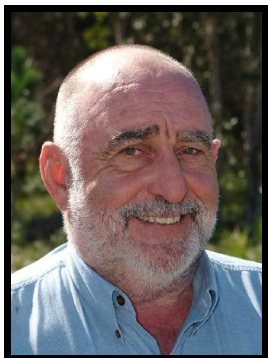




FEBRUARY 2005



PRESIDENT'S REPORT

Your club continues to attract new members at a high rate. Our proximity to Brisbane and our highly accessible location close to the Bruce Highway remain major factors in this. Since the 1st of July we have recruited a total of 34 new members, a percentage of whom were three-monthly. Experience has shown that conversion from three-monthly

members to full members is not as strong as one would have hoped. On the debit side we have lost 16 members, mostly three-monthly, but also a few long-termers like Mick Beattie who had always been a member of Gympie and was finding, as a Level Two Instructor, being rostered on at both clubs too demanding. Other resignations were members who moved out of the area, or were due to the pressure of business or ill health. We do not appear to have lost full-term members due to dissatisfaction.

Needless to say, we want to retain all members. Resignation from three-monthly members is to be expected as some of these people are members as the result of another person buying a gift membership. We try to make everyone welcome and try, within the limitations of weather, instructors and other crews' availability, to give everyone what they want and keep them happy. Helping all members to get out of our club what they want must be a prime objective of us all.

We are working on increasing the number of instructors available to us by training more of our own members, but also by encouraging members from other clubs to come and enjoy what we have to offer. The progress to instructor is a simple process: get close to forty hours; tell the CFI; you then should get passenger and back seat ratings and, when you hit 50 (hours that is) there is a good chance you will be upgraded to AEI. The main advantage of this is free flying and gaining the necessary experience to be trained as a Level One Instructor. Whilst both of these roles have with them a responsibility, it is rewarding to share your experience whilst keeping your hours up and enjoying your sport with other people.

All members should remember that we are extremely fortunate in having on line a state-of-the-art motorglider, the Super Dimona JLL. In case you were not aware of the fact, this is available to all members; get solo, get yer bum in it, get converted to it and experience it. There are a substantial number of club instructors who are current on it. Surprisingly, the cost is not that different from the usual gliders. It is part of our club and should be promoted to all and sundry with a degree of reflected glory.

You will recently have received a hard copy from the Committee outlining a few points about upgrading our image (e.g., with name identification: please respond to

this as soon as possible). Many members of our club put effort in to ensure its ongoing success and any little thing you can do to help is always appreciated. Other small steps like "The Bus", tarting up Blaniks and some other matters, continue to be addressed. As well as your own flying, regardless of your level, get involved: even cleaning hangars and just keeping things tidy whilst you are there is good for everyone. Remember, as a club, most tasks are performed by club members, and that means you. We always need help on aircraft maintenance.

As I said in my recent open letter to everyone, we have retained Wings' old office. We intend making this into a social-type room with a fridge and some drinks, cold water and beer; we may look at stocking it with chips and nuts that will be available to everyone, including visitors. In case anyone does not already know, alcohol is prohibited on any airfield in any form for any person. The office, having a car park entrance, does not fall into this category. An honesty box system will be trialled. Any suggestions will be appreciated. We will probably lock the fridge with the same key as is used for the door.

We are unique in our location for training and local flying, a good two-seater fleet and a good and continually improving relationship with Darling Downs Soaring Club, where any thermal under three up is regarded as sink and outlanding fields abound. So to new members I say, get solo, get out to the Darling Downs and get into competition and cross-country, or just enjoy extended flying.

Remember, have fun and get involved. You will get out more if you put more in.

Allan Breckell



TUGMASTER'S REPORT

Following a couple of complaints, tug pilots are reminded that other users have a right to expect the CGC tow plane to be following standard circuit procedures. Downwind is to be at 1,000 ft right to the end of the downwind leg and preferably outside the normal glider circuit. Turn onto final

should be commenced not below 600 ft so that you roll out on final no lower than 500 ft.

Remember that tugs have no exemption from the requirement to have the wings level on a stabilised final approach for a minimum distance of 500 metres from the threshold. This equates to about 300 metres on the other side of the road on 06 and the same on 12; on approach to 24, about 300 metres behind the power lines and, on 30, about 300 metres beyond the fringe of the trees. Height over the highway on 06 and 12 should be no lower

than 200-250 ft.

Forget what may be done at other gliding establishments; I do not want to see any unnecessarily low, close-in U-turns from base onto final approach at Caboolture.

There has been a grumble or two lately from glider pilots about being taken too far downwind. Remember, wind direction can change at different heights. Even if being released at 3,500 ft, if there are adverse winds at that height, it can be a long way back to the strip if well on the way to Bribie Island. Please stay focused on this aspect. AEs and Instructors with students don't want to spend their whole flight battling back to the airfield. If they are able to release within easy glide of the strip, where they go after that is their responsibility.

As will have been read by members on the CGC email list, mistakes with glider controls and misinterpretation of tug signals do happen and sometimes can cause, or come close to causing, disastrous results. This is why we teach "identify the release, identify the airbrakes/flaps" or what-have-you, before any action is initiated.

A year or so ago we had a visiting low-hour glider pilot from England who had never flown in a Blanik previously. He had done all his training in a K13. For the information of those unfamiliar with the K13, the release handle is a golf ball-sized ball with a wire running through it, and it hangs in about the same area as the trim release in a Blanik.

This pilot was having a flight in GXQ with Alex Burey and, at intended release height of 3,500 ft, he gave the trim lever the full treatment instead of the release, at the same time as he commenced a climbing turn, and immediately shot up well above the "high tow" position.

I was watching in the mirror for the release and saw the glider (which had been in the textbook low tow position just below the slipstream) disappear from sight upwards at a great rate of knots. By the time I pulled the release lever in the tug I was pointing at the ground at about 45 degrees and had lost all elevator authority. That is how quickly it happens. Alex was also onto it immediately (or as immediately as it is possible to be in these circumstances) and apparently pulled the release in GXQ at the same time, because we lost the tow rope.

The circumstance which brought about this dangerous situation was due to the fact that all the green paint on the knob of the trim lever in GXQ had worn off and exposed the original yellow plastic knob. It did not help matters that, at the time, this pilot was wearing sunglasses which have those bright yellow lenses. All he registered was a bright yellow knob in the position he was used to seeing it in the K13.

He apologised profusely on the ground and told me he had been specifically shown the T-bar release in the Blanik which is why, I suppose, he was so upset (as was the tug) over the incident. It also did not do much for either Alex or me. Unless one has experienced it in a tug or a glider, one cannot believe how short the time and distance can be for a glider to rocket up from low tow (just below the slipstream of the tug) to way above the normal high tow position (just above the slipstream) and a possible tug upset.

So there you have it: IDENTIFY THE RELEASE (and any other lever) before you action it.

Some glider pilots are hanging on too long in high tow after take-off. A height of 100 to 150 ft is ample before descending slowly into low tow. Release should be

effected in the normal low tow position. There should be no climbing up into the slipstream in order to put tension on the rope.

Answers to brain-teasers in the last issue:

1. empennage
2. vario, altimeter and ASI
3. ratio of span to chord
4. a line depicting 0 degrees magnetic variation

This issue:

1. What is the difference between the Angle of Attack and the Angle of Incidence?
2. What is longitudinal dihedral?
3. In gliding, is lift less than, equal to, or more than, weight?
4. About which axis do the ailerons move an aircraft?

Tony Sorensen

AIRWORTHINESS

All of us should realize that maintenance is a vital part of keeping our aircraft safe for us to fly. The Daily Inspection (DI) is an important cog in the maintenance system. It is not a quick look-over and sign the book. I am concerned some may be looking at the aircraft but not understanding what they are looking for and why.

My concerns were raised by the fact I recently found the Twin had been DI'd three times and signed off with the L'Hotellier couplings overdue for greasing. One pilot said he had been told there was ± 5 hour margin, as for the Blanik 50-hourly. This is wrong, and it is also wrong for a DI-rated person to assume they can sign off a Blanik that is over the 50 hours. Firstly, the L'Hotellier couplings are vital connectors that require regular greasing or they will fail (and if they fail, start praying); they must be greased and checked every 50 hours. Secondly, the Blanik 50-hourly is a check and grease with one check being a very low risk control system check; however, you must still get the approval from an Annual Inspector to sign it off if it is over the 50 hours.

The Maintenance Release tells you a lot about the aircraft you are going to inspect, so I suggest doing a DI in this order; it is only a suggestion, however it will save you doing a DI on an unserviceable aircraft:

1. When approaching the aircraft, look for major damage or defects.
2. Check the currency of the Maintenance Release; dates are on the inside front cover.
3. Check when service hours or times are due. Compare Page 1 with the hours/landings page.
4. Check the MR for major defects. The aircraft cannot be flown with a major defect not signed off.
5. Then do your DI in a steady, logical, suspicious order you are comfortable with. Be a pessimist, not an optimist, for this task. If you are concerned, ask someone and, if still concerned, ring me or PJ, Richard, Rocky or Bert.
6. An important part of the DI is to clean the aircraft. There is a good vacuum cleaner in the hanger so the

aircraft should be vacuumed every day. This should be done with the aid of a torch to look for loose articles such as screws, nuts, etc., that could mean trouble.

Look after our aircraft and they will serve us well. Abuse them or take shortcuts and look out for the consequences; remember, it may not be you who gets hurt.

Safe flying.

Lindsay Mitchell

TRAINING REQUEST SYSTEM

You will find with this newsletter the details and a précis of the Training Request System we have initiated. Some members are using it all the time and, although it is early days yet, it is proving helpful in knowing numbers requiring training. Try to use it as it needs to be used by all to be truly effective. Comments, both positive and negative please, to Lindsay.

EASTER COMPETITION 2005

The Gliding Queensland Easter Competition 2005 is just around the corner, running from Friday 25 March through to Saturday 2 April. This year it is again being held at Dalby Aerodrome (the location for the 2003 competition) and is being co-ordinated by the Queensland Juniors, among them our own Seph Flack.

If you have never been to a gliding competition before, this is your opportunity to see one in action. The Easter Competition is a "friendly" competition, where pilots have the opportunity to experience cross-country, competition flying in a supportive environment. Competition is divided into several classes and gliders are handicapped according to their performance characteristics, so even a low performance glider can do well against some of the faster machines. Besides the flying there is the social component: meeting pilots from other gliding clubs; sharing experiences and knowledge; the end-of-competition dinner on the last Saturday night.

Caboolture Gliding Club has fielded the Twin Astir IKW in a couple of the previous Easter Competitions and will likely do so again this year. You do not need to have gone solo to fly in the competition in IKW with an instructor, so if you want to experience a day or two competing from the front seat, get in touch with Seph Flack or Robert Hart AS SOON AS POSSIBLE. You will be amazed at how much you will learn and how much your confidence in your flying will improve.

The Easter Competition web site can be found at <http://www.users.bigpond.com/mcodling/easter2005/>. The CGC web site contains links to photographs from the 2003 Easter Competition: look under the "Gallery" link.

SOARING TO KINGARROY

Wednesday the 6th of October was my rostered day off and after a few weeks away from gliding it was time to do some soaring.

I planned a flight in the Dimona motorglider JLL from Caboolture to Watts Bridge for a day of soaring,

expecting to land at Watts Bridge, have lunch and return. I set up the cockpit with current VTC, water bag and lunch on the spare seat. I did a DI, wash and added some fuel before launching into a promising sky at midday.

The cruise out to Kilcoy took less than 15 minutes and I soon found good lift and shut down the engine. For the next 30 minutes or so I cruised around the northern end of the Brisbane Valley between 6,000 and 8,000 feet. The sky to the west looked even better, as it usually does, with active cumulus clouds dotting the sky. Cautiously, I tested the air further to the west, not getting below 7,000 ft, which gave me plenty of options even though the terrain in this area is very rugged. Overhead Blackbutt at 8,500 ft, I had a good glide angle to Nanango which has an airstrip next to the racecourse and is 20 km to the east of Kingaroy, so off I went. As expected, the lift got better further west and, although the sink was equally strong between thermals, by diverting about 10 degrees either side of track, better air could be found until the next good thermal was reached. Abeam Nanango at 9,000 ft I could now relax and enjoyed my in-flight meal (vegemite sandwich) whilst cruising toward Kingaroy. I considered landing at Kingaroy and motoring back to Caboolture but the air was too good and climbs easily found. As a confidence check I started the engine, which burst into life immediately; this also provided a top-up charge for the battery as I had been running the transponder the whole time. After 5 minutes, I shut down the engine, now just to the west of Kingaroy. I dialed up Caboolture on the GPS, which showed 140 km from home.

One last climb overhead Kingaroy took me to 10,000 ft and I headed off. My direct track to Kilcoy was obstructed by smoke emanating from bushfires northwest of Moore. This smoke was rising to 9,000 ft but was blown northeast by the wind. By cruising on the southern edge of the smoke, I was contacting good lift every 10 km or so, thereby maintaining a good, safe height over the tiger country. Back at the northern end of the Brisbane Valley, I had to work a bit harder to maintain my altitude above 7,000 ft and considered starting the engine to ensure glide to Kilcoy airfield, but whilst turning spotted a good airstrip amongst the foothills, so I continued searching and was soon back at 8,500 ft. By Kilcoy, I had to be below 7,500 ft to remain clear of the controlled airspace. I then tracked northeast, staying in the 7,500 ft step, finding plenty of lift north of Woodford. I used Mt Beerwah as a reference for the 4,500 ft step, wound up the airspeed to 100 knots to slip under the control step with maximum energy, and arrived at the Twins with about 3,500 ft and 10 km to go. It looked like a straight-in approach to Caboolture was possible, but I figured starting up the engine was a lot less stressful, considering the sea breeze which had by now taken effect.

I landed at Caboolture at 15:30 for a flight time of 3.5 hours. Total straight line distance: 280 km, 220 of those covered with the engine off over a 3-hour period; not the greatest distance I have soared, but quite challenging in this part of Queensland, avoiding controlled airspace and monitoring the correct radio frequencies throughout the flight. As it turned out, it was very quiet traffic-wise, another benefit of flying midweek.

It was a fantastic day which highlights the benefits of self-launching gliders, particularly at Caboolture where we can be restricted by airspace: 15 minutes away it can be booming and provide a lot more freedom; and, of course, the ability to go gliding midweek. Thanks to Phil Behnke for enabling me to fly this fantastic machine.

Kim Houghton

A RETURN TO DALBY

With the Easter Competition on in a couple of weeks, I thought I'd write a bit about my first experience at a gliding competition in the hope that it will encourage a few of our less experienced members to venture out to Dalby this year, even if it's only for a day or two, even if it's not to fly but just to see how a gliding competition operates.

Attending the 2003 Easter Competition was a kind of homecoming for me. I first went solo at Dalby in 1995 when Sunstate Soaring, a commercial gliding operation, was based there. I hadn't been back to Dalby since then. There was definitely a feeling of familiarity to the place. In fact, the camping site was right alongside the hangar that Sunstate Soaring had used.

For various reasons, mainly financial, I hadn't kept up my soaring for a couple of years. It was a case of two steps forward, one step back, for some considerable time. By April 2003 I had accumulated the grand total of 77 flights and about 20 hours in the air, most of it under instruction. Little did I know what lay in store for me during my "second week" at Dalby. I flew five times during the competition and added 10 hours to my total, an increase of 50 percent, all in the space of one week!

There was something totally different about competition, cross-country flying. For starters, we launched along with 50 other gliders within the space of an hour, and shared thermals with upwards of ten other gliders prior to the task start time. This has to be experienced to be believed. I was also used to staying close to home, never venturing too far afield, every flight always within glide range of the airstrip; when I ventured out with Al Sim in the Twin Astir towards Chinchilla on my second flight, I was finally leaving the airfield well and truly behind. Unfortunately, we had to cut this flight short as, like my first one, I suffered airsickness! Back on the ground, a trip to a local pharmacy for some motion sickness medication put a stop to that for the rest of the week.

My third flight in the Twin with Brian Wade turned into what is still my longest flight, both in distance and time. We were airborne for 4 hours 25 minutes and covered 206 kilometres on a task that took us to the Bunya Mountains, Chinchilla and back to Dalby. Flying the second leg, I had trouble finding lift and we started getting a bit low. Brian took over from the rear, while I checked the paddock below us in preparation for an outlanding, just as I'd been taught to: surface OK, size OK, slope OK, surroundings clear of trees and other obstacles, no wires, find the wind direction, pick an alternate site in case the first choice turns out to be unsuitable; OK, that is now our airfield and we're on a local soaring flight. In the end, Brian got us away, and on we went.

On flight number four, I was paired with Ian McPhee from NSW. We headed out to the Bunya Mountains on the first leg but, after reaching the first turn point, I again ran into trouble on the second leg; all Ian or I could find was sink. We had earlier overflown George Lee's airstrip (he of "Plain Soaring" and World Gliding Champion fame) so we headed back towards it and eventually decided we were going to have to put down there. Without much realising the significance, I was about to land the Twin Astir for the first time, and on a different strip from the one I had taken off from. How hard could it be? It was different to the Blanik, sure, but I'd just had about 10 hours in it over the past seven days, and I reasoned that the technique was

exactly the same. I just kept the speed at 55 knots, flew a normal circuit, and landed without incident. To this day, I'm not sure that Ian realised I'd never landed a Twin Astir before! To top this off, it was immediately followed by another first: an aero-tow retrieve to get back to Dalby, just in time to join half-a-dozen other gliders in circuit as they returned from completing the task ("Macca" did the landing this time!).

The other side of competition is the social one. I met a number of people from other clubs and, with all the Caboolture guys camped out together in two caravans parked side by side, I got to know them much better by the end of the week. We still get on pretty well. Communal dining inside a large marquee in the evenings over an obligatory bottle or two (or three) of red, was a great ending to a great day of flying.

To sum up my experiences at Dalby, I was now hooked. This was what gliding was all about. In the two years since April 2003, I've added another 70-odd hours to my total flying time and reached the dizzying heights of the controls of an LS7. One of these days, I might actually get around to claiming my Silver C, before I've done 300 kilometres. In the meantime, I'm having too much fun. The sky really is the limit.

If you've never been to a competition, I can't recommend the experience enough. You will see gliding from an entirely new perspective, and probably do things that you didn't think you were capable of. It might be the very thing you need to give your soaring a boost, as it was for me.

Neil Muspratt

CONGRATULATIONS

Congratulations are in order for Stephen Bowtell who recently achieved all three components of his Silver C in one flight at DDSC. Stephen was aloft for 6 hours on his task, heading well past the usual turn point at Jimbour to eventually turn for home at Jandowae.

Lindsay Mitchell recently completed a flight from Caboolture to Watts Bridge and back in the Club Libelle in 2 hours 18 minutes.

Lani Fardell recently went solo. Congratulations Lani!

YOUR COMMITTEE

President	Allan Breckell	5478 0583 H 5493 1088 W
Vice-President	Bob Hainsworth	3851 1540 H
Secretary	Lindsay Mitchell	3282 2006 HW
Treasurer	Bob Taylor	3366 0674 H
CFI	John Ashford	0409 679 867 M
Tugmaster	Tony Sorensen	3869 3036 H
Committee	Seph Flack	3262 3856 H
Committee	Neil Muspratt	3856 5869 H

CLUB CONTACT DETAILS

Pie Cart	0418 713 083
Office	0418 713 903 (Lindsay Mitchell)
Internet	enquiries@glidingcaboolture.org.au http://www.glidingcaboolture.org.au/