



Chaotic  
Monthly Newsletter of the Darling Downs Soaring Club  
October 2005

**President's Report by Jenny**

***New Committee***

The Annual General Meeting was held on 10<sup>th</sup> September and thank you to all who attended (around 30). The new committee is:

President – Jenny

Treasurer – Fran Ning

Secretary – Tony Cavanna

CFI – Jeremy Thompson

Tugmaster – Bob Keen

Airworthiness Officer – Graham Hennessy

Committee Members: Keith Allen, Bob Flood, Brett Kettle, Chad Nowak.

I'd like to give a special thanks to outgoing committee members Charlie Downes, Shane McCaffrey and Richard Hoskings. Their huge contribution will be missed.

Congratulations to Graham



Hennessy for being awarded most improved Pilot, to Robert Hart for the Warwick Out and Return Speed, for Tony Cavanna for the Rex Teakle Award, and John Hook for the Club Service Award. All well deserved.



17<sup>th</sup> to 24<sup>th</sup> September saw DDSC host the Qld State Championships, with 50 gliders and pilots from NT, Victoria, NSW and Queensland. It was a very successful and accident-free competition, with the weather (sort of) cooperating so we flew 7 out of 7 competition days. See the website for results.

Some thank you's – without all this help, the comps wouldn't have happened, nor gone as well as they did:

- Jimbour Wines for being sponsors, and for providing day prizes and additional wine.
- Jondaryan Shire Council for donation of equipment and subsidized use of the water truck.
- Ralph Henderson for comp director and organizer, and Helen for support comp director.
- Narelle Hennessy, Kay Hook, Irene Thompson, Libby Matusczak, Val Sundall, Di Bell and some other ladies for providing catering so

capably.

- Helen and Narelle for radio starts and timekeeping (as well as Wendy Medicott and Jo Poklington)
- Graham Hennessy & Bob Flood for many things – grounds work, IZR crew member, glider retrieve crew extraordinaire
- John Hook and Roly for long days on grounds duty and maintenance and many other things.
- All the great members who helped with the working bees leading up to the comps. The place looked a treat.
- Mike Codling and crew for scoring – scores were out each night and so well done.
- Russell for marshalling – he really kept them on their toes.
- Shane for task setting.
- Bob Keen for organizing the towing and it went so well and efficiently.
- Chad Nowak and Robert Bradley for collecting fines.
- Jeremy for finish line, marshalling and allowing me to fly JT all week.
- Keith, Graham, Roly, James, Chad, AJ, and Jacob for helping with the launches
- Charlie Downes for managing Oakey airspace and Oakey relationships, and for launch point director duties
- Thank you to anyone else I may have accidentally missed.

All the pilots and partners congratulated DDSC for a wonderful and friendly competition.

During the competition, a raffle was organized to raise money for the children of Paul White, and the support from the competition pilots and partners was quite remarkable. Around \$1700 was raised, which will be passed on to Paul's mother

who will hold the money in trust for his children. Jimbour wines also donated a very nice bottle of wine, which will be used to raise more funds later. Thank you to Helen for organizing the raffle. Paul's family has asked that their appreciation be passed on to members and those who donated. They have been quite overwhelmed.

### **Congratulations:**

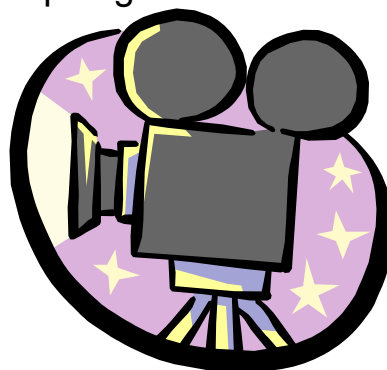
- Chad Nowak – 50k silver distance

### **Caboolture and NZ pilots' week**

From 24-28 October we will be hosting some Caboolture members for a cross country training week and some NZ pilots will also be hiring some gliders for cross country. The world record holder from NZ, Terry Delore, will be flying at the club, though the flatlands may be different to his Argentinean and NZ mountain flying.

### **Club DVD**

In March last year, Channel 7 did some filming of the club with the Duo. After a number of phone calls and emails, I finally managed to get the raw footage from them and Chad has made the most superb promotional DVD of the club from it. The club will provide a copy at cost to any member who wants a copy. Please contact me if you want a copy. If you get a chance, play it on the DVD player in the club when next up – well worth it and quite inspiring.



### **Social Club**

The proceeds of the BBQS and social club have also been put into purchasing a

new sound and video system for the club.  
Thanks to Libby and Irene for the continued contribution.

## Online Soaring Competition

Australian Club-Statistics at 1 Oct 05 – Darling Downs 3<sup>rd</sup> with entries from only nine pilots.

#	pt	flights	Club	km	pilots
1	36873,63	84	<a href="#">Murray Valley Soaring Club</a>	42599,01	12
2	33909,84	110	<a href="#">Sportavia Tocumwal</a>	38677,65	34
3	20449,88	75	<a href="#">Darling Downs Soaring Club</a>	24181,39	9
4	15746,93	56	<a href="#">Gliding Club of Western Australia</a>	15980,90	5
5	6637,44	21	<a href="#">VMFG</a>	7662,33	5
6	6096,40	12	<a href="#">Narromine Gliding Club</a>	7153,37	4
7	5628,49	21	<a href="#">Geelong GC</a>	6047,29	3
8	4847,02	20	<a href="#">Southern Cross Gliding Club</a>	5324,71	3
9	4100,57	20	<a href="#">Southern Riverina GC</a>	4847,63	6
10	3440,85	8	<a href="#">Corangormite Soaring Club</a>	4137,75	1

### CFI reports by Jeremy Outlanding accident ASW-20 – substantial damage

The following is from a report of an out landing that occurred during a competition.

Experienced pilot forced to outland during a competition. The pilot thoroughly verified the wind direction (via his gps.) and set up to land in a carefully selected ploughed field. On final approach the wind had changed to a strong tail wind and he executed an s-turn (was a sideslip another option?). This was completed successfully but his ground speed was still too high. The glider ground-looped (deliberately?), breaking off the tail, damaging the left wing, and the undercarriage.

The pilot after committing to the out landing was unable to obtain any ground

indication of wind speed and direction. He had to rely on observed drift in previous thermals, indications from his GPS, as well as drift on downwind when setting up for his out landing. All of these confirmed his planned into-wind (and along the furrows of his selected ploughed field) out landing.

On finals it became very evident that he now had a strong tailwind component and that he would overshoot. Two comments arise from the report:

- i) Since the pilot had deployed full flaps (and airbrakes) the option to sideslip the glider. Sideslipping an ASW-20 in this configuration in fact would be less effective in trying to lose height rapidly than flying straight ahead. He elected to initiate an S-turn. From personal experience, I DO NOT RECOMMEND low-level S-turns as

a means of bleeding off height in a glider. The glider's roll-rate (especially at low speeds) is simply too slow. The danger of stalling whilst trying to lift a slowly rising wing close to the ground is ever-present. So what to do? An ASW-20 with full flaps and airbrakes has a glide angle of 1:4 – only a brick falls more vertically! Dive straight ahead – the increased airspeed/groundspeed will not be appreciable. Clearly this advice is ASW-20-specific. Many gliders can be sideslipped effectively. The answer is to 'know your glider' really well before you embark upon serious competitive flying.

- ii) The 'approved' technique for determining wind direction (and an 'idea' of its speed) when there is no other indication is to 'fly the square'. Pick a straight line (a road, the edge of a field, a row of trees) and fly parallel to it. Note the drift. Turn 90° to your 'line' and again note the drift, and so on to complete the square. Competition pilots will not find this method particularly appealing, but if safety is your first priority and you are aware early enough that you may experience difficulties with wind speed/direction on the ground, it may be just as well that you know the 'approved' technique (if you did not know it already!).

When things go wrong as it sometimes does, you can do only what the circumstances will permit. Rather than go through the far fence when your landing speed is too high to stop in your selected field, the preferable option is to deliberately 'dig in' a wing and to ground loop. You will damage the glider but your chances of avoiding injury will be improved. Keep your head; react

positively and in time, and you will live to tell the tale.

### Currency £\$¥?

The single most important on-going requirement for aviation safety in is currency. Most, if not all, clubs have rules in place for dual checks in the event that you have not flown recently (recently? – I suspect that there is some variation in the interpretation of this). As far as operating club aircraft is concerned, presumably clubs can monitor 'currency', but less-easily for private aircraft. It is in your own interest (and, in many cases the interests of families) that when you are not current that you voluntarily undertake a dual check. Not just a take-off and landing, but at least a 20-30 minute flight where you can practise stalls, steep turns, etc.

What is currency? (At DDSC the standard is if less than 75 hours then a check if not flown for 30 days, over 75 hours a check if not flown for 90 days)

I suspect that it is different for different experience levels. Two missed weekends for pilots with less than 100 hours could make them non-current. Even for 1000-hour-plus pilots six weeks could be too long to lay off and still be considered 'current'. I would recommend that every pilot should consider their own skills, how they are feeling, what tasks they are contemplating and the weather conditions etc when they are considering whether they need a check or not.

In the end, however, it is up to each one of us to 'admit' that we are not current and to take the appropriate action. Time? Cost? Has to be worth both – you wouldn't like to know the costs – in time and money – of an accident.



What is the biggest danger of not being current? LOOK OUT. Currency gives you the confidence to keep your eyes out of the cockpit and I suspect that it is LOOK OUT that goes first when you lack currency.

### **Out landing incident on a cross-country flight.**

The glider touched a single power line on final approach, removing the undercarriage doors (what if the glider was 30-50 cms. lower?).

This was not one of your normal power lines – it ran from the farmhouse to the middle of the field (to an irrigation pivot). Who looks for a power line in the middle of a field?

There is a second aspect to this report – The pilot, in the event, had a choice between two good fields. He then did 'what we all do' and selected the field closer to the farmhouse. However, and this is where that wondrous thing of 20/20 hindsight comes into play, the field he chose meant landing into the late afternoon sun – to follow the direction of the furrows. The other field would have provided better visibility and had there been a power line there he would more likely have seen it in time.

There are so many factors to think about during an off field landing, that I have to wonder if, when your turn comes, you will remember this incident and make the safer and less-expeditious choice? The pilot reports that he had plenty of time to decide, so maybe you will too – and be able to recall that visibility is more important than a 'longer walk' to the farmhouse.



### **From the Tugmaster by Bob Keen.**

MLR has returned to service just in time for the Qld Championships, I spent the week running in the fresh top overhauled engine. All seems good except for another annoying magneto problem. SWR just goes and goes, apart from the usual brake replacements and the odd cable etc. SWR continues to do her fair share and then some. Just a reminder that when setting up the pie cart at the eastern end, extra room must be allowed for the tow ropes to clear the green crop, this saves unnecessary back tracking for the tugs. Also as fuel prices increase, it is even more important for duty pilots to ensure all pilots are in their aircraft ready to go before the tug returns. A quick turn around can reduce tug-running costs considerably; it is in all our interests to make this happen. Please help me to keep running costs down; otherwise the cost of tow is soon to escalate.

Safe Flying

Bob

### **QLD State comps by Chad**

As you will be well aware DDSC recently hosted the QLD State Comps and I had the privilege to fly twice in the Grob G103 to experience this competition thing and gain my initial cross-country rating. Although I had to work during the week (some of us have to keep the world turning you know) I had given my family ample warning that I'd be at the club two weekends in a row. Saturday dawned with James and myself heading up to the

club. Saturday was only practice but we figured that we could help out somewhere. Unfortunately the wind decided it was not the time to fly and everyone stayed on the ground with most not even rigging their gliders until late afternoon when the wind died a little. With no one flying it gave me a chance to meet and greet some of the hotshot pilots as well as some of the characters of our sport. I was wielding a video camera throughout the comps and managed to interview a fair few pilots. I'm happy with the footage I got and hope to have a DVD made shortly about the comps.



Sunday gave me the chance to see a competition from both the ground and the air. Apart from the usual duties like preparing the Grob for flight there was also the briefing, which entailed a lot more memory skills than I was used to. Thank god for a pad and pen. I was also in charge of the fines as well as getting it all on film. Bob Keen who I was flying with didn't have GPS so we'd have to navigate the old way but he was familiar with the area so we'd be O.K. I took off last so Bob could still help out with towing. I managed to gaggle with a few gliders, which is helping my confidence to slowly build. Sunday didn't end up being a crash hot day and by the time we got to Jimbour House despite Bob's best efforts we were low and in trouble. Bob asked me to pick out some paddocks and after I did he said why don't we land at Jimbour house, which was directly below us. I'm

sure I could hear him sniggering behind me. I watched for the next ten minutes as Bob tried to delay the inevitable but eventually we had to accept the fact that we were going to pay Alex's place a visit.

After we landed and said hello to the stunned looking people who were watching us from the ground we gave the clubhouse a call to send the Pawnee. While waiting for the tug we witnessed a Jabiru light aircraft have a heavy landing and his right main undercarriage collapsed on touchdown. WOW! Shortly after the tug took off with Bob and I on tow I saw a car towing a glider trailer north of us. Phew, we weren't the only one's to land out. As it turned out there were about 13 out landings that day so it can't be all our fault, can it? We got off tow at about 6000ft near Dalby for an easy final glide home. The faster we went the bigger my smile. I must admit to a smile or two as we passed low gliders in a steep banking thermal turn as we went by at 90 odd knots. The final excitement was the competition finish. That was the first time I'd landed out of the normal procedure. Yeeha! That night I did not want to go back home and was very unimpressed that everyone else would still be flying while I was at work.

Buy the time the Saturday rolled around I was well and truly sick of looking at the clouds from work, wishing I were amongst it all. I turned up early not expecting to fly but just being happy to help on the ground but shortly after the morning briefing Ian Perkins approached me asking if I wanted to fly. Well that was a silly question. Out came the Grob one more time. We decided to launch last again, trying to fly the course but we could still turn for home if it was looking scratchy. Looking at where our first turn point Ian decided that we should head for the Bunya Mountains and try to get some ridge lift heading west. This was a form

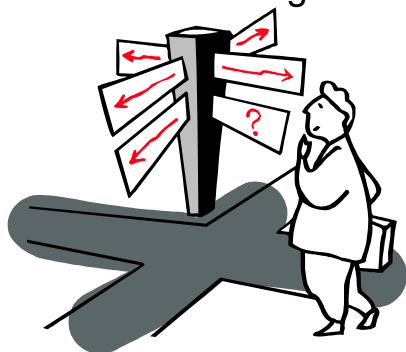
of flying I hadn't tried yet so I was interested to see what it was like. When we got there the Bunya's were about



1500ft below us as we turned along the face heading west. The lift was not that great but was slowing our descent. We eventually got below 1000ft over the Bunya's and the view was fantastic. I'd been over the Bunya's once before but that was at 9500ft so this was very different scenery. After we got to the western edge of the Bunya's we started to get a lot of sink and were going down about the same rate at which the mountains were. We picked up a half-knot teaser about 1500ft over tiger country and I was stressing although Ian said we had easy glide to some paddocks if we needed them. After a while we moved over only a short distance to pick up a seven-knot screamer all the way to 10100ft at cloud base. Ian suggested we cut our losses and head home. I had experienced more

### **My Dependency by Jenny**

Our glider is set up with a Cambridge 302 which acts as a logger and vario, and we get our GPS data/display using a moving map. At the State comps I was using a relatively new IPAQ for my moving map. We have had no end of trouble with a series of IPAQ problems and thought it was all solved with the new one. But no – the instrument gremlin struck again.



On the first few days of the comp, the

than I had dreamed of so I wasn't arguing. Sitting on 100kts most of the way home it was a fun final glide. As we got closer to home we realized that we'd over cooked our glide a little so the speed was pulled back to best L/D. I got some great video as we flew over the highway at 600ft agl and landed on a straight in approach. After landing I realized a couple of things.

1. I have a LOT still to learn
2. I have a LOT of fun times ahead
3. I have experienced a lot of scenarios I don't want to be in by myself with my skill level so I know not to let myself get in that situation in the first place.

I'd like to finish by thanking all the people who helped me during the comps. There were many but I'd like to especially thank Bob Keen and Ian Perkins for flying with me. What I have learned from those two flights is invaluable and I am deeply grateful. To those low hours pilots out there I very much recommend trying a dual flight in a competition. You'll love it and you'll learn a lot.

IPAQ seized up a few times and was getting quite hot, but gave little else trouble; but on day 6, five minutes before the start, the IPAQ stopped working all together. So I hurriedly drew lines on the map with compass headings and took off, hoping the scratches on the map would suffice.

Day 6 we had an AAT task (all days were AATs) but it was a scratchy day and we were sent to Chinchilla and then over some 'tiger country' to Tara. Because I didn't have circles for the AAT marked on the map, I had to go to Chinchilla to get a bearing to Tara. The day was pretty horrible. On getting to Chinchilla, I set course to Tara using the heading.

To cut a long story short, I didn't know



the winds, and had become quite dependent on the lovely 'wind arrow' on the IPAQ, so didn't allow for a different track instead of heading (lucky the wind was very light). I have also over the last few years become dependent on the moving map giving me a line to fly to a point, complete with AAT circles, and have become quite lazy with map-reading.

I didn't get lost, but flying over the donga with some uncertainty and few landmarks was quite daunting and I eventually landed out 30kms from Tara near the Tara Road on a quite nice ag strip. We got to de-rig JT for the first time (the aircraft still had its original German tape on it from the first rigging at DDSC nearly a year ago) by the setting of the sun.

My lesson – prepare to fly as if the GPS is not working. Had I put some preparation time into the map and the day's task, I would have been much better prepared, and perhaps not landed out due to other uncertainties, distractions and wondering if I was flying within the task circle. But perhaps not, the day was pretty poor and I started a bit too late.

### **We hate those Meeces to Peeeces by Keith**

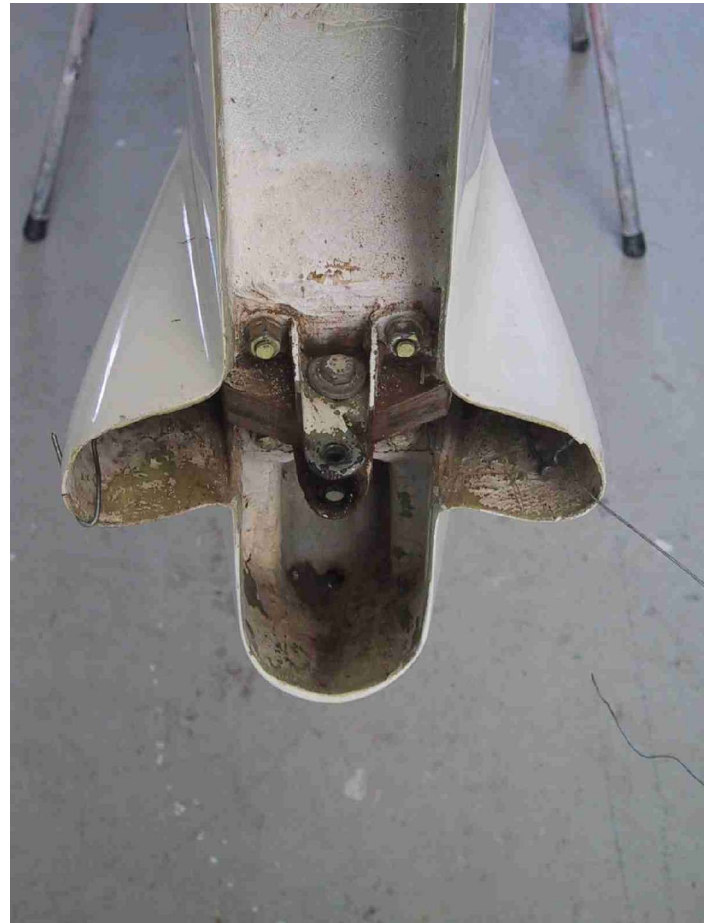
Mice are a regular problem for gliders and the Alexander Schleicher models seem to be made out of cheese. Well perhaps not real cheese but something so similar to mice that they just adore them.

You may have seen some contraptions to raise these gliders up so that undercarriage doors can be closed to keep the animals out, things stuffed in holes, potions and incense to ward off these rodents, electronic buzzers....

It just does not work! The polystyrene, expanded styrene or whatever is used in the wing manufacturing just draws the mice in... they climb up the wheel, jump on the tail and get in and party.

After the partying they must need a shower so they eat the ballast bags in the wings, then defecate in the cockpit and sniff around looking for other things.

Luckily for some they just get the warning and then fix the problem... we use rags to fill holes and a nappy to keep the mice out... and mothball crystals... we thought we had it covered.



But alas no... they have not eaten everything but have had a party in KYF... eating the foam in the wings, pooping and peeing everywhere and at the recent form 2 we found three nests, nice and cosy with fur and blankets. A nice nest in behind the rudder seemed to have had a litter of mice!

You can expect to see KYF on a belly dolly with doors closed from now on... we



have been lucky.

So if there are mice, there could be snakes....

### **Full and Free Controls by Jenny**

Just a quick note to let you know how important pre-takeoff checks are, and being familiar with your glider -

Just before takeoff at the comps on one day, I finished my cockpit checks, closed the canopy as the last check, and then did my final stir of the controls – ‘full and free movement’, but it didn’t seem right. There seemed to be some restriction on the full back stick movement. I tried again and it didn’t seem right. Then I looked down at the control stick and saw that the piece of leather we use to pull down the canopy had strangely looped itself round the control column, preventing full back movement. This was no big deal at this point, so I didn’t hook on, lifted the canopy, removed the loop, closed the canopy, completed another stir of the controls, and took off. After around 4500 aircraft takeoffs, always doing a full stir of the controls before takeoff paid off.

The club now has a book for recording endorsements and getting stickers for your log book. There is one book in the pie-cart and one in the office (pls use the pie cart one in preference).

Basically, the instructor enters details in the book and on the sticker, which is removed, leaving training and endorsement details in the book, so the club has a record. For each endorsement, check flight etc you will need to produce your current GFA card and for passenger ratings, a doctors medical.



### **New system for recording Endorsements and Ratings by Jenny**

*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	Fran Ning	0418 745 824	Accounts, Flight sheets, etc
Tugmaster	Bob Keen	0429 639 770	Tug maintenance, rosters, etc
Airworthiness	Graham Hennessy	0429 170648	Glider airworthiness issues
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, etc
Committee Member	Brett Kettle	0410325022	Marketing, Advertising and Promotions
Committee Member	Chad Nowak	0431862553	Non Flying Assets

Committee Member	Bob Flood	0413 261121	Enquiries Officer, Duty Pilot Coordinator
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

### **Non Committee Contacts**

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

Date	Event	Place	Contact
16 Oct	Working Bee (8am to 11am)	McCaffrey Field	<a href="#">Tony Cavanna</a>
22 Oct	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<a href="#">Jenny Thompson</a>
23 Oct	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<a href="#">Tony Cavanna</a>
24 – 28 Oct	Caboolture and Kiwi Week	McCaffrey Field	
29 Oct	BBQ Tony Delore	McCaffrey Field	
12 Nov	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<a href="#">Jenny Thompson</a>
25 Nov	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<a href="#">Tony Cavanna</a>
End November	Narromine Cup Week	Narromine	<a href="http://www.narromineglidingclub.com.au/">http://www.narromineglidingclub.com.au/</a>
26 Nov	Xmas Party	McCaffrey Field	Libby
26 Nov	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<a href="#">Jenny Thompson</a>
4 Dec	Radio Operators Course	McCaffrey Field	<a href="#">Jenny Thompson</a>
10 Dec	General Meeting	McCaffrey Field	<a href="#">Jenny Thompson</a>
10 Dec	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<a href="#">Jenny Thompson</a>
12 – 16 Dec	Members Goal week	McCaffrey Field	<a href="#">Jenny Thompson</a>
26 – 2 Jan	Post Xmas Flying #1	McCaffrey Field	<a href="#">Jenny Thompson</a>
2006			
14 Jan	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<a href="#">Jenny Thompson</a>
15 Jan	Working Bee (8am to 11am)	McCaffrey Field	<a href="#">Tony Cavanna</a>
27 Jan	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<a href="#">Tony Cavanna</a>
28 Jan	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<a href="#">Jenny Thompson</a>
28 Jan	Committee Meeting	TBA	<a href="#">Jenny Thompson</a>
11 Feb	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<a href="#">Jenny Thompson</a>
24 Feb	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<a href="#">Tony Cavanna</a>
25 Feb	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<a href="#">Jenny Thompson</a>
24 Mar	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<a href="#">Tony Cavanna</a>

#1 Post Xmas flying dependant on Tug Pilot Volunteers, Training and pre independent operators dependant on Volunteer Instructors... please contact the club to avoid disappointments.

## October

		Instructors	Tug Pilots	Duty Pilots
	Saturday 1st	R Bennett J Grosser	Jeremy Thompson A Straume	Richard Armstrong Paul Bart (A)
	Sunday 2nd	M Codling J Thompson	Jenny Thompson G Pitman	Greg Valler (AEI) Michaela Valler
	Saturday 8th	J Thompson R. Hoskings	L McQueen D Cramer	Bob Flood (A) Graham Hennessy
	Sunday 9 <sup>th</sup>	P Bell C Downes	A Garrone B Hofmeister	Brett Kettle (A) Ron Walker
	Saturday 15th	P Bell R Hart	R Bradley D Baartz	Barry Daniel (AEI) Joan Robinson
	Sunday 16th	R Henderson B Keen	M Robertson B Keen	Peter Wetherspoon (AEI) John Hook
	Saturday 22nd	A Garrone J Grosser	G Kurstjens A Straume	Jo Davis (A) Koji Masuda
	Sunday 23rd	R Bennett C Downes	G Pitman P Kurstjens	Keith Allen (A) Robert Percy
	Saturday 29th	J Thompson R. Hoskings	A Garrone Jenny Thompson	Brian Rolfe (A) Phil Downey
	Sunday 30th	M Codling J Thompson	D Cramer D Baartz	Ben Bezuidenhout Neil Muspratt

## November

		Instructors	Tug Pilots	Duty Pilots
	Saturday 5th	R Henderson	B Keen L McQueen	Chad Nowak James Southwell
	Sunday 6th	R Bennett	B Hofmeister R Bradley	Steve Harris (AEI) Rob Murphy
	Saturday 12th	P Bell R Hoskings	G Pitman A Straume	David Feruson (A) Roly Sundell
	Sunday 13th	T Cavanna B Keen	TBA TBA	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 19th	A Garrone J Grosser	TBA D Baartz	Richard Armstrong Paul Bart (A)
	Sunday 20th	C Downes	M Robertson P Kurstjens	Greg Valler (AEI) Michaela Valler
	Saturday 26th	M Codling A Wetherspoon	A Garrone TBA	Bob Flood (A) Graham Hennessy
	Sunday 27th	P Bell R Hart	D Cramer G Kurstjens	Brett Kettle (A) Ron Walker

## December

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 3rd	C Downes	B Keen F Ning	Barry Daniel (AEI) Joan Robinson
	Sunday 4th	R Bennett R Henderson	B Hofmeister M Robertson	Peter Wetherspoon (AEI) John Hook
	Saturday 10th	P Bell R Hoskings	L McQueen D Baartz	Jo Davis (A) Koji Masuda
	Sunday 11th	T Cavanna B Keen	G Pitman P Kurstjens	Keith Allen (A) Robert Percy
	Saturday 17 <sup>th</sup>	A Garone J Grosser	A Straume Jeremy Thompson	Brian Rolfe (A) Phil Downey
	Sunday 18 <sup>th</sup>	J Thompson	D Cramer G Kurstjens	Ben Bezuidenhout Neil Muspratt
	Saturday 24th	Volunteers	Volunteers	Volunteers
	Sunday 25th	No Flying	No Flying	No Flying
	Saturday 31st	Volunteers	Volunteers	Volunteers
	Sunday 1st	Volunteers	Volunteers	Volunteers





**Do NOT try this at home!**

