

**JULY 2003**

**PRESIDENT'S REPORT**



My father used to say that a man who drinks whisky before he is forty is a fool, and a man who doesn't drink whisky after he is forty is a bigger fool.

One could apply a similar logic to computers, a man who does not use a computer is a fool, but a man who relies on computers is a bigger fool.

Judgmental! Inflammatory! Ridiculous! Maybe, but there is some truth in it. Computers are still machines at the whim of technology and humanity. Nevertheless, it is an inescapable fact that computers have become an essential part of modern life. Pre school children are taught to use them in the same way that we were taught to use a pencil and ruler.

The Caboolture Gliding Club is steadily moving towards the twenty first century, (I know that most of the rest of the world is already there) and much computerisation, courtesy of Dick Howlett, Brian Wade, and our intrepid accountant, Austin Miller as well as many others, has already been done.

We continue to make progress in all areas. However, until we, as a club without the geographic nature of most clubs where members have social interaction on a regular basis, achieve a higher degree of communication, our progress is not as productive as it could be.

Many members do not own computers, some of those who do, do not use email, and even some of those who have email do not subscribe to the CGC list.

Computers being machines are subject to crashes, virus, the whim of the server, so even those fully literate can have problems.

Some time ago it was suggested as a means of addressing all of the above that those people who choose to be outside the mainstream of communication can be kept informed and feel more a part of the club, by a buddy system. What this means is, if you are not on email, or choose not to be on the CGC list, or do not even own a computer, that you get yourself a buddy who is. That buddy can then keep you posted either literally, by printing out emails that he knows you will be interested in (snail mail still works and can be in your home the following morning. If you are not sitting on you computer all day it may reach you before email). Alternatively a friendly phone call once or twice a week can keep you up to speed and increase club social activity.

We all have valuable information to contribute and by

this means the "silent" ones could have a voice.

This may not be a monumental leap, but just another small contribution so that the total is greater than the sum of its component parts. If you have any interest contact me and I will see if I can match you up.

**Allan Breckell - President**

**MANAGERS REPORT**



Hi everyone. It's the end of the financial year and very soon we'll be getting ready for our Annual general Meeting. When the dates are announced please put them in your diary and make a commitment to attend. We want everyone's opinion to be heard.

You'll see I'm making my usual plea in the Duty Pilot's section for accurate readable documents, but this one is a goodie.

I got this note out of the cash drawer one Monday morning and I haven't been able to fathom it.

"MONEY used for change \$200.00 for \$175.00".

I'm still at a loss to know what that means and the cash was down \$25.00 that week-end so it clearly meant something to some-one. Please give me the whole story and please don't take cash out of the cash box for anything.

We are now in our quietest time of the year and that means two things.

- You can get your flights in easily and
- We need sales to keep the cash flowing.

So give it some thought and get out to the field and enjoy some relaxed flying.

By the time you get to read this Brian Wade will have started the next 7 day training course. These courses are a great thing for the club – gets new people "kick started", uses our assets efficiently and, the hardy perennial, generates cash. This course was over subscribed to it shows how popular they are. Our thanks to Brian and all the other volunteers, Instructors, Duty Pilots and Tuggies who make it all happen we appreciate your efforts.

It has been suggested to me that it would be of interest to you to know some of the costs of running the club and where your money goes. It's very easy to just take everything for granted and perhaps wonder what the committee does with all your cash. Here's some approximate averages of some of the expenses we have to cover on a regular basis.

# Check out the latest club news at

- Tug maintenance \$1000 - \$1500/month (often between \$2000 and \$3000).
- Tug Fuel \$2500 - \$3500/month.
- Tug insurance \$333/month.
- Glider insurance \$1466/month.
- Glider maintenance \$875/month.
- Hangar rent \$1375/month.
- Caboolture Airfield Access fees \$875/month (plus \$500/year).
- Watts Bridge access fees \$305/month (very expensive underused asset).
- Gliding Federation of Australia short term membership fees (TIFs) \$600 - \$1000/month.

And there's a lot more but that will do for now. Till next time (and don't they keep coming up quickly?).

**Dick Howlett** - *Manager*



## CFI REPORT

### Flying competence.

From time to time duty instructors may find it necessary to scrutinise some aspects of a pilot's flying ability. The reasons for this are many and varied and apply to every pilot regardless of experience. A pilot's ability may decline to an

unacceptable level despite having had a successful annual check flight within the last year. Common reasons might be:

1. Health. This could be something as simple as a common cold that affects your balance or it could be something that requires more thorough diagnosis.
2. Age. Unfortunately for all of us the ability to safely operate an aircraft degrades with age. Vision, balance, coordination, mobility, reflexes and reactions all decline with age.
3. Lack of currency. This is probably one of the more common reasons for poor flying ability. Contrary to popular belief, retaining flying ability is nothing like riding a bicycle. Any perceived similarity between the two ceases with the severity of the resultant crash following the omission of some seemingly simple task. Flying straight and level and performing a gentle, if uncoordinated turn, whilst at a safe height is not a test of competence. You must be able to consistently demonstrate good takeoffs, landings, circuits, lookout, speed control and responses to potentially dangerous situations in order to demonstrate competence. Lack of currency on a particular type is also not uncommon. If you lack currency on a higher performance aircraft then it should be considered poor judgement to

insist on flying it or nothing, rather than fly a Blanik for example. If you fly infrequently and your preferred aircraft is not available then you should fly something anyway. You never know, you might be surprised at how much fun the lesser performance glider can be.

4. Natural ability. The 'natural borne pilot' probably doesn't exist. Some people are able to learn a particular skill at a different rate from others. Some fast, others not so fast. Some people have to work very hard just to be average, whilst other don't have to try very hard at all to be very good. The bottom line is that there is no substitute for currency. It is up to the individual to ensure that they fly frequently enough to maintain an adequate level of competence.

It is a very difficult and unpleasant task for an instructor if they find it necessary to speak to a pilot regarding their flying behavior. This is because they understand the enjoyment that flying brings and nobody enjoys having their ability questioned. This is a natural human trait. Nevertheless, it would be a dereliction of their duties if they failed to act on a matter of safety. Every pilot has an unwavering obligation to ensure the safety of themselves, the safety of those around them and the well being of the aircraft they are flying.

Any action taken by the instructor of the day, the CFI or the instructor panel must not be taken personally. Instructors are selected not only for their ability, but also their integrity and they are trained to recognise when things are not as they should be. It would be remiss of the instructor and all he or she represents, and a direct violation of their duty of care, if they were to turn a blind eye to a potentially dangerous situation.

If you show a pattern of errors or poor judgement then it is in everyone's best interests for the problem to be solved.

**Richard Friday** - *Chief Flying Instructor*

## TUGMASTER'S REPORT

First up, welcome to new tug pilot Stephen Bowtell. I am sure we will find plenty of work for him in the months ahead.

A reminder to tug pilots to stay alert for calls from the meat bomber and maintain a good lookout when it is known to be in the air. Glider pilots should not be backward in calling up the tug pilot at any time it is thought he has not heard a transmission regarding canopies on descent.

Would tuggies please note that the practice of the tow plane dragging the tow rope past gliders and turning back to try and position the end of the rope in a handy position for the wing runner is to cease, especially on 06 and 12. Not so pertinent if parking and shutting down the tug behind gliders on 30 between flights. There are several reasons for

stopping this practice:-

1. The wear and tear on the brakes is unacceptable. The right hand brake pads have already been down to the rivets again since the last 100 hourly.
2. It does not need much imagination to realise how much extra fuel is used over 12 months.
3. The tug is often taxiing to and fro close to occupied gliders.
4. Another safety factor is that on 06 and 30, most times the tug is moving into the undershoots on these runways and could cause serious problems if another aircraft on short, low final, is not seen or heard and requires to utilise the undershoot.

To assist drag the rope into position, I will make up a rod with a hook on the end like some other clubs use and are often used at competitions. The other end of the rod will have a red flag so that it can also be used by the wing-runner to give the "take up slack" and "full power" signals to the tug. This will be hung up inside the pie cart.

If there are no filled litre bottles of oil available there is a five litre canister or failing that a 20 litre drum on the floor between the small tug cupboard and the workbench. They are marked W100. There is also a tin of grease on the bench or in the tall tug cupboard to refill the grease gun if it is empty.

**Tony Sorensen** - *Tugmaster*

## Duty Pilot Notes

I sent the following email out to the CGC Email List and I've asked Al Sim to print it here so those of you not the email get to read it too.

Please give this careful consideration.

***There have been a couple of occasions lately where passengers have arrived at the Pie Cart for a booked AEF without the flight voucher.***

***On all occasions the flight was given – but that places us at risk.***

***We cannot fly passengers unless they produce the voucher or pay for the flight. Not producing the voucher is the same as not having a ticket. If a passenger has left the voucher at home and we honour it sight unseen then they could produce it again later and ask for the flight again and no one would know the voucher had already been honoured.***

***So the rule is no voucher no flight.***

***Also please complete all the details on the voucher - date flight taken, and flight number (from the flight sheet), as well as putting the voucher details on the flight sheet.***

Again a reminder that when writing receipts to complete all the information necessary and use the next receipt form (i.e. don't miss about 6 numbers and then start again).

I've got to give it to you guys you keep on coming up with ways I would never have thought of to thwart the system.

**Dick Howlett** - *Club Manager*

## JLL Vario to be "Fixed" - Efficient Thermalling At Last

The vario in JLL is currently uncompensated. Consequently soaring in weak or broken lift is very difficult as variations in attitude cause false vario indication. Pulling up as you enter a thermal will give a positive "stick thermal" indication making it difficult to centre.

The solution is either to fit a total energy probe or a compensation diaphragm. Bert Persson, was able to obtain a diaphragm while in Alice Springs recently. So we will be able to fit it soon and see how well it does the job. If it is not satisfactory a TE probe will be purchased.

## JLL Member Flying Rate Review

Now that JLL is being used for "Super Diamond" AEF's and our other AEF's when club aircraft are not available, it is hoped that the AEF income achieved will enable member flying to be subsidised. A rate review will be conducted soon with the hope that the "engine on" time can be reduced to \$99 per hour and "engine off" to \$44.

## OPINIONS NEEDED ON A SECOND MID-WEEK FLYING DAY

It is proposed to trial operating on a second midweek day, probably Mondays. The purpose of this is to canvass the membership to gauge the support for the proposal. Please reply indicating whether or NOT you are able and willing to fly on Mondays, or on another midweek day, on either a regular basis, or on a casual basis of, say, once a month.

This would be in addition to current Friday operations and must not divert support from Fridays. Already Fridays are only possible due to the support of a small crew of regulars who attend every week, aided by the irregular attendance of a few midday arrivals. Their efforts allow a lot of air experience passengers to be flown raising much needed revenue and reducing the number that otherwise may need to be flown on weekends. Even so, members can have all the flying they want on a Friday and still the gliders often get put away early due to a lack of demand. Pupils especially can have several flights, and usually with the same instructor every week, allowing faster progress.

The club needs more Friday people, so if your work commitments allow you to attend please do so regularly. or even just occasionally. YOUR CLUB NEEDS YOU!

**Bob Hainsworth** - Ph: 3851 1540

## The Cost of Glider Maintenance Something for Everyone to Think About

Undoubtedly much more will be written on this subject in the months ahead – because the problem is with us to stay and must be addressed.

It is an inescapable fact that Blanik Form 2 inspections are becoming increasingly difficult to get done by others and the cost is only going to go one way – up!

Last week QSA RTO Airworthiness, Alwyn Reid was at Caboolture. He suggested that we should do them ourselves with a Form 2 inspector supervising a team of about six members over three days - he emphasised that the same people should be involved on all days (or nights) and that this pattern should become the norm if the club is to keep Blanik maintenance costs down.

If this approach were to be adopted for all seven gliders, the annual saving would approach \$10,000, which would make a very useful contribution to the Blanik replacement programme. But for it to work at all, we need to have more members qualified as Form 2 Inspectors.

The first step in this process is to find out who is interested in becoming more involved in glider maintenance and then, over time, have them assist in some maintenance tasks leading to eventual formal qualification.

If you are so inclined, please let Dick Howlett know.

### AIRWORTHINESS COURSE

Most members will be aware of the ongoing difficulties encountered in maintaining our aircraft fleet. A 7 day continuous course is being run by the QSA in October at Kingaroy to assess candidates for "REPLACEMENT of COMPONENTS" and "FORM TWO INSPECTOR" ratings. Nominations are requested by interested members to attend this course.. As background I suggest you read an article on airworthiness in July's Soaring Australia. To attend the course you will have to be nominated by a current Form 2 Inspector. If you feel you have the basic qualifications to attend please contact Richard Friday or myself. I have the nomination forms and Richard will assess your present qualifications for nomination.

These ratings are very responsible positions and candidates must demonstrate full awareness of these responsibilities before they will be nominated.

### Queens Birthday was great success

If you didn't make it you missed a terrific weekend. Over twenty members came out to Wattsbridge and enjoyed everything our second gliding site has to offer; winch launches, aerotows, relaxed atmosphere, cross country flying, ridge soaring and the great local hospitality. The weekend saw a total of 93 flights.

The weather conditions over the weekend provided

ridge soaring over picturesque Mount Brisbane and Somerset Dam and thermalling over the valley.

We certainly all had allot of fun on Saturday night at the club BBQ dinner at the Toogoolawah Motel. While we enjoyed a few relaxed drinks our hosts prepared a delicious dinner. Many a story was told generally followed by muscle aching laughter. It was a great to see so many new members come along and really get into the spirit these weekends create.



Clockwise: Front - Rob Murphy, Neil Muspratt, Bob Thompson, Hans Oerlemans, Richard Friday, Kim Houghton, Wayne Burgess and Brian Wade.



Clockwise: Wayne Burgess, Al Sim, Judith Smith, Allan Breckell and Neil Muspratt.

Our thanks must go to Pearce Mitchell and Dick Howlett, and many more, for organising a great weekend.

**Dont miss the next one!**

### YOUR COMMITTEE

**President** - Allan Breckell, W - 5493 1088  
H - 5478 0583

**Vice President** - Dick Howlett, W & H - 3283 3536

**Treasurer** - Robert Hart, W - 3872 4808  
H - 3359 7343

**CFI** - Richard Friday, H - 3269 5631 M - 0410 462 609

**Secretary** - Lindsay Mitchell, W & H - 3282 2006  
M - 0418 713 903

**Committee Member** - Bob Hainsworth, H - 3851 1540

### CLUB CONTACT DETAILS

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