



Chaotic

Monthly Newsletter of the Darling Downs Soaring Club January/February 2006

President Report by Jenny

A huge lot of congratulations/achievements this edition:

Kent Jamieson	A certificate, Jeans Conversion
AJ Wesley	Jeans conversion, B Certificate, C Certificate
Gavin Field	C Certificate, Level 1 Passenger Rating
Michael Mowbray	C Certificate, Initial Category cross country, Silver distance, Silver height, Level 1 passenger rating, first outlanding
Chad Nowak	LS7 conversion, first outlanding
Keith Allen	Air Experience Instructor (AEI)
Barry Krussyen	Level 1 Instructor
Lars Zehnder	1000kms out of Gawler



Tony and Michael prepare to dismantle the Jeans after a successful outlanding near Dalby

Welcome to New members

- Jay Murray
- Robert Crapnell
- Marika Kurstjens
- Angeles Palacios
- Andrew May

Even though the weather has been pretty average all summer, we continue to do some good flying. The club flew from 27th December to 2nd January and did around 8000kms. We had a few good days and some average days and one non-flying day but overall very successful.

Darling Downs is hanging on by a thread in second place in the OLC for Australia - 35,208 points, 123 flights, 41,307 kilometres, and 21 pilots participating. Gerrit and Pam Kurstjens have been quietly doing some good flying down south at Narromine. From my count over 10,000 kms between them! John Moore did a great flight a few weeks ago averaging over 135kph up and down a convergence line.

We are really sorry to see that Alf Garrone has decided to stop his involvement with gliding after 40 years, 15 of which have been at DDSC. Alf has been an invaluable member of the club - instructing, towing, towing training, and running courses. We wish Alf and Silvia all the best. Alf has sold his Cherokee and bought a Jabiru so will continue to fly. All the best from all of us.

At our last General meeting, we proposed that the club equip all the club aircraft with OZFlarms but decided we couldn't quite afford it. So we went to club members for donations and were completely overwhelmed by members' generosity. Within a week, we had more than enough for all club gliders and the two tugs. As I write this, we only have to fit the Jeans and MLR, with all other club

aircraft now fitted. As Fran mentions, thank you to all the generous members who were able to donate, and to the members who have helped fit the gliders and tugs.

I have now done a bit of competition flying, local flying and towing with the Flarms and feel it will do a lot to improve our safety in the air. We have written a document on using it, which can be found on the noticeboard, and on the club website.

There is some interest in organising a gliding expedition to Omarama NZ in January next year. We have 14 expressions of interest so far. Please let me know if you are interested. When we get firmer numbers, I will progress it further.

We have a group of pilots from Boonah visiting from 6-11 March and currently they are bringing 7 members and five of their aircraft. There will of course be towing available for members. On the Saturday, we will have a mini-comp and BBQ to involve both DDSC and Boonah pilots.

Ralph Henderson and Robert Hart will be running a GlideFast Coaching course over two weekends 4-5 Feb and 4-5 March. By the time this goes to print, the courses will have commenced, but a future course will be held later in the year for other interested pilots.

If you would like to hire a club glider for the Easter Comps, please drop a line to the Committee (or see a committee member). Easter comps are being held at Chinchilla from 8-15 April, not too far away.

Thank you to all the people who continue to do work around the club – there are so

many people contributing in so many ways, it is wonderful. Often members are chipping weeds, mowing, cleaning, etc without a working bee being organised. However, there will be a Working Bee on 12th Feb where the main activity will be painting the piecart.



Recent British Visitors Bob Vaughan and Bob Johnson enjoyed the booming weather

Finally, a couple of notes on the bookings, both training and gliders: We recently introduced a Training Request system on the club website. It is intended to be used for any form of instructing required - ab initio, post solo, annual

checks, cross country training etc. Putting your request here helps the instructors to coordinate the day better than we have perhaps done in the past. On the glider booking side, if there is an aircraft out of action, it should be booked out on the club booking system to avoid someone coming to fly an out-of-service aircraft.

Thank you all

A letter from Jill White (Mother of Paul White tragically killed last year)

My brother Graham handed on to me last week the very kind and generous donation, from the Darling Downs Soaring Club, for my son Paul's children Brendan and Emily.

It is greatly appreciated and will be invested in a trust fund for their future needs.

A sincere thank you, Jill White.

DDSC circa 1995 by Ralph

I was reflecting the other day on my first flight at DDSC, ten years ago. It was on 3 December 1995 that I first flew at DDSC with Peter Bell in the Puchacz RI.

I had moved to Brisbane and started work on Friday 1 December. I spent Saturday looking for somewhere to live and then on Sunday 3 December I turned to the important things in life and ventured west to DDSC. I had driven past the club some years earlier en-route from Carnarvon Gorge to Brisbane. I had little other knowledge of DDSC. I had met Bob Ward in NZ many years ago and had heard of Shane and Griffo and their competition flying exploits.

In deciding which club I would join I had referred to the Australian Gliding Year Book, which we had back then. It was clear from the cross country stats in the year book that DDSC was the cross country club to join.

So what was it like back then?

As you approached the club there were no Dept of Main Roads signs and there

was no slip lane. There was no Kurstjens' hangar and no KYF/FQM/FQL hangar. The hangar extension on the south side of the main hangar wasn't there. The workshop on the south side of the main hangar was a real workshop then and somehow Shane operated his business from there.

The kitchen was a little smaller, there was no office in the briefing room, there was no pergola between the clubrooms and the bunkroom, but other wise the clubrooms were much as they are today. The notable difference is that there were no computers in the clubrooms, there wasn't even a fax machine. The decorations on the walls didn't include any of the RAFGSA memorabilia or other things from visiting pilots. Pictures of K7s and winches were more common. From memory the only caravan was John Moore's and there was no club caravan. Back then we had a pie-cart with the emphasis very much on the "cart". It has been rolled across the runway a couple of times and was a little the worst for wear. I think the remnants are still out the back of Shane's workshop if you want a graphic representation of how far we have come.

The biggest difference was in the way the club was managed. Not only were there no computers, there was no weather station, no web site, no chat line and no email correspondence between members. One wonders how we operated. I remember the president at the time telling me of the hours he spent on the phone night after night talking to people.

The fleet was a little different. RI was new, only a couple of months old. The other club gliders were the K7 GQX, the Grob IUR, the Hornet MV and the LS7 XOW. We only had one tug, SWR. The private fleet was a little different, GH was

owned by the McCaffreys back then, WQR, XC, GZO and XQA were all here, but most had different owners. Hangar space was readily available for newly arrived private owners such as me.

Ten years ago is not a long time ago for some of our members. Perhaps one of our longer term members could share with us what the club was like 20 years or more ago. We could also speculate on what the club will be like in 10 years time.



Paul, Robert and AJ getting ready to DI the Puchacz

Cross country safety by Ralph

Some years back the GFA ops panel did an analysis of the factors that contribute to cross country accidents. They seem as relevant today as I assume they were then. They are set out in the sequence of how things go wrong.

Pre flight

- Lack of current gliding practice
- Lack of experience on type
- Inadequate flight planning or preparation
- Unauthorised cross country

In flight

- Failure to observe terms of flight authorisation
- Flying over unsuitable landing area when below 2000 ft agl
- Not having a suitable landing area selected by 1000 ft agl

- Decision to break off the flight to reach the circuit joining area made too late
- Failure to make a correct assessment of wind strength and direction prior to joining the circuit
- Failure to maintain safe speed near the ground when below 800 ft agl
- Thermalling below 800 ft agl
- Failure to recognise or recover from a spin below 600 ft agl
- Failure to observe obstructions on the approach to the field
- Failure to avoid obstructions on the approach or in the field
- No recent out landing check or practice
- Deliberate ground loop to avoid hitting a fence following a gross undershoot or overshoot

Post flight

- Attempting an aero tow retrieve from an unsuitable paddock

The following additional contributing factors were also considered relevant:

- Poor thermalling technique
- Pilot fatigue
- Speed ring setting too high
- An in-balance between pilot ability, glider performance, thermal strength and task length

So what do we do with this information now? Pre flight is easiest to deal with. This is when we have time to make decisions and others to talk to in a stress free environment. Currency on type and in the prevailing conditions is simple. If we don't have them, then we should fly locally until we have the requisite currency and confidence. If in doubt on any of these things pre flight, talk to an instructor or experienced cross country pilot on the ground while you have time.

In-flight is much more difficult. There is nothing new in the list of factors and nothing that we haven't been trained to do or not to do. But when we get low on a cross country our decision making may not be all it was back in the briefing room before the flight. Chances are we will be stressed, we may also be dehydrated and tired, all of which make good decision making more difficult.

How do we reduce the stress levels and make better decisions? There are two simple ways, give ourselves more time to make the critical decisions and reduce the number of decisions to be made. For example assessing wind strength and direction should be on-going throughout the day. By the time we get low we should be pretty sure what the wind is and just need to check local conditions. Making the decision to break off the flight and selecting a paddock with enough height and time to do all the things we need to do before landing is obviously critical. As always currency helps. After that it should be pretty much a circuit and landing as normal with the critical factor being safe speed near the ground.

CFI's report from last Instructors Meeting January 2006 by Jeremy

Apologies: R Bennett, B Keen

Attendance: Jeremy Thompson, Tony Cavanna, Barry Daniel, Peter Bell, Robert Hart, Jenny Thompson.

Ratings for moderately experienced visitors or new members

The question was raised on how we deal with visitors, who are experienced pilots, what we allow them to fly and do. As all visitors are required to complete a check flight the instructor conducting this must decide what endorsements to give this pilot based on the pilots flying and experience (both total and recent).

It may be decided that further training is required before x country or any other advanced flying is allowed.

When completed a check flight the instructor must indicate what ratings they are approving on the form and what further training or briefing is required before x county or other advanced flying is done.

Flarm and its use in club operations.

Some training notes have been written by Jenny, This will be put on the website and notice board. All aircraft are in the process of being fitted with Flarm.

Low finish training

GFA have published a draft Operations directive on low level finish pilot endorsements. I have collated our comments and passed them on to GFA and we are now awaiting GFA to make it happen. The club will discuss how we manage this when the final Operations directive is published and incorporated into GFA's operations manual.

Training booklet from Adelaide

We will distribute some copies of the training book from Adelaide Soaring club for comment, the issue is if we use it as for student's basic training.

Accident and incident review

Discussion of recent incidents and accidents, also list of incidents over last few years for analysis. CFI will produce a report in the near future with regard to any trends etc. The information will be available soon on the web page.

Pilots and students

Marika Kurstjens- did a further 2 checks in the Grob and solo in the Jeans

Angeles Palacios - solo pilot from Spain, now living in Australia. Has done a few solos. . Partner Andrew is also a member and training.

Andrew Maz - new to gliding and has done 4 flights only.

Mike Mowbray- C certificate and initial x country

"AJ" -Jeans conversion

Kent Jamieson- Jeans conversion

Jay Murray- new student age 14 has done 4 flights

Keith Allen- completed AEI training

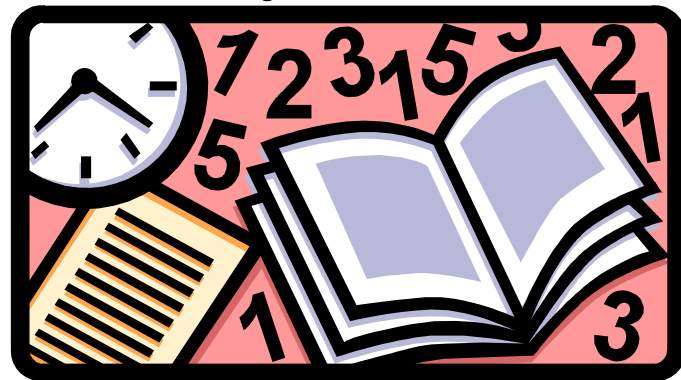
Chad Nowak- LS7 conversion

Training booking system

This is now commissioned thanks to Tony, the system will send out an email on Thursday to the instructor's chat with all the training requests booked by members.

Glide FAST coaching course

Ralph Henderson and Robert Hart are now accredited coaches and can conduct the advanced "glide fast" courses.



This is aimed at pilots with at least initial cross county ratings and is to help them increase their cross county skills. It is also suitable for pilots with more experience who wish to fly faster and further.

The first course will be held over the weekends of 3rd and 4th February and the 3rd and 4th February.

Eyes Wide Open by Chad

Being a member for only a year or so and not seeing a "real" low level rope break yet I figured (stupidly) that they basically never happen but I recently read a run down of incidents from the club over the last couple of years and realized that they

do in fact happen every once in a while. I know that we have training in place on how the pilot should take action in these scenarios but it would be much safer and easier for the pilot if it doesn't break at all. Now, there are a number of ways for the rope to break e.g. pilot doing silly things on tow, rough weather but the most likely cause of rope breaks is a rope in bad condition. The only way to stop this is to replace the rope with another one before it deteriorates to that point.

At the start of flying the tug pilot is responsible for selecting a rope to use for the day and I'm sure they do an adequate job there. The problem lies in that the tug pilot may not see much of the towrope for the rest of the day, particularly if it is a busy day. The people who will see it EVERY LAUNCH are the wing runners. Wing runners don't need much experience to fill that role but I feel it is very important that they at least learn to look at and understand when a towrope is too far-gone. If you don't feel confident of your abilities to see when a rope is worn too much or are unsure what to look for, ask an instructor or at the very least show the pilot.

Five minutes to replace a rope is much better than retrieving a glider from a wet paddock right next to the field, or even worse, having an aircraft damaged or person injured in a low level rope break. I say, "Prevent the preventable".

Treasurer's Report by Fran

FLARMS. There has been a tremendous response to the request for financial assistance from the members to purchase flarms for the club's gliders and tugs. The Club is now able to fit a flarm to every glider and tug. There is a surplus of \$305.45, and that is going towards a new radio for Puch QX.



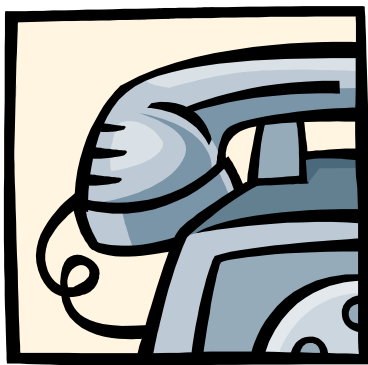
Thank you very much to the following members for their generous donations: -

Charlie Downs, Chad Nowak, Richard Hoskins, John Moller, Richard Armstrong, David Bull, Robert Murphy, Paul Bart, Alan Midwood, Jenny Thompson, Jeremy Thompson, Peter Stephenson, Anthony Lee, Fran Ning, Ralph Henderson, Robert Hart, Bob Flood, Phil Downey, John Ashford, John Moore, Lex McQueen, Bob Ward.

One member, anonymous, 2 units, one member, anonymous, 1 unit, one member, anonymous donation \$200.00 into account.

I have only flown once with a flarm when I was tugging, and I am convinced it will make a great improvement to safety. From the Club again to all the above members a huge THANKYOU!!!

PAYMENTS. The **electricity bill** for the last 3 months (13/10/05 - 16/1/06) was \$891.55. It is being investigated by the committee how to reduce this, as it seems very high. In the meantime, could all members please turn off any lights, TV, fans, etc when they are not being used.



Telephone Account for the last 3 months (29/9/05 - 28/12/05) was \$1,178.30. This includes charges for information in 2006 Yellow pages of \$292.90 (3 more payments still required.) The committee has decided not to renew Yellow pages for 2007, as most new members, TIF flights, contact us because of WEB page or word of mouth.

The weather station cost \$133.58. The committee would like to find out how many members actually use this service. A questionnaire is being put onto the website. Alternatively, please let a committee member know if this is of use to you. No response will be taken to mean non-use!!

The Internet charges were also high (\$370.48) this is being investigated by the club's boffins.

Sponsorship for the weather station and Internet is being actively pursued at present.

Cheers Fran

Cross country coaching thoughts by Ralph

I've done a few cross country coaching flights recently and there a few areas that I think many of us could work on to improve our cross country speed. There

is nothing new in this and no rocket science, hopefully just a few friendly reminders.

Maximise your time flying in areas of rising air. If it is a cu day this means time under the clouds. If it is a blue day then pick areas on the ground that are most likely to generate thermals. In both cases look a long way ahead and try to pick a track that maximises the time in rising air. This not only extends your glide but also maximises your chance of finding a good thermal

Stop and circle only when you have found the core. Unless you are low. If it is a day with 6 knot thermals, then once in the area of good air, go looking for the strong core, deviate if necessary, move around, be patient and wait until you get to the core, don't grab at the first indication of lift, wait for the core.

Continually recentre. If the vario isn't showing constant strong lift all the way around, you are not in the core and you need to move your circle. Don't do a second circle in the same air hoping that the thermal will get better, it won't. Move the circle, feel the air and continually feel the thermal for the strongest lift, and move your circle into it. This may also require tightening your circle so that it is all in the core.

Hold the thermal. Having centred in it, don't lose it. How often have we lost a thermal and then said "I think that thermal has died" when it is still there and it is just that you have lost it. To hold the thermal, you need to maintain the angle of bank and continuously recentre to stay in the core, this is the best defence against losing the thermal.

When recentring, a common fault is after straightening out we bank at a lesser

angle than we were at before we straightened out. Do this a couple of times and what was a good 45 degree angle of bank becomes a 20 degrees angle of bank and at 50 knots our circle radius increases from 135 metres to 371 metres which is bigger than the core of the thermal. The average rate of climb goes down, but we either stick with it or go in search of an other thermal when we have just lost a perfectly good climb.

At a reasonable thermalling speed of 50 knots a 20 degree bank circle has a diameter of 371 metres, at 45 degrees angle of bank it is 135 metres, less than half.

There are four things here to try to improve your thermalling. You could try them all at once, or you could concentrate on just one on each flight, and see how much your thermalling and speed improve.

Analysis of your Seeyou trace will help. Look for the average rate of climb, the height you are taking the climbs to, the number of "trys", the number of thermals used or the percentage of the flight spent thermalling, less than 30% is good.

Again, nothing new here, just some thoughts on how to make your cross country flying faster and more fun.

A Long Way Back by Bob Ward



This article was written and submitted to Australian Gliding, but was rejected for publication on the grounds that the safety message it attempts to convey was considered too controversial. I now offer it for publication in our DDSC magazine in the hope that newer members are made more aware that the threat of serious or even fatal accident is ever present for all those who participate in our cherished sport.

Bob Ward has had continuous GFA membership since 1966 and has over seven thousand hours gliding and a thousand hours power in command. This article is intended not to alarm but simply to educate.

"Wow! I haven't seen this well for almost a year!" Such was my reaction as the dressing was removed from my right eye, following intraocular lens replacement in October. It was almost twelve months to the day since the gliding accident, but for a lucky quarter of an inch, would have certainly taken my life. October 04 undoubtedly rates as THE month of my entire life, for extremes of emotional highs and lows.

Having won the Queensland State 18 M Championships and the Australian National Championships, back to back, I was further elated to realise that I had made the Australian team for the first time of my life, at *only* sixty one years of age, and after *only* thirty nine years of soaring. Am I a slow learner or what ?

So it was in this heightened emotional state that Jan and I flew my recently completed RV7A from Toowoomba to join our son Andrew and his wife Jade at their annual sojourn to the GCV camp at Khancoban.

Editors Note:- Bob hand-built the RV7A

This was our very first long trip away in the RV, and this further added to my feeling of euphoria. Does life get any better than this?

Andrew and Jade had taken their LS6 down from Canberra. I eagerly anticipated a delightful long weekend of soaring and fellowship with my family. Andrew and I rigged the LS6 on the morning of the 29th. of October. AJ took the first launch, on a rather marginal day. Ostensibly, only local soaring conditions. In the early afternoon it was my turn. Khancoban is a delightful soaring site, with the neatly mowed grass strip nestled between two quite spectacular ridges. Even in marginal thermal conditions, extended flights can be enjoyed using the thermal enhanced ridge lift. Or is it ridge enhanced thermal lift, GCV guys? For a flatland Queenslander it is difficult to know the difference!

I remember soaring in the company of Laurie and Mike from Benalla, enjoying the scenic conditions so very different from my own site at Jondaryan. Unfortunately 'tho, or perhaps mercifully, the rest of the flight is completely erased from my memory, courtesy of post traumatic amnesia! It seems that I somehow found myself short of glide back to the strip while soaring the Western ridge at Khancoban. The time was ten to six PM, and the field was in shadow of the ridge. I now know that my "field" was not one field but two, with a hidden fence right across the middle! I have no way of knowing if I ever saw the fence, or the obstacle in my intended landing path, But for the amnesia, I may be able to learn something from the accident, but then, the horror of such a memory would be too much to contemplate! It seems that at the very last moment I may have seen an obstacle in the path of my intended landing roll, and perhaps my manoeuvre

to avoid that, left me with insufficient distance before the fence, and insufficient energy to get over it for a landing in the field beyond, Or perhaps I never saw the fence at all, due to the shadow and background features. I will never know the exact answer, as there were no witnesses to the actual accident scene itself, after I descended below the field of view of the observers back at the strip, I flew straight through the top wire, with a mark apparently made by the tail skid in the field just short of the fence The wire came straight through the canopy at face level. It contacted first my chin, scarcely a quarter of an inch above the jaw bone. It slid upwards, neatly removing my nose, then impacting both eyes, as the glider ground looped (Or I guess it would really be yaw, air looped!)

It's the first time I have thought about how to describe such a manoeuvre ! I hope it is the last!

Despite the horror of the event, fate was still looking after me that day. One of the first people on the scene I am told, was Colin, a GCV member, and specialist anaesthetist. I believe that I never needed Colin's anaesthetic skills, but his medical skills sure made a difference! Thank you, Colin. I understand that you almost certainly saved me from fatal haemorrhage that day.

But what a quirky thing fate really is! Little did Colin know that soon it would be his turn! Colin was very lucky to be the only survivor of a tragic mid air collision at Benalla just a few short months later!

Which brings me to the point of this mixed tale of Joy and Woe!

For decades I have been acutely aware of the ever present danger of mid air collision, particularly in competitions. I have even had a mid air myself,

fortunately, just a touch, on a passenger carrying flight out of Jondaryan. But I never dreamed for a moment that it would be a “simple” outlanding that would get me.

I have certainly done many more than a hundred outlandings during my soaring career. I have always had the attitude that if you don't explore the edges, you will not know where they are! So I have never been reluctant to push on. Indeed, this push on attitude is the very thing which has cost me a team place on two previous occasions, and has over the years, resulted in my spectacular success in snatching defeat from the very jaws of victory (Peter Griffith pers.com.)

I have already suggested that perhaps I am a slow learner. But I finally realised the error of my ways by observing a club member with a tactical yachting background.

Despite him having thousands fewer hours than me, the penny finally dropped as to his successful strategy.

Consistency, fool, consistency!

Consistency wins hands down over individual day brilliance every time. Thank you so much that (ex) club member. You know who you are. So do many others. Outlandings, for well trained, and in particular for high time pilots, should be pretty much routine. Then fate stepped in and bit me too!

Our sport is frequently portrayed as a “safe and green recreational activity”. Green, yes, certainly that, but just how safe is it?

During my soaring career, I have lost four friends in competitions in which I was personally competing. Three others have died at my club on days when I was actually flying. Yet three more have died on days when I was not. That's ten!

I have long since lost count of those I never knew personally who are no longer with us.

In our own club's case, the grim spectre of fatal accident precedes even the formation of the club itself. When the club was formed in 1960, it was assisted with a bequest from the widow of Dr. Mervyn Hall. Dr. Hall had been the lynch pin of an earlier Toowoomba soaring group, which folded following his untimely fatal accident, several years before the foundation of the now Darling Downs Soaring Club!

And still we hear inexperienced club pilots say that the most dangerous part of gliding is the drive to the airfield. I can't recall anyone who died that way!

Why is such a grotesque misrepresentation of the facts continuously perpetuated?

Come on GFA Ops Department. Just what is the average annual fatality rate? I do know that the bad years have seen totals of six to eight! And this, from a membership of fewer than three thousand.

Yes, even you, our GFA. Are you at least partly responsible for perpetuating this myth?

The official GFA position is **“that our safety standards are in line with world's best practice”**. This would be difficult to quantify, but is probably quite true. However, is it not simply a political statement, to cover the fact that even “world's best practice” does not in any way indicate that our sport is inherently safe?

Yes, it is true; countries with mountain sites such as St. Auban in France have accident statistics far worse than even our own. But do these countries attempt to portray gliding as inherently safe? It is common to hear those same inexperienced club pilots belittling sports

such as parachuting, hang gliding and other newer aviation sports, on the basis of their perceived accident rate. My son AJ, also an experienced 2000 hour glider pilot is the senior sports aviation auditor for CASSA. He tells me that the statistics for hang gliding and parachuting are in fact worse than our own with respect to fatalities. But these sports do not sell themselves on the basis of their inherent safety, but on the basis of their inherent adventure could this honest approach work for us?

One thing that our sport does have going for it however, is that we can participate, and even compete at the top level, well into advancing years.

One of the most devastating consequences of my own accident has been the realisation that I will now be unable to take up my team place for the Worlds in Sweden, June 06. Will there ever be another opportunity? Well over twelve months lost soaring already, and now limited competition opportunities for practice will leave me well short of the conditioning I would need to be competitive internationally, particularly in Sweden.

This realisation has increasingly depressed me as June 06 draws ever closer. It has even resulted, Hank, in me adopting the foetal position, and whimpering! More recently though, I have rationalised that Tony is also in the team this year, and he is several years older than me. Indeed, Tony was one of my ab-initio instructors, way back in 1967 ! And then Harry, who is older than all of us, showed us at Dalby that he still has what it takes to be a serious contender at that level. And Harry has also had to contend with the set back of a mid air collision, not so long ago. Fortunately, on that occasion, not fatal for either pilot.

Is there life in this old dog yet? I certainly hope so, and I look forward to many more years of participation. Will my recently improved eyesight now allow me to again compete at the level I took so long to attain? Only time will tell, but if everything stays on track, then maybe. Just a TEENSY WEENSY MAYBEE !

A few days before my lens replacement, I realised that the anniversary of my accident was the 31st of October. The 31st of October is Halloween. Halloween indeed!

Perhaps I am the Pumpkin!



Notes on Terry Delore by Ralph Henderson

Many members would have enjoyed the talk by Terry Delore at the clubrooms on Saturday 30 October. I for one became a little confused with all the records Terry had set so I had a look on the FAI website to get a better idea. For your information a list of Terry's records follows. Its worth noting that not all his records were set in super ships, some were set in a Janus and ASW20.

Pilot	Co-pilot	Class	Category	Speed (kph)	Distance (km)	Country	Current record
Bill Walker	Terry Delore	Two place	Out and return distance		1,261.36	New Zealand	
Bill Walker	Terry Delore	Two place	Free distance		1,019.60	New Zealand	
Bill Walker	Terry Delore	Two place	Distance to a goal		1,019.60	New Zealand	
Terry Delore		Single place	Free distance using up to 3 turn points		1,081.16	New Zealand	
Terry Delore		Open	Free distance using up to 3 turn points		2,049.44	New Zealand	
Terry Delore		Single place	Free distance using up to 3 turn points		2,049.44	New Zealand	
Terry Delore		Single place	Free out and return distance		739.33	New Zealand	
Terry Delore	Jerry O'Neill	Two place	Free out and return distance		718.78	New Zealand	
Terry Delore	Derek Craak	Two place	Free distance using up to 3 turn points		1,351.14	New Zealand	
Terry Delore		Open	Speed over a triangular course of 300 km	179.30		New Zealand	
Terry Delore		15m	Speed over a triangular course of 300 km	179.30		New Zealand	Yes
Terry Delore		Open	Speed over an out-and-return course of 500 km	197.28		New Zealand	
Terry Delore		15m	Speed over a triangular course of 500 km	158.43		New Zealand	Yes
Steve Fossett	Terry Delore	Open	Speed over a triangular course of 500 km	187.13		New Zealand	Yes
Terry Delore	Steve Fossett	Open	Speed over an out-and-return course of 1000 km	166.53		New Zealand	
Steve Fossett	Terry Delore	Open	Speed over a triangular course of 750 km	171.29		USA	Yes
Terry Delore	Steve Fossett	Open	Speed over an out-and-return course of 1500 km	156.62		Argentina	
Terry Delore	Steve Fossett	Open	Out and return distance		1,804.80	Argentina	
Terry Delore	Steve Fossett	Open	Free out and return distance		1,804.80	Argentina	
Steve Fossett	Terry Delore	Open	Distance over a triangular course		1,502.55	Argentina	Yes
Steve Fossett	Terry Delore	Open	Free triangular distance		1,508.42	Argentina	Yes
Steve Fossett	Terry Delore	Open	Speed over a triangular course of 1500 km	119.11		Argentina	Yes
Terry Delore	Steve Fossett	Open	Free distance		2,192.90	Argentina	Yes

***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 186 494	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
Richard Armstrong		Parachutes

Libby Matuszczak, Irene Thompson	0409 140 954 0409 051 566	Social Club, Trophies, Parties & Awards Officers
Robert Hart		Cross Country Chair, Computers
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
4 – 5 Feb	Glide Fast Training Course	McCaffrey Field	Ralph Henderson and Robert Hart
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 – 5 Mar	Glide Fast Training Course	McCaffrey Field	Ralph Henderson and Robert Hart
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)

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

Are You Active?

Are you an active member,
The kind that would be missed
Or are you just content
That your name is on the list?

Do you attend the meetings
And mingle with the crowd
Or would you rather stay at home
And complain long and loud?

Do you give a little time
And help to make things tick
Or leave the work to just a few
And talk about the 'clique'?

There's quite a programme scheduled
That means success if done
And it can be accomplished
With the help of everyone
So come to all the meetings
And help with hand and heart.
Don't be 'just another member',
But take an active part.

Think it over member
Are you right or wrong
Are you an active member
Or do you just belong?

		Instructors	Tug Pilots	Duty Pilots	
	February	Saturday 4th	R Henderson R Hart	F Ning L McQueen	Brian Rolfe (A) Phil Downey
		Sunday 5th	R Bennett J Thompson	B Hofmeister B Keen	Ben Bezuidenhout Neil Muspratt
		Saturday 11th	P Bell R Hoskings	Jenny Thompson TBA	Chad Nowak Pearce Mitchell
		Sunday 12th	T Cavanna B Keen	R Bradley M Robertson	Steve Harris (AEI)
		Saturday 18th	J Thompson J Grosser	P Kurstjens Jeremy Thompson	David Feruson (A) Roly Sundell
		Sunday 19th	C Downes M Codling	A Straume TBA	Libby Matuszczak (AEI) Peter Davison (AEI)
		Saturday 25th	J Thompson A Wetherspoon	D Baartz G Kurstjens	Richard Armstrong Paul Bart (A)
		Sunday 26th	P Bell	D Cramer TBA	Barry Daniel (AEI) Joan Robinson

		Instructors	Tug Pilots	Duty Pilots	
	March	Saturday 4th	C Downes	L McQueen	Greg Valler (AEI) Michaela Valler
		Sunday 5th	R Bennett R Henderson	A Straume	Brett Kettle (A)
		Saturday 11th	P Bell R Hoskings	G Pittman	Bob Flood (A) Graham Hennessey
		Sunday12 th	T Cavanna B Keen	P Kurstjens	Peter Wetherspoon (AEI) John Hook
		Saturday 18 th	J Grosser	B Keen	Jo Davis Michael Mowbray
		Sunday 19th	J Thompson	D Cramer	Keith Allen (AEI) Robert Percy
		Saturday 25th	M Codling J Thompson	G Kurtsjens	Brian Rolfe (A) Phil Downey
		Sunday 26th	P Bell R Hart	M Robertson	Ben Bezuidenhout Neil Muspratt

		Instructors	Tug Pilots	Duty Pilots	
	April	Saturday 1 st	C Downes		Chad Nowak
		Sunday 2nd	R Bennett R Henderson		Steve Harris (AEI)
		Saturday 8th	Easter comps	Easter comps	Easter comps
		Sunday 9 th	Easter comps	Easter comps	Easter comps
		Saturday 15 th	Easter comps	Easter comps	Easter comps
		Sunday 16th	Easter comps	Easter comps	Easter comps
		Saturday 22nd	M Codling J Thompson		Richard Armstrong Paul Bart (A)
		Sunday 23rd	P Bell R Hart		Barry Daniel (AEI) Joan Robinson
		Saturday 29 th	C Downes		Greg Valler (AEI) Michaela Valler
		Sunday 30th	R Bennett R Henderson		Brett Kettle (A)