council email address is businessplan@gfa.org.au.

Ralph Henderson

May Day Long Weekend

It's coming up to that time of year again for the May Day long weekend. It would be a great opportunity to get some flying done. If there are any volunteers for flying to tugs etc please contact Bob Keen.

Bob Keen

2003 - 04 Events Calendar
as at February 2004

Date	Event	Place	Contact
2004			
Sat 6 Mar 04	Instructors' Meeting	McCaffrey Field	Jeremy Thompson
Sat 13 Mar 04	Committee Meeting	McCaffrey Field	Richard Hoskings
Sat TBA Apr 04	Instructors' Meeting	McCaffrey Field	Jeremy Thompson
Sat 3 Apr 04	General Meeting	McCaffrey Field	Richard Hoskings
9 –17 Apr 04(Fri to Sat)	QLD Easter Competition	Chinchilla	Robert Hart hartr@interweft.com.au
1 st May 04	Instructors' Meeting	McCaffrey Field	Richard Hoskings
8 th May 04	Committee Meeting	McCaffrey Field	Richard Hoskings
5 th June 04	Instructors' Meeting	McCaffrey Field	Richard Hoskings
12 th June 04	General Meeting	McCaffrey Field	Richard Hoskings
Sat 25 Sep – Sat 2 Oct 04	QLD State Championships	Kingaroy	Doug Flockhart doug@ozgroup.com.au
Mon 4 – Fri 15 Oct 04	Multi Class National Championships	Dalby	Ralph Henderson rhenderson@austarmetro.com.au

	Day	Instructors	Tug Pilots	Duty Pilots
M a r c h	Saturday 6th	J Thompson J Grosser	L McQueen R Bradley	Richard Armstrong Paul Bart
	Sunday 7th	M Codling B Daniels	B Ward A Hurst	Greg Valler Michaela Valler
	Saturday 13th	A Garrone R Hoskings	D Cramer B Hoffmeister	Bob Flood Graham Hennessy
	Sunday 14th	P Bell L Matusczak	Jeremy Thompson F Ning	Chezhan Hall Sara Tromp
	Saturday 20th	T Cavanna B Hoffmeister	T Barker J Knox	Ivan Popek Brian Rolfe
	Sunday 21st	D Mcmanus C Downes	M Robertson R Keen	P Davidson John Moller
	Saturday 27th	R Hart A Wetherspoon	D Baartz J Geddes	Jim Somerville Andrew Barker
	Sunday 28th	J Thompson B Keen	Jenny Thompson G Kurstjens	Mark Hartmann Steve Harris
A p r i l	Saturday 3 rd	R Henderson B Daniel	P Kurstjens A Garrone	David Gliddon Joan Robinson
	Sunday 4th	J Thompson J Grosser	B Hoffmeister B Ward	Robert Percy Glenn Todhunter
	Saturday 10 th	M Modling B Daniels	Des Cramer R Keen	Easter Comps
	Sunday 11th	A Garrone R Hoskings	L McQueen Jeremy Thompson	Easter Comps
	Saturday 17th	P Bell L Matusczak	D Baartz A Hurst	Easter Comps
	Sunday 18th	T Cavanna B Hoffmeister	F Ning Jenny Thompson	Neil Muspratt Michael Russell
	Saturday 24 th	D Mcmanus C Downes	J Knox R Bradley	Roly Sundell
	Sunday 25th	J Thompson B Keen	M Robertson G Kurstjens	Alan Midwood
	Mon 26 th Apr	Anzac Day TBA		
M a y	Saturday 1 st	T Cavanna J Grosser	J Geddes D Baartz	Richard Armstrong Paul Bart
	Sunday 2 nd	M Codling B Daniels	A Hurst D Cramer	Charles Gillmore Gordon Gillmore
	Monday 3 rd May	Labour Day TBA		
	Saturday 8 th	R Henderson R Hoskings	R Keen B Hoffmeister	Greg Valler Michaela Valler
	Sunday 9 th	P Bell L Matusczak	Jeremy Thompson T Barker	Keith Allen Ben Bezuidenhout
	Saturday 15 th	J Thompson C Downes	L McQueen Jenny Thompson	Bob Flood Graham Hennessy
	Sunday 16 th	D Mcmanus B Hoffmeister	F Ning M Robertson	Hugh Hofmeister Andrew Straume
	Saturday 22 nd	R Hart A Wetherspoon	J Knox A Garrone	John Davies David Ferguson
	Sunday 23 rd	A Garrone B Keen	P Kurstjens	Peter Davison John Moller
	Saturday 29 th	J Thompson J Grosser	R Bradley G Kurstjens	Chezhan Hall Neil Muspratt
	Sunday 30 th	M Codling B Daniels	B Ward A Hurst	Joan Robinson Sara Tromp

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