



Chaotic

Monthly Newsletter of the Darling Downs Soaring Club

November 2005

President's report made up by Keith

Jenny is lucky enough to be away on a gliding sojourn so here is what she tried to tell me, as she was about to jump on a plane for New Zealand. Alas she had laryngitis so whatever she did say was a tad husky and hard to understand. But whatever it was was good.

Jenny and Jeremy will be in NZ probably Omarama Wave Soaring Early November, back to DDSC to fly Jenny Tango to Lake Keepit for the NSW Championships, then fly Jeremy Tango to Narromine for the Cup then fly Jenny Tango back to DDSC... of course Jenny Tango and Jeremy Tango may swap sometimes!



Here is what Jenny wanted reporting.

Basically the new committee has sat and the minutes are available on the website for perusal. It was reported that the State Competition was another astounding success due to the tremendous efforts of an awful lot of people and it is trusted the report below by Ralph shows the great week that was had even if the weather did not play ball all of the time. The committee moved a few seats around and it would be good to look at the table towards the rear of the Chaotic to see who is now in charge of what.

The position of Club Instructor Mentor is open for grabs and invitations are always welcome; watch this space to see who steps forward.

The financial side of the club may seem to change somewhat but hopefully only cosmetically. The accommodation costs

introduced over a year ago was based on an honesty system of cash in the tin, however this has meant that a rather large sum of money lived in that tin and it has been decided that to minimise the cash kept on the site that we remain with an honesty system and just write your name in the accommodation book. Then the bill will be added to your flying account. The

monies raised are used to pay for cleaning, electricity, maintenance, fumigation etc etc. Hopefully it meets with everyone's approval.

The Committee has reduced the amount of meetings per year. The once a month format seemed inappropriate with the majority of committee business being conducted on email. As long as it works as it has been going all should be well. If there are any concerns,

questions or suggestions then please direct these to Jenny.

Members Survey. In line with current best practice we shall ask for another survey to be completed. Links will be posted on the website and the committee can see what is out there on the minds of the members. It is important the club knows what the members want and identify the trends.

Chad has produced a great DVD and this should be available for a small price, good on you Chad. I'm sure everyone shall enjoy it.

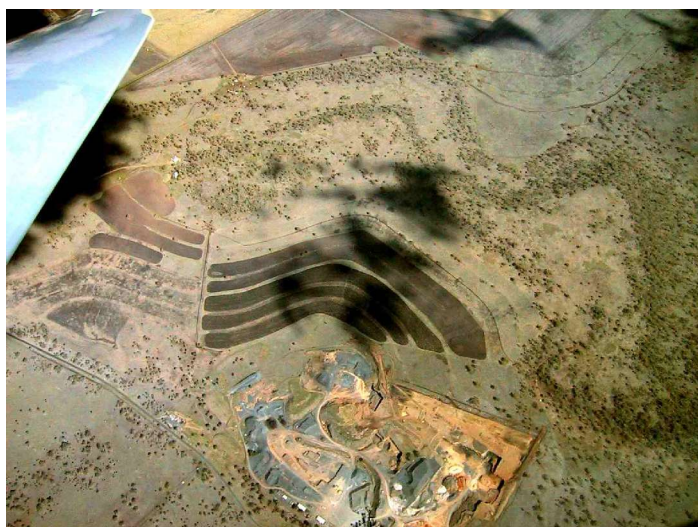
Due to the upcoming season and many new flights being logged we are about to purchase another Colibri Logger, most gliders have been fitted with power cables if not cradles. Many new Official Observers have been created by Pam's efforts. Grab a logger and get going. The on-line

comp needs your input. DDSC are currently in the lead, let's keep it that way.

Parachutes have all been repacked as required by Brisbane Skydive at Willowbank, with some parachutes coming up to their used by dates. It is a dark art this repacking and the lifespan of the parachute containers is an issue. Some (Parachutes Australia) have a certified lifespan of 20years, but ALL are subject to "condition", if the container is degraded due to sunlight etc it may fail the repacker's condition report and we could be down another parachute. The parachute canopy is an item that always runs on "condition"! Hence please look after these. Try to keep them out of the sun, out of the dirt and try not to use them in anger ☺. If any private owners want their parachute repacked then see Keith to arrange it and it can be billed to your account.

Thermal Generator

When in doubt... look down. The clouds will come. Taken on a recent flight in the Duo we cruised in the blue until we hit a monster and the clouds started forming!



Treasurer's Affairs by Fran

Hello everyone. In the absence of a presidential report, the powerful, behind the scenes editor of Chaotic has used nasty methods to get me to put pen to paper and explain how the club's financial affairs are going to be handled for this year.

Richard, in the many years that he has been treasurer of our Club, has set up a wonderful accounting system with Megan looking after the flight sheets and handling the accounts. It is a system that is working very well, and, as they

say," if it ain't broke, don't fix it". So I intend to keep Megan handling all the flying and personal accounts. However, I would very much like to reduce the amount of work running around that she does, as the Club does pay for her time.

Therefore, I am intending to take over the banking of money, the folding & posting of the Chaotic, the paying of bills, and other rather humdrum but time consuming jobs. To do this, it will be necessary to install a small safe in the new computer room that will be renovated very shortly. The money from the weekends is to be placed in this safe (which will have a postage slot.)

It is intended to redirect all correspondence to the Toowoomba post office box.

This will not happen over night – but it will happen!! For the time being, please continue as before, with envelopes going to Richard, if I am not around to collect them.

Telephone and Internet Costs

I am a bit concerned about the charges from Telstra for the last quarter. Could everyone who uses the phone on non club calls please make sure that they place money in the box (50 cents a local call, \$1.00 for Brisbane short calls) Thanks.

Wine sales

The very successful competition held at McCaffreys Field has had a great spin-off. There are dozens of bottles of very good quality wine sitting in our bar- room. However, with the heat of summer, and nowhere cool to store them, there is a real possibility of these great wines "going off".

If you need to stock up on wines for Xmas, please consider buying some from us. We are selling them at just over cost if you buy 6 or more (\$12.00 for 6 bottles. \$14.00 single) The wines are: -

Jimbour Merlot, Jimbour Shiraz, Jimbour Shiraz G P Verdot, and only 15 bottles of Jimbour Chardonnay.

Cheers, (No pun intended!)

See yourself on the Silver Screen by Chad

As some of you may have already seen I have acquired a high quality bullet video camera with a separate microphone that is mountable just about anywhere on a glider. For a small fee I am willing to help attach the camera to your

glider in a number of areas so you can film your flights and commentate as you go. After the footage is recorded I will edit a DVD of your glider looking something like the club DVD I made. The results are pretty impressive. If anyone is interested let me know and I can show you the camera.

Airworthiness by Graham

Thanks to Shane and his band of helpers all the club aircraft with the exception of the Jeans have had their yearly form2 inspections. All would agree when they are put back into service they look very good and the club membership should be proud of them.

Shane's philosophy is that all our aircraft should look as good as we can make them for when we have visitors to the club they cannot help being impressed by the quality of our fleet.

This is especially important when these visitors are going either take a passenger flight or indeed fly the aircraft themselves.

Our fleet of aircraft is something we can all be proud of, however, we should treat them as if we personally own them. Look at how the private owners treat their aircraft and that should be the standard that is applied to club aircraft.

When an aircraft is washed or has the daily inspection carried out and a minor defect or problem is found, please consider, can you affect that repair. Now obviously anything to do with a control surface can only be carried out by a suitably authorised person, however, ask, there may be such a person at the club who will be willing to either supervise you doing the repair or will sign off the repair once you have completed it.

The club aircraft are our greatest asset and it is up to every member to keep them in the best possible condition we can.

Please take that little extra care to maintain our fleet.

Airspace Changes by CFI Jeremy

On the 24th November the latest changes in airspace and radio procedures will be introduced.

These changes relate to pilot procedures at all non-controlled aerodromes and a new set of pilot broadcasts whilst operating in the vicinity of non controlled aerodromes.

By now all gliding pilots should have received the training package in the mail from the Department of Transport; there is a copy in the clubhouse for those who have not seen it.

The main changes that affect our gliding ops are as follows:

MBZ and CTAF, all boundaries associated with current MBZ and CTAF areas will be removed, whilst there is no longer a boundary the new procedures generally apply within 10nm of any non controlled aerodrome.

MBZ no longer exist, aerodromes where use of radio is mandatory are called CTAF (R) Oakey and Toowoomba are classified as CTAF (R) aerodromes and use of radio in the vicinity of these aerodromes is mandatory using the standard CTAF procedures.

In the vicinity of all non-controlled aerodromes standard CTAF procedures apply on the standard CTAF frequency of 126.7 unless another frequency is promulgated.

I will be getting our frequency of 122.5 promulgated on the maps so we don't have to change.

The broadcast format and number of calls has also been changed.

The standard broadcasts are as follows:

Taxiing and entering runway (made by tug in our case)

10nm call

Downwind

Base and final call

Since we start already on the runway the taxiing and entering runway call can be combined.

- McCaffrey traffic Pawnee Sierra Whiskey Romeo and glider departing runway 12 McCaffrey's
- McCaffrey traffic glider Mike Victor 10nm west 4500ft inbound McCaffrey's
- McCaffrey traffic glider Mike Victor downwind runway 12 McCaffrey's
- McCaffrey traffic glider Mike Victor turning base runway 12 McCaffrey's
- McCaffrey traffic glider Mike Victor turning final runway 12 McCaffrey's

Aircraft should not normally need to respond to another other aircraft but use the calls to enhance their situational awareness of other

aircraft are and to make their lookout more effective. Lookout is still the main weapon against mid air collisions.

The new calls are "recommended", the expression "recommended" does not mean optional, rather it describes the operational flexibility of the new standard positional radio broadcasts, which are uniform in phraseology and nominated for use at specific locations in and around the circuit. For example, if radio congestion prevents a pilot from calling a full broadcast at a specific location in the circuit, that broadcast can be abbreviated or even omitted. The pilot simply makes the next broadcast at the next designated circuit location. Pilots are expected to make all of the broadcasts - only operational considerations would preclude a pilot from making them.

The club will be having its regular radio-training day on Sunday 4th December and anyone who already has a radio endorsement but wants more information is welcome to come along.

Any questions please don't hesitate to contact me or any of the clubs instructors

50 gliders and 7 contest days out of 7 by Ralph (soon to be in Soaring Australia)

These were the headlines of this years Jimbour Wines Queensland State Gliding Championships, held at McCaffrey Field and organised by the Darling Downs Soaring Club. This year's competition was much more than that. Right from day 1, the vibe was good and everything ran smoothly. A good omen was the launch on day 1, which was completed in one hour and two minutes despite one tug being delayed at Lake Keepit.

Competitors started arriving during the week before. By the Thursday afternoon before the

competition the marquee was up, the road in had been graded and the club facilities had never looked better.



A notable feature of the entry list was the strength of the 18m class, with the help of the 20 meter two-seaters, apparently at the expense of 15m class, which only had eight competitors. Standard class was large enough to justify a league 2 and the 18m gliders were combined with the four open class gliders to make an open handicap class as well as an unhandicapped 18 m class.

Many competitors chose to camp on the field and make the most of the club bar and meals. This contributed considerably to the excellent camaraderie amongst pilots and helped to make it all worthwhile for the host club. The "compact" nature of the DDSC facilities kept everyone together and talking to each other.

Practice Day Saturday 17th September – gale force winds – no flying. The Carnival of Flowers float parade in near-by Toowoomba was cancelled for the first time in 56 years because of the wind. Gliders were left in their trailers. This gave the organisers time to do the last minute preparations and time for pilots to register. By late Saturday afternoon the wind had started to ease and gliders were rigged in hope of a good first contest day.

Overall the competition weather was dominated by a relatively slow-moving high-pressure system. Holding the competition before the summer solstice meant that the weather was more winter-like than usual, according to our NSW visitors.

With practice day having been blown out, it was straight into contest day 1. The contest was officially opened by Councillor Peter Taylor, Mayor of Jondaryan Shire, a former club member and one of our neighbours.

Day 1 Sunday 18th September

Forecast weather; weak climbs, 2-3 kt avg to 4000 qnh, blue, winds 240/15. NOAA trace

indicated a poor day.

Tasks - AATs; club class - Jimbour, Brigalow, standard and 15m classes - Jandowae, Chinchilla, open and 18m classes - Jandowae North, Chinchilla.

Everyone marshalled efficiently under the guidance of Chief Marshall Russell Bennett and the launch got underway on time. A challenging blue day ensued, unfortunately a little too challenging for some with 13 landouts. We had decided to revert to a conventional finish line due to the airspace constraints around the airfield. Most pilots got the finish procedure right and complied with the 200 ft minimum finish height, unless landing straight in.

Monday morning and the wind had gone, but competitors were greeted by a frost when they got up. Most un-Queensland like weather for this time of year.

Day 2 Monday 19th September

Forecast weather; weak climbs, 2.5-3.5 kt avg to 7000 qnh, blue, wind 250/ 5-10. NOAA trace indicated poor day.

Tasks - All classes AAT Brigalow, Kumbia, Kupunn.

A better day for most with only 5 landouts.

Day 3 Tuesday 20th September

Forecast weather; shallow trough formed between two highs and gave some unstable conditions to produce a good day, avg climbs up to 8kts to 8000 qnh, Cu, strong day, winds 23/15. NOAA trace indicated good strong day.

Tasks AATs - club class - Kupunn, Jandowae, Chinchilla, all other classes - Kupunn, Jandowae, Miles.

For the first time, everyone got home, and the mood in the bar was noticeably happier. The kitchen crew had a night off and joined most competitors at the local Bowenville Hotel for a superb meal and to celebrate Shane McCaffrey's birthday.

Day 4 Wednesday 21st September

Forecast weather; remnants of the small trough prevailed to give fairly unstable conditions. avg climbs up to 8 kts to 8000 qnh, some Cu, winds light and variable. NOAA trace indicated good day.

Tasks - all classes AAT Broadwater Lagoon, Bell, Warra.

A good day for most, that is those who kept within the airspace limits. Regrettably, despite a numbers of warnings, a handful of pilots strayed outside the allotted area or over the 7,000ft qnh limit. In accordance with the rules there was zero tolerance to such infringements and some well placed pilots had their championship hopes dashed.

Day 5 Thursday 22nd September

Forecast weather; ridge up the coast, some cu, weak day again with hard-to-work thermals. Winds varied from southerlies on the ground to northerlies above 4000ft. NOAA trace indicated convection to around 6000ft. Some convergence worked over the Bunya mountains. Tasks - all classes AAT Kupunn, Kumbia, Tara.

Temperatures were rising and the comp started to develop a more summery feel.

Day 6 Friday 23rd September

Forecast weather; high ridge produced hot yet stable conditions, nil to light winds. NOAA trace indicated some good conditions for a short time, with a late start.

Tasks AATs - club class - Brigalow, Jandowae, Kupunn, standard and 15m Chinchilla, Tara, open and 18m - Goombi, The Gums.

It was back to the blue days. A reasonable day was forecast but failed to materialize. The day started late and produced difficult weak thermals. A couple of gliders didn't make it home while others used iron thermals to struggle home.

In the evening a pilots meeting was held. A number of issues were debated, including finish lines, competition rules, and task setting. The greatest debate was on task setting with a strong debate on the merits of AATs versus speed tasks. This debate continued on in the bar for some time after the meeting ended.

Throughout all this everything ran smoothly. Efficient griding, launching in under an hour every day and good start and finish procedures. Provisional scores were up after dinner each night and confirmed day winners were awarded their Jimbour Wines prizes next morning.

Day 7 24th September

Forecast weather; effect of the high ridging prevailed, late start, early finish, similar to the previous day. Climbs 2-4 kts avg. Nil to light winds. NOAA trace indicated some fair to good

conditions for short time, with a later start than previous day.

Tasks - all classes AAT Kumbia, Jandowae, Macalister.

A good day forecast, but with a late start and the inevitable imperative to get people home reasonably early to allow final scoring.

Conditions out on the strip were becoming hot dry and dusty, despite the daily watering.

As everyone landed back the mass derig began. After a very smooth week, Murphy's Law struck or maybe a bit of complacency. There were more "issues" on the last day than there had been on all the previous days put together. With dinner being served, decisions had to be made and then the presentation dinner began.

Day winner prizes were awarded first. Then Adam Woolley spoke on behalf of himself and David McManus, thanking everyone for their support for the Juniors World Comps Team. Queensland's GFA Board member, Rob Murphy then presented the GFA Wally Wallington Award to Lisa Trotter, a very worthy recipient.

The many club members who had helped during the week were thanked and rewarded by DDSC club president Jenny Thompson. Jimbour Wines Territory Manager Damon Byrne then presented the trophies.

The winners were

Open handicap and 18 meter classes Chris Woolley, Ventus 2cxm
15 meter class Hank Kauffmann, ASW20

Standard class Peter Trotter, LS8
Standard class league 2, Craig Tuit, Standard Libelle

Club Class, Simon Holding, Std Cirrus
Highest place pilot in their 1st or 2nd State Championship, Graham Kohr, Std Cirrus
Women's Champion, Lisa Trotter, ASW20.

For full results please go to the website
www.ddsc.org.au

Special mention must be made of club class winner, Simon Holding, who traveled all the way from Alice Springs to compete in the competition.

During the competition, pilots were reminded of the recent loss of one of our Queensland pilots, Paul White, in an accident near Dalby. To raise money for his two children a raffle had been run during the week. Later in the evening the winner was drawn and Graham Kohr picked up his second prize for the evening.

Over the course of the week, the raffle and other donations raised more than \$2,000 for Paul's family. While his family had known little of Paul's love of soaring, they were overwhelmed by the generosity shown by the gliding community, thank you all very much.

In the final analysis, it was a highly successful and safe competition. Thank you to all those who made it possible, the organizers, helpers, pilots, crews and tow pilots.

Important Notice



Darling Downs Soaring Club Inc

Level 1, 1 Swann Road, Taringa, QLD, Australia

Website www.ddsc.org.au

Airfield Tel (07) 4663 7140 Mobiles 0409 507 847 & 0409 807 826

Weekdays (07) 3377 6700 Fax (07) 3377 6701

"Queensland's Premier Soaring Site"

ABN 71 449 795 568

Notice of Special Resolution

On the 10th of December a special resolution will be put to the general meeting to be held at McCaffrey Field. The meeting will start at 7pm.

The resolution is as follows.

“That the Darling Downs Transitional Soaring Club Inc change its name to the Darling Downs Soaring Club Inc”.

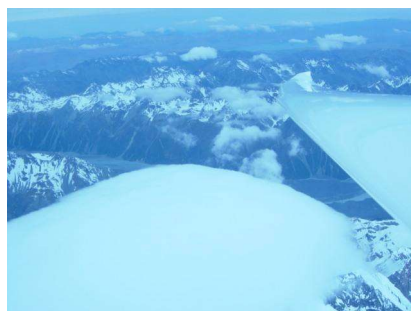
Tony Cavanna, Club Secretary.

Late News from “The Tango Kids” by Jeremy

The flight was 31/2 hours in a duo, released at 1500ft and ridge soared to 5000ft, tried to thermal to wave but had to resort to more ridge flying up to about 8000ft about 50km south of Omarama thence into wave



about 50km south of Omaramu turned and flew wave to Mt Cook about 100km ending up at Mt Cook at 18,000ft. Mt Cook in distance at end of lake. Lift about 10knots average but best was 15knots



Mt Cook from 18,000ft, cloud just covering summit.



Mt Cook looking north with the Glacier in the background.

flew about 350km only circled once to try and thermal into the wave, has to be the most exciting flying that you can do.

Stories of Old from Dennis

OPTIMISM MISPLACED

From a dusty jungle airstrip on the plains of central Burma, east of the Irrawaddy river, two Hurricane 11c fighter-bombers departed for a Japanese Army target fifty miles to the south. Their load of two 250 lb. bombs each, had been altered from the usual "hit and explode" to "explode 3 feet above ground level". Air pressure at that height actuated the exploding mechanism. The purpose on this flight was to cause maximum personnel damage to an Army concentration located by previous aerial sorties.

Away they flew, and in due course the two were seen returning after the job had been done. Or, partly done. One of the bombs on the Flight Commander's Hurricane had failed to release, and despite his repeated rough manoeuvres on the return flight, his mate reported it was still on the wing bomb rack, outboard of the main wheel. He then decided to land with the bomb still on board, and switched off the bomb arming mechanism before doing so. We all watched anxiously as the approach took place, a text-book wheels down, flaps down, and a neat round-off a few feet above the strip. Suddenly, a muffled roar, the Hurri pivoted on a wing-tip and crashed upside down, killing the pilot instantly. The manufacturer's air-pressure design mechanism had functioned one hundred percent. And the Squadron C.O. had another unhappy letter to write back to his family in England.

A DEEP HOLE IN THE DESERT ???

On one occasion in the Middle East, while flying a P40 Kittyhawk at the 8000 ft. level, I rolled inverted for a short while to change the forward view into a downward one. Satisfied, instead of completing the roll back to level flight, decided to pull out downwards, and so began the dive. What I had overlooked, was that inverted ^aat top of a loop, for example, the airspeed usually decayed to/momentary 110 mph, but from an inverted level cruise as I had been, around 200 mph was the normal figure.

Thus, watching the a.s.i. on the way down, I was fascinated to see it climb to 300, 350, 400, 450 ... at that time, the world speed record was 440 mph, so I thought for a second, I'm faster. Switching from cockpit staring to outside viewing, the approaching ground features were becoming much clearer, and my panic level rose into overdrive. Luckily, at around a thousand feet, level flight returned, and a wiser pilot returned to base.

I checked the P40 pilot's manual later to learn that 430 mph was the never-exceed speed, though hangar talk said that some have gone up to 600 mph. In these days of jet jockeys cruising at thought speed, with computer brains in control most of the time, piston aircraft speeds of yesteryear provided good fun and games for the drivers of those days. We live and learn. Or, in this case, learn and live.

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

Committee Members

President	Jenny Thompson	0417 629 782	Planning & Development, Communication, Grants, Interclub Activities, Expeditions
Secretary	Tony Cavanna	3262 1961	Secretary, Correspondance, Website, Computers.
Treasurer	Fran Ning	0418 745 824	Treasurer, Insurance, Budgets, Finance
Tugmaster	Bob Keen	0429 639 770	Tugmaster
Airworthiness	Graham Hennessy	0429 170648	Airworthiness, Radios
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, Safety.
Committee Member	Brett Kettle	0410325022	Marketing, Advertising and Promotions
Committee Member	Chad Nowak	0431862553	Airfield, Buildings & Grounds, Working Bees.
Committee Member	Bob Flood	0413 261121	Enquiries Officer, Chief Duty Pilot, Membership.
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

Non Committee Contacts

Charlie Downes	Airspace
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Richard Armstrong		Parachutes
Libby Matuszczak	0409 140 954	Social Club
Robert Hart		Cross Country Chair, Computers
Irene Thompson	0409 051 566	Social Club, Trophies & Awards Officer
John Knox	0411 143 772	Club Publicity/Promotions/Marketing
Lex McQueen	0418 730 288	
Mike Codling		Weather Station
Ralph Henderson	0409 596 579	Gliding Qld President

Date	Event	Place	Contact
12 Nov	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
12 Nov - 19 Nov	NSW State Competiton	Lake Keepit	Dave Shorter
19 Nov	GFA Safety Seminar	Caboolture Gliding Club	Kevin Olderhead
20 Nov - 26 Nov	Narromine Cup Week	Narromine	Jenny Thompson
25 Nov	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
26 Nov	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
26 Nov	Xmas Party	McCaffrey Field	Jenny Thompson
3 Dec	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
4 Dec	Radio Training	McCaffrey Field	Jeremy Thompson
10 Dec	General Meeting	McCaffrey Field	Jenny Thompson
10 Dec	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
12 Dec - 16 Dec	Goal Week at DDSC	McCaffrey Field	Jenny Thompson
26 Dec - 2 Jan	Post Christmas Flying (dependant on tug pilot volunteers)	McCaffrey Field	Jenny Thompson
2006			
14 Jan	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
14 Jan	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
15 Jan	Working Bee (8am to 11am)	McCaffreys Field	Chad Nowak
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
28 Jan	Committee Meeting	To be announced.	Jenny Thompson
11 Feb	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
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
4 Mar	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
6 Mar - 10 Mar	Boonah Week	McCaffrey Field	Jenny Thompson
11 Mar	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
18 Mar	Committee Meeting	To be announced.	Jenny Thompson
24 Mar	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
25 Mar	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
8 Apr - 15 Apr	Easter Comps	Chinchilla	Rob Izatt
22 Apr	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
28 Apr	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
6 May	Committee Meeting	To be announced.	Jenny Thompson
26 May	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
3 Jun	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
23 Jun	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
24 Jun - 9 Jul	Charters Towers Regatta (dates to be confirmed)	Charters Towers	Robert Hart
15 Jul	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
28 Jul	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
12 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
12 Aug	Instructor Panel AGM	To be announced.	Jeremy Thompson
25 Aug	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
26 Aug	DDSC AGM	To be announced.	Tony Cavanna
26 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
29 Sep	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
1 Oct - 7 Oct	State Gliding Competiton	Southern Downs Soaring Club, Warwick	Ivor Harris (President)
28 Oct	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
1 Nov - 17 Nov	RAFGSA Expedition (tentative)	McCaffrey Field	Jenny Thompson
24 Nov	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna

Date	Event	Place	Contact
2 Dec	Christmas Party	McCaffrey Field	Jenny Thompson

Special Notice. Do not forget Dennis' Birthday
3rd December at the RSL Oakey
RSVP to Shane please

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)
	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	Barry Daniel (AEI) Joan Robinson
	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	Bob Flood (A) Graham Hennessy
	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 th	A Garone J Grosser	A Straume Jeremy Thompson	Brian Rolfe (A) Phil Downey
	Sunday 18 th	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

January

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

What do you see?

Look at the picture and enjoy the cloud formations. But what else is there to see?



Look closely and you will see other gliders up there above. Please be careful out there. The Best Cross Country Soaring Season is coming on fast. Take care, ensure you have a good lookout and that your skills have been honed and checked. Consider a check flight always, stay hydrated, Safety First please.