



Chaotic

Monthly Newsletter of the Darling
Downs Soaring Club
May 2005

President's Report by Jenny

It is with sadness that the Gympie Gliding club had a passenger fatality a few weeks ago, which hits home when it is in our "back yard". A few weeks previous to that Benalla also lost two gliders and one of their pilots. This is a timely reminder that gliding does have its risks and if we do not respect the dangers and take a professional approach, any one of us can get caught out.

Whilst we do not know the factors involved in these recent accidents, it is up to all of us to make decisions, which meet high standards and ensure we set personal safe standards. We should strive to be Queensland's Premier Soaring Club in all areas of club operation.



Now on a flying note - there's been some great weather lately. On our recent mini-comp, Pam and Gerrit Kurstjens did 140kph on our set task, and then went on to do around 500kms for the day. We've had great participation in the comp for the last 6 months with people of all levels of experience benefiting from the competition and friendly spirit.

Seventeen DDSC pilots competed at the recent Easter Comps, which is wonderful to see. The comps were very successful with good weather and a record number of pilots. Congratulations and thanks go to the Qld Juniors for running them.



The Committee has formalised a policy on how hangarage is managed – it can be found on the website in the Members section – Online documents. It outlines the prioritization, allocation and maintaining of hangar spaces.

The issue of electronic distribution of CHAOTIC has been bandied about, but in the wash-up, we will continue to send it out in hard copy. A hard copy tends to hang around a bit longer, enables non-members to look at it, and we believe the roster information and calendar in hard copy is better.



Robert Hart has done quite a bit of work making changes to the club computer and dialup and laptop use is now much easier. There is some proposed ongoing work with this at a later date.

Thanks also to the Caboolture Gliding Club in loaning us a vario for MLR from their presently non-operational tug, FAW.

A working bee was held on 17th April and thank you to all who helped out. The next working bee will be on 17th July, where the major activity will be painting of the Pie Cart.

The Caboolture Club will be flying at Watts Bridge on June 11-12-13 and invite DDSC members. It is a fun weekend and winch training/refreshers can be done. If we can get enough interest we will consider towing a Puch over for the weekend. Please let myself or Robert Hart know if you are interested.

Congratulations

- Hugh Hofmeister – first, Junior Class, Easter Comps (16th overall)
- David McManus – second, Junior Class, Easter Comps (18th overall)
- Graham Hennessey – C Certificate
- Richard Armstrong – back seat endorsement
- Jacob Vanderloos - First Solo
- AJ Wesley - First Solo
- Kent Jamieson - First Solo
- Chad Nowak - Jeans Conversion
- Michael Beier - Jeans Conversion

*** DATE CLAIMERS ***

DDSC is hosting the State comps from 17 to 24th September. We will need lots of volunteer help, so put the dates in your diaries now.

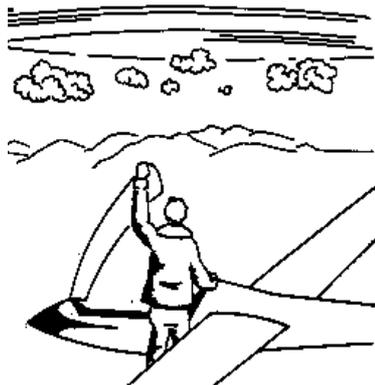
We now have three volunteers for the catering at the State comps but would like some more help. Please let me know ASAP if you or your partner can help.

Tony Cavanna has made a start on the State comps website – the link is on our website and will soon be advertised in SA.

Shane and band of merry men are irrigating the strip every Sunday after flying. Where this has commenced the strip has really responded well.

If you are interested in hiring a club glider for the State comps, please send your expression of interest to the committee ASAP.

Cross Country Training Week



It has been proposed that Gliding Queensland holds a cross-country training week in the week prior to the State comps. The event is not confirmed, nor the location, but this is just letting you know it is a strong possibility, so people can plan their holidays accordingly.

Gliding Queensland AGM

The Annual General Meeting of Gliding Queensland will be held on Sunday 22nd May 2004 commencing at 9.00 am at the Royal Queensland Aero Club, Archerfield Airport.

All members of Queensland and affiliated northern New South Wales gliding clubs are welcome to attend.

For further information please contact

Email rhenderson@iinet.net.au

Ralph Henderson
PO Box 15322
City East QLD 4002

Fax 07 3227 7676
Home phone 07 3843 6178
Mobile 0409 596 579

Club Mentor

Tony Cavanna is our contact for club mentoring. Remember if you are getting frustrated with your flying and your progress is not where you want to be, contact Tony and he will be able to help you or direct you to someone who will assist.

A message from Chad

Hi all, just a quick reply to all of you who said that life begins with the single seaters. YOU WERE RIGHT! Wow. I'm feeling good about this. While I'm gas bagging I'd just like to thank all of you who have done anything to help me from instructing to piloting the tug to even just picking up the tow rope. Since I joined this club in December I've had nothing but good times, friendly faces and only one regret. The regret that I didn't start this 10 years ago. I also know that there is still so much to experience. Yehaa!

Maybe, someone from another club will get hold of this, get jealous and put it in their newsletter again.

BTW: Yes Jo, after the Jeans flight I rang the bell. *(Purchase of beer for all in the clubhouse)*

North Queensland Regatta reminder by Robert

Midwinter Christmas at Charters Towers - June 22-28
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The Charters Towers regatta is shaping up nicely. This event is being hosted by the North Queensland Soaring Centre (the club currently based at Ayr just south of Townsville but relocating to Charters Towers).

Stow Kentish is very generously making himself and MDK available to provide tows and of course there will be two (or maybe three) winches operating as well.

The dates have been set so that they run across the middle weekend of the school holidays, allowing you to drive up and back before and after the competition within the school holidays.

Full details and costs (still being finalised) will be posted to the various mailing lists shortly - or you can ring or email

Robert Hart: hartr@interweft.com.au or 0438 385 533

for more information.

From the Tugmaster by Bob

Firstly I would like to start by thanking the tug pilots that helped get everyone up each day without incident at the Easter Comps at Dalby, in particular Ivor Harris from Warwick, Adam Woolley and Rob Bradley, as always our tug pilots get the job done without any fuss, a special thanks to Stow for turning up once again in MDK.

We are a little short on tug pilots at the moment and they are doubling up on the roster to keep up. Please give them a hand to ready or put the tugs away, I know it will be greatly appreciated. If we have a situation where we have only one rostered on for the day please be patient and plan ahead for your launch.

Our strip at the moment is in poor repair, Shane is hard at it irrigating the thrust areas, preparing for the upcoming Qld Comps. When setting up the caravan in the mornings, please take in to account the wind and set up according to where the tug will stop, this way we wear different areas when launching and save on brake wear and taxiing back to launch point.



A Message from the CFI Jeremy

Radio procedures when operating in the McCaffrey airstrip area

All radio-equipped aircraft must monitor the frequency 122.5 and make certain broadcasts as they operate within the immediate area of the airstrip.

The mandatory radio calls are:

- A taxiing call or entering runway call made by the Tug pilot, no requirement for separate glider call.

"All stations McCaffrey Pawnee SWR departing rwy 12 glider on tow"

- On release from tow by glider pilot

"SWR/MLR rope gone"

- On approaching the aerodrome at 10km distance.

"All stations McCaffrey glider MV 10 Kilometres to the west 4000ft descending for landing runway 12 McCaffrey"

- Joining circuit call, this would normally be done as the downwind leg is started and consist of the following:

"All stations McCaffrey glider MV downwind 12 McCaffrey"

- Further calls can be made on Base leg or Final if required to alert other traffic.

"Glider MV base 12 McCaffrey"

"Glider MV finals 12 McCaffrey"

The prefix "all stations" can be left out after the first transmission.

As well as the mandatory calls pilots must respond to other aircraft whose calls they hear and identify as being potentially in conflict. For example:

If an aircraft called that they are 10km north inbound for a landing at McCaffrey:

"All stations McCaffrey glider ABC 10km north 3500 ft inbound for a landing McCaffrey"

And the glider is operating overhead the aerodrome and about to enter the circuit the following response could be made:

"ABC glider VB is overhead McCaffrey 1800 ft about to enter circuit for 12 McCaffrey"

The idea is for aircraft to make radio calls and respond to other radio calls to enhance the see and be seen environment, lookout is still the main weapon against collision but use of the radio can assist in alerting you to the presence of other traffic.

When operating in Oakey restricted airspace that has been released to DDSC (glider south alpha, bravo or Charlie) all aircraft must monitor 122.5.

Oakey Approach monitors 122.5 and can transmit on that frequency if required.

It is important to listen out and respond if required when operating around the DDSC circuit area, radio transmissions should be short and to the point. Non-essential transmissions should be kept to a minimum.

Easter at Dalby 2005. A novices view by Bob

I'd been nervously anticipating Easter for weeks. Arrived at the club around lunch on the Thursday and prepared the DG and its trailer and finally launched late in the afternoon to fly to Dalby. After failing to find any lift I was back on the ground in 20 minutes together with Pearce and Rob Murphy. Everyone then decided to aero tow and we set off again, with more success this time. Narelle had kindly driven my car and trailer to Dalby and was waiting when I arrived. Practice day Friday and after briefing I lined up about two-thirds from the back. After the full power call we commenced to roll and the tail had just come up when the tug seemed to lose power and then pulled to the left of the runway, I released and pulled off to the right. Eventually I took another launch from the back of the grid. Released at 1000ft AGL into a 7 knot climb to 7000QNH, thanks Lex. I started from B1 and set off for Chinchilla. Fifty-five minutes and 4 climbs later I was over Chinchilla strip. Longest glide 34km. Wow I was pleased! However it was now very blue on track and I struggled around Chinchilla for 30 minutes till I found (stumbled into) a climb to 9000QNH. As it was after 3PM I decided to fly back to Dalby rather than complete the task. Thirty mins later I crossed the finish line. Longest final glide I had ever done, 58km from just near Brigalow. Average speed on task turned out to be 76kph, my best to date.

Day 1 Saturday, first comp day. Just about to tow out to the grid when I discovered I was supposed to be flying with Bruce Taylor in the Duo VS. Quickly changed plans and planes and had a great day, more about that another time. That night I celebrated rather too much so spent the Sunday on the ground!



It was Raining on
Easter Sunday and it
made me sad

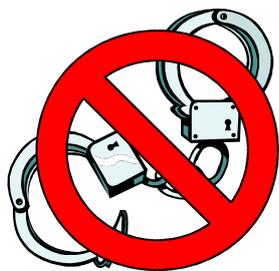
Day 3 Monday. My 1st solo comp day! AAT task: Maclagan 20km radius; Chinchilla A/F 45km radius; Cecil Plains 20km radius. Same tuggie for launch and this time I ran over the rope, which then broke. This time I braked and was able to hook up immediately and launch. It wasn't the tuggie's fault but he shouted me a couple of beers later. I tried to put into practice all the tips I had picked up from Bruce and Ralph and others over the last few months. Started from the furthest start point to maximize the first leg, followed the better looking clouds and energy lines, discarded climbs when the vario started to drop off, looked further down the track, etc, etc. Final result: 250km at 82.8kph. This was my best speed ever. I must be learning something. One thing I did learn was that lookout also means listen out!

Day 4 I had a rest day and then days 5 and 6 were no fly days due to weather, even a little rain. Day 7 Friday. AAT task: The Gums Silo 40km radius; Drillham Lagoon 35km radius; Macalister 5km radius. My first thought was about the scrub and I was a little unsure which way to go. Around the north was a long diversion to get to The Gums circle. After talking to a few people I found that if I followed the Tara road from Dalby there was only a short section of scrub to cross. I decided to do this and then make a decision once I reached the scrub. I followed this plan and found that there were plenty of options each side of the road until about 20km from Tara where the scrub closed in leaving about 10km to cross before more open country again, just east of Tara. I searched and found a climb to 6300 and then set off. I reached the open country still at 5700 and then breathed easier. Next decision was how far to go into the circle. In the end I turned north about 12km short of The Gums. I was more familiar with this country having flown in this area with Mike and Richard the previous Easter. Conditions were easing off and the clouds were now much further apart. 10km west of Miles A/F I decided to head home, as it was very blue on track and reports on the radio indicated that some were starting to struggle. I flew over Miles A/F and continued on, taking a couple of climbs on the way to Chinchilla, which at one stage was looking attractive. From here I tiptoed along trying to keep out of sink, but not finding any lift until 5km west of Warra and down to 1800ft AGL I found a 3 knotter, which gave me another 4000. Now I was feeling more confident of reaching home. Passing Macalister I made the 10k radio call and then realized I was 20k from home! I then compounded the error by correcting the call and immediately scored myself a fine at next mornings briefing! One smaller climb about 12k out and I achieved final glide. Result 280km at 76.2kph, not too bad I felt. However pride comes before a fall they say. Day 8 Saturday. Conditions were predicted to be and looked difficult. I decided to fly the first leg to the northeast and then head back to DDSC. After launching and struggling to gain height, I decided to head straight to DDSC. After all I only had to go 35km and only needed one more climb. Fifteen minutes later I was in a paddock 14km short of DDSC.

Thanks to Narelle and Keith for the retrieve.

All in all it was a great week. While I didn't trouble the scorers too much, I was happy with what I achieved, albeit only two competition flights, and have learnt a lot. When I look at the flight traces I notice that I am not as much a "lace maker" now, and I am planning the flights better and looking much further down the track. Bring on next Easter.

Conspiracy report by AJ



**Free the
DDSC Four!**

You know the feeling. You see something a bit odd. The likely explanation is probably

something trivial, yet you wonder about it for a moment and then dismiss it to your subconscious. Then sometime later, ...Clunk!..., the missing parts fall into place and all is revealed.

Mostly you would just smile at these revelations, but sometimes these little oddities can be the forerunner for a really serious situation with life threatening implications. Or possibly, someone is just having a go at you...

Case in point, a cool Saturday afternoon, with smooth air. My instructor and I had completed a few circuits, and I was pretty chuffed with myself as things were coming together. With perfect conditions, an instructor still enthusiastic after a long day in the sun and there always being something to improve upon, I was naturally keen to make full use of the situation and we launched again.

The tug had just established itself in a climb, when it began a rather sharp left bank (from runway 12). That's odd I thought. Not much lift to chase, why would the Tuggie do that? A few options went through my head, but all looked good and we climbed a little further, thenCLUNK!... Tow rope recoils through the air and I look down to see a little yellow handle return to its normal position...

Mixed feelings: Ha! Awesome! Simulated rope break! And then terror, settling to a panic as I truly realised what was demanded: Quick precise manoeuvring with reference to specific physical points with much less time for correction than I was accustomed to, at a stage when the buildings and trees looked

so darn big! Recognising most of the components I needed to pull this off and an adjustment to create the remaining few (Speed, speed, speed!), a plan was formed and I relaxed and got on with it.

Then a perfectly timed one liner from the instructor had me doubting the critical bits of my plan. Just classic, I suppose, when it's said calmly and a bit vaguely: "You want to turn here?!"** I'm still not sure if that had been a question or a statement. Anyway, I got on with what I thought was correct. No real time to debate anything.

The final near 180-degree turn for finals was obviously going to be tighter than usual (for this height at least!) and I remember a final darting glance at the ASI to make sure my speed was well on track before starting. I'm really not sure what it was that made that final turn so exhilarating, but as I straightened up for the runway I was chuckling. Sheer bliss! Now, whether laughing at such a time is appropriate, would be another question, but I was enjoying the moment, and I was most definitely relieved that all was apparently going to plan...

A passable landing and I jumped out, Woohoo!

"Go again?" "Oh yeah!" Big smile!

While fumbling for the harness straps that are invariably lost in my perceived-horizon-adjustment-device (read: pillows that allow me to see over the instrument panel) I see that the instructor, has still not climbed aboard and is fiddling with the rear cockpit straps. "That's Strange" I thought. I'm usually slower to strap in due to the customisation of above-mentioned device.

Then the same, calm, unassuming voice from beside the cockpit: "Take a tow to 2000 and do a gentle easy circuit and landing"

"Alone?!?"

Clunk!

As I went through my pre-flight checks with dry mouth and racing mind, I realised why the extra ballast weight, which was usually not necessary, placed earlier in the day, was suddenly appropriate. I later looked up at the Tuggie taking up slack and realised the true extent of the conspiracy. When did they get their heads together to set this up?

Instructors...say no more... ;-)

(**A collection of such statements probably resides in the Instructors Handbook under "10 Great one liners for instant confusion")

Bored and raining by Mike

700ft/min on a rainy day!

What do you do when the weather's bad, cloud base 1000ft AGL, 15knots wind, scattered showers?

Answer: strap your data logger to a model plane and test its climb rate, that's what!



A group of despondent pilots were gathered at DDSC on Sunday 10th April and were contemplating the poor conditions when Tony Lee got out his electric model and proceeded to perform circuits. Much to the amusement of all he was able to do almost zero ground roll in the strong wind conditions.

Discussion at breakfast had moved to the topic of using a model to fly temp traces as an economical alternative to real aircraft, particularly with advances in data logging equipment and UAV (unmanned aerial vehicle) technology.

And so only a small leap in logic was required to have my EW logger strapped to the underside of Tony's aircraft to perform a climb rate test in order to put some reality into the discussion. The results; a climb of just over 1000ft at 12ft/second, that's 732ft/minute!



For more info on small UAV's, the Monash uni website is a good start.
www.ctie.monash.edu.au/hargrave/aerobotics.html

First Competition by Rob



Easter 2005 was my first competition, so I can only write as a beginner – and that might be interesting to someone else who is thinking of entering.

A handful of experiences are still clear in my memory:

- flying home one afternoon with a loose group of six gliders – taking turns grabbing thermals, watching who had found the best air, and being surprised at how much our relative positions kept see-sawing against the pretty, angled rays of the sun.
- the uncharitable gratification of spotting someone else in a paddock – at least I'm doing better than them!
- being amazed how fast a glider on reciprocal heading whizzed past – gone almost before I had seen him, and a good reminder about the importance of lookout.
- really valuable advice from experienced pilots, any time I wanted it.
- the satisfaction of completing my first competition task and handing in the GPS track to be scored.

We are lucky at DDSC because the Queensland Easter Comp, which is a unique animal, is generally held nearby. The competition is relaxed but very professional, and attracts a big crowd – over 50 gliders this year. It's a good choice as a first competition.

Gliders are packed tight on the starting grid – there is one launch a minute, so it has to be efficient. And the finish can be quite busy, with gliders splitting right and left to land on cross strips. I was glad that I'd tried this before, with an instructor on board.

My actual results were nothing to write home about. I had the Hornet for over half of the Competition, and unfortunately the practice day was my best effort! Self-scoring this GPS track yielded a task speed of just under 100km/hr, and I was feeling quite chuffed. Then on Saturday I flew nearly as fast, but finished a ridiculous 25 minutes early – I had turned for home much too soon, and that planning debacle completely destroyed my calculated speed. On Monday (after getting some help!) my strategy was better, but I didn't fly as well – my average was only 75 km/hr, which put me towards the bottom of the table. In fact Monday began badly – I was in a sweat before beginning the task, after having to scrape away from 800 feet soon after the launch. And after getting a bit low a long way from home, my real achievement was just completing the day.

Then I had a day off to think about it all, but this may have been a mistake, because the next day it rained. Thursday was my last day in Mike Victor, but I didn't sleep well, got up-tight, and then bombed out after the launch. I wasn't flying well, and decided to call it quits. Of course that day turned out a boomer. But it was probably a good decision: after dragging the glider back for a re-light I would have been even more frazzled, as well as late.

One of my big surprises was just how competitive my attitude became. My original goals were basic – just to keep a good lookout, fly safe, and try and avoid an out-landing. But as soon as I'd completed the practice day I 'knew' I should be able to fly a 100 km/hr task – and I really wanted to prove it by putting a good score on the board. You had better look out if I get hold of Mike Victor again next year!

The lessons I learned will be obvious to experienced pilots:

- Prepare everything you can (aircraft, trailer, tie downs, navigation gear, accommodation) beforehand. There is plenty to do on the day.
- Fly fast – Ralph recommended over 90 knots for the dry Hornet on a good day, which is 10 knots faster than I'd been using.
- Compare notes with experienced pilots after the task briefing.
- Plan the approximate time for each leg, and leave room for adjustment at the last turn point.
- Our club mini-comps are ideal for practising strategy and efficient flying. In fact I now wish I had got to more of them.

Take the plunge - competitions are addictive!

Lookout Lookout Listen out! By Bob

During the Easter comps I had a sobering experience. The last leg of the task was from Cecil Plains to Dalby, and I achieved final glide 17km from the finish. I was at 3800ft QNH when I set off for the finish. I flew conservatively at first and gradually increased speed from 65 to 90knots as I became more confident and passed the 10 km mark. From here I increased to 100 knots as I passed over town and crossed the finish at 2100ft QNH. This was right on my planned finish height of 1000ft AGL. As I approached the finish line I looked out to the left and caught sight of another glider just below me (100ft maybe) coming out from under my wing traveling at an angle that took him under my nose. I maintained height and slowly turned left. I did not see him again. I then completed a left hand circuit and landed. After landing, a couple of club members came and asked me what had happened, as of course it had all been seen from the ground. It was only at that stage that I realized the real seriousness of the incident. What happened? I have given this a lot of thought and have studied my flight trace carefully. I set my GPS with a finish point height of 1000ft AGL, so that I don't have to do mental arithmetic, and thus decrease the workload when on final glide. I did however keep an eye on the GPS so I knew when I was 10k to make the inbound radio call. In addition, even though the GPS indicated I was on course, initially I could not make out the airfield and therefore the finish line. The finish was a 1 km line running roughly southeast from the end of runway 04. I had gone 8km east of the direct line from Cecil Plains to Dalby before turning onto the final leg. My course to the finish was thus due north and consequently I was approaching the finish line at nearly a 45° angle. All the way in I thought I was looking out ahead of me for other gliders above and below my height, but on reflection I was probably only looking over a 60-degree arch and was also concentrating on locating the exact position of the line. In addition I was not paying enough attention to the 10k radio calls of other gliders. I distinctly remember hearing some calls, but do not remember identifying their position in relation to my own.

Later I talked to the other pilot (not a member of our club) over a few beers and discussed the incident. The first he knew of my position was when he saw a shadow on the ground.

What should I have done? I believe that I didn't have full situational awareness and therefore should have:

- Decreased speed slowly, until I was sure of my position in relation to the finish line.
- Not have crossed the line at such an acute angle.
- Paid more attention to the radio calls.
- Lookout over a much wider angle.
- Not become fixated on the finish line.
- Remembered we weren't competing for sheep stations.

Thanks to Graham and Keith and others who witnessed the incident and were concerned for my welfare; the pilot of the other glider, for his consideration. And particularly to David McManus, Comp Director and Safety Officer, David approached me later and talked through the incident with me and made suggestions to avoid this type of incident in the future.

Each of us is responsible for the safety of ourselves as well as the safety of other pilots with whom we share the sky. It's great to do well and improve our individual performances but safety is paramount if we want to continue to fly with the eagles. I'm interested to hear the experiences of other pilots who have had similar experiences, so that we can all learn from these types of incidents.

Should you need to contact the Committee or others see below.

Committee Members

President	Jenny Thompson	0417 629 782	Events, Club Direction, GFA councillor
Secretary	Tony Cavanna	3262 1961	Pilot Mentor, Webmaster, meetings.
Treasurer	Richard Hoskings	0418 745 824	Accounts, Flight sheets, etc
Tugmaster	Bob Keen	0429 639 770	Tug maintenance, rosters, etc
Airworthiness	Shane McCaffrey	0418 759 310	Glider airworthiness issues
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, etc
Committee Member	Charlie Downes	0407 547 076	Airspace Officer
Committee Member	Bob Flood	0413 261121	Enquiries Officer
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

Non Committee Contacts

Graham Hennessey	0429 170648	Duty Pilot Coordinator
Libby Matuszczak	0409 140 954	Bar Manager & Social Coordinator
Irene Thompson	0409 051 566	Social Coordinator
John Knox	0411 143 772	Club Publicity/Promotions/Marketing
Lex McQueen	0418 730 288	
Ralph Henderson	0409 596 579	Gliding Qld President; Chairman GFA Marketing and Development Committee

Date	Event	Place	Contact
7 May - 15 May	Tauranga Gliding Club (NZ) Visit. Welcome BBQ on 7th	McCaffrey Field	Jenny Thompson
14 May	Committee Meeting	TBA	Tony Cavanna
14 May	BBQ	McCaffrey Field	Libby Matuszczak
14 May	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
22 May	Gliding Queensland AGM (starts 9am)	Royal Queensland Aero Club	Ralph Henderson
27 May	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
27 / 28 May	Air Cadets early morning gliding	McCaffrey Field	Tony Cavanna
28 May	BBQ	McCaffrey Field	Libby Matuszczak
28 May	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
4 Jun	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
11 Jun	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
11 Jun	BBQ	McCaffrey Field	Libby Matuszczak
11 Jun	General Meeting	McCaffrey Field	Tony Cavanna
11-13 June	Watts Bridge Weekend	Watts Bridge	Robert Hart
22 Jun - 29 Jun	North Queensland Regatta (dates approximate)	Charters Towers	Robert Hart
24 Jun	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
25 Jun	BBQ	McCaffrey Field	Libby Matuszczak
25 Jun	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
2 Jul	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson

Date	Event	Place	Contact
9 Jul	Committee Meeting	TBA	Tony Cavanna
9 Jul	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
9 Jul	BBQ	McCaffrey Field	Libby Matuszczak
17 Jul	Working Bee (8am to 11am)	McCaffrey Field	Tony Cavanna
22 Jul	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
23 Jul	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
23 Jul	Xmas In July	McCaffrey Field	Libby Matuszczak
6 Aug	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
6 Aug	Instructor 's Day	McCaffrey Field	Jeremy Thompson
13 Aug	General Meeting	McCaffrey Field	Tony Cavanna
13 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
13 Aug	BBQ	McCaffrey Field	Libby Matuszczak
26 Aug	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
27 Aug	BBQ	McCaffrey Field	Libby Matuszczak
27 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
3 Sep	Instructor Panel AGM	Bowenville Hotel	Jeremy Thompson
10 Sep	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
10 Sep	DDSC AGM	The Banque Cafe, 122 Margaret Street, Toowoomba	Tony Cavanna
17 Sep - 24 Sep	Jimbour Wines Queensland State Gliding Championships	McCaffreys Field	Jenny Thompson
23 Sep	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
24 Sep	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
8 Oct	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
16 Oct	Working Bee (8am to 11am)	McCaffrey Field	Tony Cavanna
22 Oct	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
23 Oct	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
12 Nov	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
25 Nov	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
End November	Narromine Cup Week	Narromine	http://www.narromineglidingclub.com.au/
26 Nov	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
10 Dec	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
2006			
14 Jan	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
15 Jan	Working Bee (8am to 11am)	McCaffrey Field	Tony Cavanna
27 Jan	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
28 Jan	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
11 Feb	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson

Date	Event	Place	Contact
24 Feb	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
25 Feb	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
24 Mar	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna

News regarding the Rosters

IT is unfortunate that the rosters appear to show a reduction in Tug Pilots... well yes there are a few who have taken of for European Vacations and some temporarily unavailable. And it is unfortunate to advise some have moved on to jobs away from the Darling Downs or retired etc.

Towing will always be available and we will monitor the rostered pilots more closely and indeed fit Tug Pilots in at times of need.

In the meantime please manage yourself and your gliding so that we reduce the load on the tuggies and enjoy our flying just as much.

If there are any budding tuggies out there the requirements are quite simple. PPL licence, tail-dragger endorsement, 100hrs total aviation (that includes glider time) solo in a glider, and a member of DDSC and GFA.

DI Training

29th May has been nominated as a DI training Day. Please contact Tony Cavanna to get the DI Book in advance. It is a very worthwhile bit of training that everyone should have current knowledge on.

Rosters

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 30 th April	J Thompson R. Hoskings	F Ning	David Ferguson (A) Roly Sundell
	Sunday 1st	T Cavanna	D Cramer A Garrone	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 7th	R Bennett J Grosser	D Baartz	Richard Armstrong Paul Bart (A)
	Sunday 8th	R Hart	Jeremy Thompson	Greg Valler (AEI) Michaela Valler
	Saturday 14 th	R Henderson B Keen	R Bradley	Bob Flood (A) Graham Hennessy
	Sunday 15th	P Bell C Downes	Jenny Thompson	Joan Robinson Tim Hastings
	Saturday 21st	A Garrone	B Keen	Barry Daniel (AEI) Brett Kettle (A)
	Sunday 22nd	M Codling A Wetherspoon	M Robertson	Peter Wetherspoon (AEI) John Hook
	Saturday 28th	J Thompson R. Hoskings	L McQueen	Jo Davis (A) Koji Masuda
	Sunday 29th	R Bennett J Grosser	B Hofmeister	Keith Allen (A) Robert Percy

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 4th	R Bennett J Grosser	F Ning	Brian Rolfe (A) Phil Downey
	Sunday 5th	M Codling	A Garrone	Ben Bezuidenhout Neil Muspratt
	Saturday 11th	J Thompson R. Hoskings	D Baartz	Hugh Hofmeister Andrew Straume
	Sunday 12th	P Bell C Downes	R Bradley	Steve Harris (AEI) Alan Midwood
	Saturday 18th	T Cavanna	Jenny Thompson	David Ferguson (A) Roly Sundell
	Sunday 19th	R Hart A Wetherspoon	M Robertson	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 25th	A Garrone	L McQueen	Richard Armstrong Paul Bart (A)
	Sunday 26th	R Henderson B Keen	D Cramer	Greg Valler (AEI) Michaela Valler

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 2nd	R Henderson	B Hofmeister	Bob Flood (A) Graham Hennessy
	Sunday 3rd	R Bennett	Jeremy Thompson	Joan Robinson Tim Hastings
	Saturday 9th	P Bell R Hart	A Garrone	Barry Daniel (AEI) Brett Kettle (A)
	Sunday 10 th	T Cavanna B Keen	F Ning	Peter Wetherspoon (AEI) John Hook
	Saturday 16th	C Downes J Grosser	D Baartz	Jo Davis (A) Koji Masuda
	Sunday 17th	A Garrone	Jenny Thompson	Keith Allen (A) Robert Percy
	Saturday 23rd	M Codling A Wetherspoon	L McQueen	Brian Rolfe (A) Phil Downey
	Sunday 24th	J Thompson R. Hoskings	M Robertson	Ben Bezuidenhout Neil Muspratt
	Saturday 30th	R Bennett J Grosser	D Cramer	Steve Harris (AEI) Alan Midwood
	Sunday 31st	T Cavanna B Keen	B Keen	David Ferguson (A) Roly Sundell



Chad Nowak, Jacob Vanderloos, AJ Wesley and Kent Jamieson who recently gained their solo wings

Late News & editor's licence.

14 May - Mini Comp and Cross Country Awards Night

There will be a minicomp on 14 May, followed by a BBQ and Presentation of two cross country awards

Alan Latemore Memorial Award for the Most Meritorious Pilot in their First Year of Open Category, and Club's Award for the Most Improved Cross Country Pilot



The most remembered sight of Alan inspiring confidence in a new pilot. Alan holds the declaration board with pride as his new x-country student awaits launch.

You will all have received notification from Jenny that there will be a mini-comp followed by an Award Night on Saturday 14th May.

One of the awards, presented for the first time, will be the Allan Latemore Memorial Award. Allan's widow, Joyce who donated the trophy to the Club in memory of Allan, will make the presentation. Many of you made a special effort to attend Allan's funeral. I believe it would be just as appropriate to show Joyce how all the Club members are grateful for all of the effort Allan put in to encourage pilots to extend their cross country capabilities, making this Club one of the leading, if not the leading, cross country clubs in Australia.

Throughout all of Allan's years of flying, Joyce fully supported him. Let us, in turn, now support her by attending her presentation on the 14th.

If you are attending, and will be at the BBQ, don't forget to notify Libby.

Regards,

Russell Bennett