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# Chaotic

## Darling Downs Soaring Club Newsletter January/February 2008

### Presidents Report by Bob

Welcome to 2008. Lets hope that the New Year does bring good things for us all and our club. The year will have its usual share of challenges, and this is true of the club as well.

Much was achieved last year. We conducted a very successful State Competition and Coaching Week. Visits from other clubs, Boonah, Caboolture (twice) and Canterbury NZ. We have had visits from World Ranking pilots Giorgio Galetto and Sebastien Kawa.



The Polish Connection Sebastien Kawa & Ziggy Kusiak

Our field has survived the worst of the drought thanks to the sprinkler and the timely rain before the State Comp. Also the grass planting working bee. This grass despite earlier appearances is starting to spread.

We have purchased a kit to erect the new tug hangar and are waiting the final council approval.

There has been a trickle of new members commencing training and going solo.

The new engine was fitted to SWR and MLR had a partial engine overhaul giving it another 1700 hours.



One of the bunk house rooms has been upgraded with new furniture, new curtains in others and the briefing/computer rooms.

Plus lots of other work on the strip, gliders, hangars, wind socks, the list goes on and on.

All of this has been achieved due to the dedication and hard work of many members. Our thanks are due to them all.

However the club still faces important challenges. Due to the poor flying weather over the last 6 months or more, fleet utilisation is well down on previous years and this combined with the running

expenses and expenditure on tugs our financial situation is very tight.

It is also apparent that the demographic of the club has changed over recent years. More of the active members have purchased private gliders and this has reduced the income stream from hire of club gliders. This is a challenge and an opportunity.

The challenge is to balance our financial position and make the best use of our facilities. The opportunity it provides is, with the facilities we have to attract new members to our club and the sport in general.

We can't do anything about the weather, and drought breaking rains were/are well overdue. This combined with the current economic situation is something we will have to deal with.

The club has faced difficult financial times in the past and with the support of members has always come through.



A lot of local publicity was generated by the State Comps in both the Toowoomba and Dalby press. Also the David Hack Flyin at Toowoomba exposed the club to people interested in aviation. We have advertised in the Dalby Club Book. The committee is looking at some other means of spreading the word and letter box drops, shopping center displays etc are under consideration. Also for later in the year we are trying to organise a one week course.

Other areas under consideration are grants available for clubs. If you have expertise in writing these sort of applications please let us know.

The committee will be meeting early February to consider all of the above.

In the meantime keep up the good work, safe flying, and lots of it.

*Photos by Jo Harper*

### **Weekend Report from Jo**

It was a busy day out at the club on Sat. The weather looked promising with 7000ft predicted for the day. Like last weekend, the day was also going to be short with isolated showers scheduled for the afternoon. With an enthusiastic line up of ~10 'comp' pilots, a 3hour AAT task of Brookstead (25km radius), Jandowae North (25km radius), Maclagan (20km radius) was set. In addition to the mini-comp, Anton and Anna had a go at their silver C distance, and Dave Holbrook attempted his 5hour flight and a 300km.

A bit of a day overview...

The day started off a little slower than expected with cloudbase at around 5500ft by the starting time. The signs of it being a short day were there even before the first launch of the mini-comp pilots with showers developing around the Bell area.

Dave and Allan launched an hour or so before the rest of us, so they were a little ahead by the time we got on task. There were some reasonable climbs along the first leg but a fair way apart. Fortunately (for me) there were also a number of farmers out harvesting their sorghum, which kept me off the ground a couple of times! Conditions improved after the turn at the Brookstead and cloudbase had risen to ~6000ft. By the time I had turned in the Brookstead area heavy showers were already falling in between Jandowae and the Bunyas. Some lighter showers were falling around Bell and Jimbour. Getting through to the Jandowae Nth area was going to be interesting! At Cecil Plains it was apparent that I wasn't going to get through on track to the Jandowae Nth area.

Dave and Allan were around Jandowae and sounded like they were getting rained in, so I moved my intended turning point to the western edge of the area. Even the western edge of the area had very heavy looking Cu's with the sun rapidly disappearing from the ground. So it was time to get high and stay high. Fortunately there were still reasonable climbs around so getting up wasn't too difficult. Staying dry for the rest of the flight wasn't easy though! Despite tracking further west than I intended I was forced to deviate further west to go around a shower. The track back was just stunning, with showers all round. Coming back I was dodging showers and having to track a long way south to get around past Dalby. After which I clipped the Maclagan circle and came straight home.

Anton set off in the Ls7 to Macalister and Anna was in the Jeans heading to Jimbour. Unfortunately for Anna the showers played havoc with her turnpoint and she was forced to abandon the task. Macalister was clear though, so Anton made it around. Well done to both!



Dave got his 5 hours but was forced to abandon his turn point of Jandowae North due to the rain. Still a 300km flight though, so well done Dave!

For the mini-comp pilots, quite a few didn't make the Jandowae North area so there were a few technical outlandings. We also had one real outlanding and quite an eventful retrieve, but I will let those involved tell that story. Unfortunately those who did complete the task were flying lesser aircraft than my little ASW19 ;- ) so WL and I

ended up coming up trumps for the day and picked up the bottle of wine.

All in all a great day of flying in an absolutely spectacular sky!

A quick reminder about the upcoming mini-comps. They are a great day out and heaps of fun, so get your aircraft booked!

16<sup>th</sup> Feb – 1<sup>st</sup> March – 15<sup>th</sup> March

### *Tributes to time with Dennis McCaffrey*

A few notes on Dennis – first from Charlie Downes and then Keith Allen.

I had my first flight with Dennis on the 30 June 1963 , a training flight. He sent me on my first solo on the 7 December 1963 after 78 flights (!!!) for a total flight time of 6hrs 40min. Such were the lengths of the average flight off a winch, in a Kookaburra, with a Cosim vario, in those days. We were based over at Oakey at the time. My time with the club in the early days have given me some of my most valued memories.

When I look around the club I doubt that any body left had known him longer than me, except for Shane of course, who may have only been a twinkle in Dennis's mind at the time. Never had a better person been involved in gliding. He was genuinely "a man for all seasons" and a best friend to all.

*Charlie*



I was extremely lucky in airborne quality time with Dennis, one quiet day during my early solo days I was invited to do a local flight in a Puchacz with Dennis. Local was forgotten and we ventured somewhere South of Millmerran and over to Cecil Plains before Dennis thought it may be a good idea to head closer to home, Dennis instructed me on waiting till I was in the meat of the cloud, chastising me for turning too soon and flying through the lift.... confused on too soon and too late Dennis took over and at near stall never missed a thermal, never re-centred aggressively and always banked steeply and kept a goodly amount of top rudder and then taught me all of the skills...the amount of aggression did seem dependent on how poorly you flew... fly good and everything was smooth, fly bad and you have to take control and be more aggressive it seemed, sadly I needed these lessons once more. Next time it was at the QLD State Championships at Kingaroy where I was sat down as pilot-ballast in the Duo... same lesson but much faster and in a competitive arena. Kingaroy – Kapunn – Miles - Kingaroy, we passed by the Bunyas early very low with an optimistic view of the Downs working... it was (working) *[thankfully as I could read the numberplates on the cars below]*, a plan to escape the chasing pack. We (Dennis) eluded the pack very effectively and we were close to Chinchilla before we saw another few gliders flying in gaggles behind leeching off each other, not for Dennis he advised and we pushed on to Miles to be caught by Bob Ward and Harry Medicot and two ASH25's, turning Miles for home at 4pm with 168km to run and a dying day we pushed on with the ASH25' and Ventus18's searching together and marking thermals, Dennis pushed the Duo's speed up to stay in contact and once the gaggle had formed we joined the bottom and raked the speed back and chased them out the top and every time the big ships left we did as well. Slowly but surely we could not stay with the better gliding ships and we lost these as they went on glide hopeful of lift over the scrub (one ASH25 landed 10km short) and the seemingly un-landable terrain chosen by the others was declined and I spotted a red paddock on the back of the Bunyas in sun... arriving at approx 600'agl Dennis searched and

persevered until we had glide and we made a good finish at 120knts as dusk was marching in. Lessons learnt include perseverance, smoothness, top rudder, speed control and an appreciation of changing gears as the day progressed. Dennis was always complementary and supportive and his seat of the pants real life training will be missed by many, this extended to taking a concrete and bricks city lad and have him assist him rounding up an unfortunate cow and helping the delivery of its dead calf with a rope and much physical effort, such is the life in the country. Always optimistic and willing to assist as a true friend does, he is missed.

*Keith*

### **Treasurers Report Jan 08 from Fran**

The Club has a few large bills to pay this month. The quarterly insurance for the gliders and tugs is due at the end of January (\$7,000.00 approx) , the engine for MLR \$21,000 plus, and the new tug shed (which should be erected soon) approx \$6,000.00 still owing.. Obviously, with the weather being so poor for gliding over the last few months, there has not been a lot of gliding activity. Hopefully that will change over the next quarter. Don't look at RASP, be challenged, and come out and fly!!!

Many members have been assisting in the finances of the Club by various donations of time, money or equipment and I would like to thank a few. I do apologise for missing probably many people, as everybody seems to help out as much as possible at the Club, which makes it such a great place to be a member.

A new projector has been purchased by the Club as a result of the catering effort by Narrelle Hennessy during the coaching week. The Club has also purchased a screen, so presentations should be very professional now.



Jenny Thompson provided a BBQ over the New Year, the proceeds from which will go towards new straps for KYT. Jenny has also provided new bath mats for the girls. (Girls, please take home a mat occasionally to wash)

Mike Codling continues to provide his time and expertise in the repair and maintenance of the radios and weather station. I believe that most of his time over the Xmas New Year was looking at bits of wire.....

I have provided a new voice alarm system for SWR which Mike will install once we are sure that no regulations are infringed.

Richard Hoskings continues to help on the financial reports for the Club, and is presently analysing data for costing of tows. This is taking a lot of his time, as he is looking at the last 7 years. Obviously, the committee is concerned about the increasing costs of towing with older tugs costing more for maintenance, and the price of fuel continuing it's upward trend.

Bob Ward has taken on an amazing project, and is planning to build a kit tow plane.  
See <http://www.windcraft.fi/pik27/welcome.htm>

John Hook is as wonderful as ever - all the Club's mowers, tractors, pumps etc are kept running by John. The blue "rubbish" trailer is an example of John's handy work.

Thanks heaps to Libby for always looking after the bar and Club house. She carries all the cartons of beer to the Club so that we can all have a cold one at the end of the day. Not to forget the toilet

paper, which we all take for granted until it is not there!!

Tony Cavanna continues to manage the web page. I think that every club member must feel proud of the DDSC web page.

Kay is part of the Club house, and her efforts at keeping us all clean and tidy are really appreciated.

Thanks also to Keith for continuing with the excellent colour printing of Chaotic.

Everybody else who helps with the mowing, painting, repair of glider parts, duty pilot duties etc.

The Club couldn't function without this kind of help and input from so many members, so thank you to everyone who does that little bit for the Club. It really does make a difference.

Thanks ☺

### ***A quick note from Allan Barnes on his recent Victorian exploits.***

Congratulations on Winning the event!

This is just a brief note to say that the Vic State Champs finished yesterday and I was thrilled to take the prize for Standard Class, after a long tussle with Toby Geiger. Toby won 2/6 days, and came second on the other 4 days. Normally this would be enough to guarantee a win, but I just managed to keep him at bay, eventually winning by the narrow margin of 88 points. The competition had a good range of weather, including blue stable days, good cu days, and the last day which is worth a special mention. The final task was a 3-area, 2-hour AAT. I went into the day with about a 100 point lead, so I was determined to shadow Toby right from the start. I made sure I was at the front of the grid, so I could monitor his aerotow and position myself above him in his first thermal. This worked well, and I was comfortably above him in the windy blue

broken conditions as we waited for the rest of the grid to launch. We were then lucky enough to contact wave prior to the start, to 8500 feet. Toby gradually gained on me as the wave weakened, until we both started together at the same altitude, at 3:30pm. We had a good glide down the upwind edge of the next wave bar, but Toby's LS4 was slowly pulling away from my LS1f. The glide took us down to just over 1000ft over Yarrowonga, which was in almost total wave shadow. Toby managed to climb away from slightly higher, but I struggled just to stay airborne and never saw him again during the flight. Yarrowonga airfield was looking very tempting at this stage, but I knew I had to complete the task to have any chance at holding on to 1st place. Eventually I climbed to a dizzying 3500ft as an area of sunlight opened up to the north, so I scratched across in the strong crosswind to be rewarded with a dust-devil that gave me 1kt back to 3500 ft. That drifted me in to clip the first area My Winpilot was telling me I was going to be 1 hour 55 minutes over time, so as it was already 4:45, I began to push forward, directly into wind, toward the second turnpoint. I was back down to 1500ft before finding 2.7kts to 4000ft. This gave me enough height to trickle into wind and clip the second area using only one more thermal. At this stage, getting back to Benalla was still looking unlikely, but I set off with one area still to visit. At 5:30 I got the best thermal of the day, 4.3kts to almost 6000ft, which gave me final glide clipping the third area. As I passed the 20km out mark, I heard Toby calling 10km and realised I was still in with a chance. Good lift on the final leg saw me cross the finish line at 80kts, for an average speed of 71km/hr. Toby had made 76km/hr - in the end he won the day by 5 points on handicapped speed! Only one other Standard Class glider finished the task.

In the other classes, Tony Tabart took Open from Dave Wilson, and Bruce Cowan narrowly took the 15-metre prize from Graham Garlick in 2nd place

### *Denis Lambert reports on his flying recently with Pacific Soaring – (Al Sim & Co) Mike Truitt was PIC*

I was sent flying yesterday (13 Jan 08) by my wife during our family holiday at Mooloolaba on the Sunshine Coast (Rainy Coast – yes definitely)

Took off from Maroochydore Airport for about an hour in a HK-36 (VH-JLL with about 28-1 glide angle) motor glider and headed north- west up towards Mt Cooroy away from the rain on the coast, then across the Noosa lakes looking for some scratchy lift under some clouds with the engine off without success. Fortunately plenty of airfields within glide angle as the country looked fairly imposing compared to DDSC.

After a re-start we eventually headed off north along the sand dunes towards Double Island Point (see photos) and found enough ridge lift to allow flight at about 60-65 kts with engine at idle. After reversing direction we fly back along the dunes and then back over the lakes and caught a small thermal over the lakes themselves (about 300 ft gain) and flew south under a cloud street (engine off) maintaining height until we ran out of cloud and then the ground starting getting bigger.

After another restart we headed off towards Noosa with it's National Parks and 5 star condo's (more photos) and then ran down south just inland from the beach at 1000 ft AMSL due to ATC restrictions before flying west around Mt Coolum and in for a landing. Great views and nice comfortable aircraft to fly.

cheers

## *A Challenge from Bob (and Keith)*

We have a trophy that can be awarded each year for the best FAI triangle in a club 2-seater. On Australia Day Keith and Bob took RI on such a flight. Cecil Plains Silo, Jimbour Silo DDSC. 158 km.



*Keith in the back seat of RI - Australia Day*

We had a lot of fun. While the sky looked great and the forecast was good we didn't find many great climbs, so our speed was barely respectable. However it was good practice for cross country flying as there were areas of extensive shadow on the ground and showers in the distance, so we had to be careful with our choice of track. Even then lots of clouds held more promise than we were able to extract from them. That is of course until we were on final glide and lift was everywhere.

So here is the challenge. Grab a mate, book a Puch or Grob, set a task and go beat us. Download a trace (you can use the log from the Flarm) and send it to the Instructor Panel. The competition runs until Sunday 31<sup>st</sup> August (the week before the AGM).

As a special inducement I'll put up a bottle of decent red for the crew who beat our effort, (not all that hard really).



38km out  
at 5897'

Not quite  
glide!

A couple of conditions:

- Distance must be at least 158 km and speed to be better.
- Standard FAI Triangle.
- If you use the Grob, rather than a Puch, standard handicap to apply.
- Keith and I reserve the right to have another flight or flights.
- So can you.
- Having fun is compulsory
- Flights to start and finish at the club
- Easter Comp flights not included

## *From the CFI - Andrew Huggins*

### **From the Training Panel**

It's been a while since I have contributed anything to Chaotic, that's not because the panel has been quiet but more a reflection of how little free time I've had. For those who didn't already know I have returned to my previous job which currently has me based in Mackay for three weeks a month. The week off I spend with my two beautiful daughters which makes trips to the club very difficult. This will continue for the next six months or so, when I hope to get a project based in Brisbane and return to flying my (half of a) Mosquito most weekends.

At the moment I rely on email to see what is happening at the club, and not much has been

coming through on the chat or instructor mailing lists. I expect this is because there hasn't been much activity due to the dreadful/wonderful weather, but it is good to see club news on the chat group as it keeps absentees like me in the loop.

GFA are introducing some changes to the training system, elements of which we were already applying here at DDSC. The main thrust of the changes involves combining the instructing and coaching activities into a single system and introducing a new Gliding Certificate. The purpose seems to be streamlining the training process, giving a direction to further flying opportunities beyond solo, and perhaps to provide a form of glider licence that can be recognised within Australia as well as overseas. Those interested in the proposed changes can visit the Operations section of the GFA website or go direct to [http://www.gfa.org.au/Docs/ops/Draft\\_OD\\_Pilot.doc](http://www.gfa.org.au/Docs/ops/Draft_OD_Pilot.doc). There is also a draft paper on thermalling techniques. I have responded on behalf of the club's training panel however any interested member is welcome to respond to [ctoo@sec.gfa.org.au](mailto:ctoo@sec.gfa.org.au). The consultation period finishes at the end of January.

A change we have already implemented is to start referring to the club panel responsible for instructing and coaching as the Training Panel. This is more than just a name change as it reflects the fact that the coaches are equally involved in the operations of the club as the instructors. Currently the majority of coaches are also instructors, but in the future we will formally acknowledge that coaching, perhaps perceived as a post solo activity, is as important to the gliding training system as 'traditional' instructing. I know Ralph is looking for some more coaches but we are also looking for potential candidates for instructor training. There is work to be done before anyone goes to an instructor course and the plan is to have two or three candidates prepared as far as a club is able to when the next course is due, probably within the next six months. We have identified a few potentials and are approaching them to see if they are interested, however if you feel you have the necessary experience, skills and desire to learn how to introduce our sport to others

please feel free to talk with an instructor and discuss it with them. We can't promise to take everyone and now might not be the right time for you but the club needs to get two or three new instructors every year if we can so we are looking at potential candidates for future years as well. There was an article printed in a previous Chaotic by Charlie Downes on assertiveness. It drew on his experience of crew resource management (CRM) and the current airline process of not dismissing out of hand the input of anyone from flight decisions. You have to assess the input and consider it without dismissing it because of who is saying it. This is an important concept and one we need to develop and foster within the gliding movement, starting with our club. This goes beyond those actually flying – we want everyone, including those on the ground and even those not involved in flying at all, to feel confident enough to speak up if they see something they are uncomfortable about. This isn't just accepting what people say, it is more about being prepared to consider suggestions from what might be considered unlikely places, and not just rejecting them out of hand. Even a visitor who has never been on a gliding field before might see something an experienced pilot has missed. At the very least they deserve a considered response. There was an accident during the State Championships that resulted in an aircraft being written off – fortunately the pilot was not injured. During the task it became clear an outlanding was going to happen. A paddock was selected after careful examination, and a full circuit flown. On very late final, during the flare, it was realised by the pilot that the glider was going to hit a contour bank and they were unable to avoid this happening, resulting in a smashed canopy and subsequent ground loop and extensive damage to the glider. This brings home the fact that outlandings are inherently risky as you are not landing at a nice groomed airfield but an area cleared for a very different purpose. As we can't avoid outlandings (unless we never go cross country – and I can't accept that solution) we need to keep our wits about us at all times. Contour banks could be considered a similar risk to SWER lines – you look until you find them, and then you

keep looking. If you can perceive a slope in a paddock then it would pay to expect contour banks. Also some areas, particularly near the Bunya Mountains, are known for having contour banks. But even when all these factors are taken into account you can still be caught out. Keep looking for hazards until the glider stops rolling, and have an alternative plan if your preferred landing area becomes unavailable, even on final. If you haven't done an outlanding for a while keep your margin of safety large and don't leave the decision to land too late. And remember to enjoy your flying. Keep safe.

### *Holiday Musings of Omarama 2007 from PEZ*

The only reason I decided to go to NZ was because I had bought an oversize pair of gumboots (see sheep jokes) just kidding it was because El Presidente Bob GOB ( grumpy old bastard ) wanted to fly the Mossie, with his partner in crime Graham ( I haven't thought of a nick name YET! ) talking me into it to the extent of making me go online and book the airline tickets.



The fact that the weather was looking decidedly ordinary at DDSC over Xmas had nothing to do with me mortgaging the house and selling my body for a week to afford the trip. I flew over on boxing day and picked up my camper van from Keith ( of Kiwi Vans who expressed an interest in trying gliding ) and headed off for Omarama where I arrived in the

afternoon and met up with a few familiar faces from the Canterbury Gliding Club and made my self at home in the camping ground.

After my trip in January 07 I had decided to treat myself to one flight with Gavin's Gliding Omarama to whom I expressed an interest in learning how to get into wave soaring. He indicated that they would try to fit me in but in the mean time I would be welcome to attend their morning classes ( note kidded a goal ) which was bloody amazing as these guys are on another planet. Another Pommie Bastard Gee gave the most enlightening lectures.

The Canterbury guys and girls were fantastic and really made me feel like I was part of their group with Dave Tillman giving me a check flight in their Grob and giving me local soaring clearance, where I proceeded to have a flight with Stu ( the legend ) getting a history lesson on the area. ( Stu's valley is named after him as the first helicopter retrieve).

Over the next week or so I took Keith the van owner for a local flight and a mutual with Paul in the Janus and starting to feel comfortable with the local area. For those that have not been there the country side could not be more different from the downs.



News years eve came and went with many glasses of red wine at the on field Cafe, and Gee turning up and playing the piano ( ex concert pianist Bloody amazing ) and Bruce Taylor turned up which was good to see another Aussie.

My second last day looked good for wave and turned up eager at Gliding Omarama where I was linked up with Phil and his DG 1000. To my surprise I had the stick from takeoff (obviously my soaring skills had not filtered through) and proceeded to release on Horrible then to Hugo's elevator don't you just love the names where we struggled to find the elusive wave. In retrospect I am glad that it wasn't easy to connect because it taught me heaps about ridge soaring and the patience required. Finally connected with wave (just amazing and these bloody Kiwi's just take it for granted and want to come to DDSC to fly thermals ??) Well the short of it with Phil's instruction flew to Mt Cook working the Lennies, ridge soared Mt Cook then did a loop directly over the crest then air-braked for the last 30 km to get home.



Last day blowing a Gale, wave predicted but locals unenthusiastic. 1300 Yvonne (women's world height record holder) from Canterbury gliding bails me up that I should have a go at my silver height, where I proceed to wallop her on the head with the other wing while untying the tie down points.

Launched onto Horrible with bits of lift and about 30 knots headwind and managed to survive to 6500' so pressed upwind to try to connect with wave. No luck and scampered back to Horrible where I started to a better handle on strong wind ridge soaring (S turns are the go) and back up to 7000'. Looking over to Benmore the adjacent range I spotted Cu's as in my briefing at Gliding Omarama and to make a long story short went up

the Cu pressed upwind connected wave (bloody incredible feeling). Got to 13500' which I thought was airspace because no one had told me they opened it to 17500', but no matter just an amazing buzz to get onto it.

In retrospect you have to go, but a few points to consider.

The Canterbury club are great but don't have the infrastructure to cope with a lot of visiting pilots at one go, maybe one or two with prior arrangement. Consider at least one flight with the commercial operators (it cost me \$800 for a 4 hour flight but with the lectures was worth ever penny).

A special thanks to Dave and Lynette for making me feel like one of the family.

Cheers

### **KYT Damage report from Bob**

Recently the Jeans was found to have a badly scratched belly, obviously the result of a heavy landing. No one damages an aircraft deliberately, however if damage does occur please report it immediately so that the aircraft can be properly checked. Other people are going to fly the glider after you and they need to know that it is safe for them to fly.



This damage has been checked, and while it is going to cost \$\$\$\$ to repair, KYT is safe to fly until it is repaired. The club has a no blame incident reporting policy so don't be afraid to be honest. All incidents are investigated, not to apportion blame, but so that we can all learn and hopefully ensure that these things don't keep reoccurring.

Names are not revealed in an incident report after it is discussed at the Instructor Panel meeting.

The club single seaters are insured for ground and trailering risk ONLY and do not carry full flight insurance. Should an aircraft be damaged we rely on the honesty of all members to pay the equivalent of the repair cost or what would be normally the insurance excess (\$1000), whichever is the lesser. These assets belong to all of us and we need to look after them.

*Post Scrip: Since this was written KYT has had the Form 2 and the damage repaired. Thanks to all those who helped.*

**Darling Downs Soaring Club**

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## **February Roster**

Sat 2	Tony Cavanna	Gary McMahon	Neil Muspratt
Sun 3	Russell Bennett	Fran Ning	Josiah Murphy
Sat 9	Andrew Huggins Chad Nowak	Jenny Thompson	John Hook
Sun 10	Richard Hoskings Pearce Mitchell	Jeremy Thompson	Rob Murphy
Sat 16	Jeremy Thompson John Grosser	Des Baartz	Jo Davis
Sun 17	Jenny Thompson Fran Ning	Mark Robertson	Steve Harris
Sat 23	Ralph Henderson Barry Daniel	Pam Kurstjens	Peter Davison
Sun 24	Charlie Downes John Moller	Gerrit Kurstjens	Libby Matsuzczak

**For March rosters please refer to web site**

**Competition time**  
Answers to Bob Flood

Who owns the legs below?



Who owns this glider?

