

MARCH 2003



Dick Howlett

## MANAGER'S REPORT

Hi everyone and welcome to this new look CGC newsletter. We've called it "Lookout" because that's probably one of the most important things, if not the most important thing, we can do when flying and anything we can do to remind ourselves to keep a good lookout is all to our benefit.

The plan is to issue this newsletter bi-monthly and to coordinate its release just after the instructors' panel meeting and the management committee meeting which are also held bi-monthly. That way we can incorporate any pertinent facts which come from those meetings.

I have taken on the responsibility of editing and the first thing I must do is thank a few people. Brian Wade for suggesting the name, all those who have submitted articles for inclusion and Al Sim who has taken on the responsibility of photography, art and design and producing the newsletter for us.

It is dangerous for me to try and thank individuals because with so many people working behind the scenes in this club it's easy to miss someone. If I have done that, or do that at any time I ask your forgiveness in advance.

If you submit your favorite wonderful, best ever gliding experience, article to us and it doesn't get used immediately don't get upset - we plan a few months in advance and we cannot use all the material we get necessarily straight up.

Since taking on the responsibility of the management of the club I have had quite a hectic time. There seems to be so many things to do, all "needed now". I ask you to bear with me. I am getting around to everything but I only have limited time each week and have to allocate priorities. Your stuff will get done just be patient.

Lindsay Mitchell is continuing in the role of AEF sales and bookings coordinator and is responsible for the weekly reminder calls to duty crews, and I thank Lindsay for his willing cooperation during the handover.

We spend a lot of money on official GFA publications which are held in stock for you to purchase. In the past they have been stored in the Hangar Office stationery cupboard but often there were not as many in there as there should have been and no record of anyone being charged for them. So I'm keeping them in my home office and if you want "Basic Gliding Knowledge", "Log Book", "Radio

Procedures" or a "DI Manual" just order from me direct and I'll post it to you and charge your account - plus postage.

I'm also writing a section for Duty Pilots and I ask you to keep a close eye on that because that is the forum where I will keep you up to date with the various changes.

If you have access to the internet please get on the cgclist if you haven't done so already because it makes it easy for anyone to get a message out with just one email message. That way you'll get all the latest as it happens without having to wait for the next issue. It also saves the club a lot of money - an Australia Post mail out to the full members list costs us way over \$100.00 a time not to mention the time it takes.

You can now pay your account on line. The Club's bank account details are:

Bank: CBA.  
BSB: 064 405.  
Account: 1019 4000.

When you use this method please make sure you confirm your payment to me by email and also identify your payment on the bank statement with name and month it applies to. You'll probably need to abbreviate this info just make sure I will be able to untangle it. The Club now has full on line banking facilities.

There is the possibility of some exciting projects coming on stream later in the year. We can't talk about them now because many negotiations have to be completed first. But I will try and let you know how we see the club developing over the next few issues, just as soon as there's something concrete to report.

In the meantime happy and safe flying to you and remember "Look Out".

**Dick Howlett** - Club Manager

## CFI REPORT

Greetings to all members. As this is my initial report as CFI there will be little in the way of operational reporting. In lieu of this I would like to dispense with some formalities. Firstly I would like to offer thanks on behalf of all members to Jeremy Thompson for his efforts during his tenure over the position. This is my first stint as CFI and I am sure I will come to appreciate the unseen work that this and other formal positions demand.

I have been a member of the Caboolture Gliding Club since 1995 and have seen the club prosper despite some considerable setbacks the like of which may well have scuttled a lesser club. A bird strike on a tug, an engine U/S at half life and a number

of pilot and non pilot error accidents have all put considerable strain on the club at various times. Nevertheless, we have a very strong member base and with commitment from all members we should see the club continue to grow.

A brief review of glider accidents for Queensland over the last few years revealed that the vast majority of accidents were attributable to nothing other than pilot error. Failure to perform routine checks and failure to maintain an adequate lookout featured highly.

The message here is very clear. Gliding safety is primarily the responsibility of the individual. YOU can make a significant difference to your own safety. No one's lookout can ever be good enough. We perform repetitive checks, whether they be dual control checks after a re-rig through to the basic CHAOTIC, FUST, STUFF, HASLL check for a very good reason. Human beings are not infallible and complacency kills. Canopies that mysteriously fly open during launch are utterly preventable.

Think about safety as you drive to the airfield. Only when we acknowledge risk can we take steps to mitigate it. Drive, ride or fly recklessly and you must accept that you live in another risk category, however as CFI I am duty bound to ensure that no one poses an undue risk to themselves, other club members or members of the public.

Annual check flights are a mandatory requirement and are performed for a very good reason. Contrary to popular belief flying is NOT like riding a bicycle. The finer points of takeoff and landing as well as a check for bad habits (like poor lookout) need to be revisited from time to time, particularly for pilots who fly infrequently.

Don't rely on the duty instructor to verify the need for a check flight. Look in your logbook. Ask if you need one, it may save your life.

My primary goal for this term is to facilitate additional instructor courses to bolster the numbers of people in this important bracket. The number of AEF qualified pilots is also of concern. More on this later.

**Richard Friday** - Chief Flying Instructor

## QSA 2003 EASTER COMPETITION

Every Easter, the Queensland Soaring Association runs a fun competition. Last year, this was held at Chinchilla and Caboolture was represented by Al Sim/Richard Friday in their IS29 (GWC) and Bert Persson and myself in the Twin Astir (due to Bert's experience, we managed to come 3rd in the 2 seater competition). Bert then proceeded to fly the Twin Astir (and me) home to Caboolture!

The aim of the competition is to introduce people to competition flying in a laid back, fun and safe way. I learnt heaps from my experience as you might imagine.



The 2003 competition will be at Dalby (about 30km east of the DDSC field at Jondaryan). It would be great to see both our single seaters at the competition, along with the Twin Astir.

The Twin Astir would be used to train people in cross country and competition flying and several different people can occupy the front seat. Similarly, the single seaters can be flown by a team of qualified pilots.

Widen your horizons and extend your experience by coming along!

If you are interested or just want more information, please contact Robert Hart (email [hartr@interweft.com.au](mailto:hartr@interweft.com.au) or by phone on 07 3359 7348).

**Robert Hart** - Treasurer

## TUG MASTER REPORT

A thank you to tug pilots who rearranged their affairs and gave their time to tow during the recent course. I am aware that Jenny and Jeremy have already given their thanks via the cgclist, however some members are not on the net.

Some of the new brake pads fitted only 30/40 hours previously had to be replaced again at the 100 hourly this month. The club cannot afford to be continually replacing pads at such short periods and tug pilots are requested to give close attention to brake usage when taxiing and on landing rollout. In addition to examination during the normal DI, please also have the pads examined by someone qualified when shown as due on the maintenance release. The pads wear more on the inner side of the disks and it is necessary to be very familiar with them to know when they are close to the rivets.

It is pleasing that there have been no complaints recently, as far as I am aware, from other sections of aviation at Caboolture. Please continue to be considerate towards other users expectations and listen carefully to incoming transmissions, especially on days when the "meat bombers" are in the air. Their calls are usually very good but can be missed if the tuggie has been out of the tug for a while.

Bear in mind also the need to follow the "noise abatement guidelines" to ensure we do not give people in some of the built-up areas cause for complaint.

SPA is running well and should continue to do so if correct descent procedures are followed.

Please monitor the CHT alert system carefully but remember it is only a warning device and should not under any circumstances be used to fly by. That is we do not descend any old how and just correct when the yellow warning light starts blinking. There is no way of knowing if it working incorrectly and needs adjustment, unless comparing it closely and continuously with the analogue CHT gauge.

I would remind tug pilots that when towing to 3,500ft, if the glider delays releasing with the risk of transgressing CTA, the correct procedure is for the tug to level out below 3,500ft and head back towards the strip. The glider pilot will soon get the message. It has been reported that some pilots are giving a wave-off. This is an emergency procedure to be used only when the tug is in difficulties. Another "No No" in the above circumstances is to commence a descent with the glider still on tow, which is not to be done unless previously arranged, or in the event of a double hook-up.

I appreciate that on some days lift around Caboolture is very sparse, but please "have a go" at seeking some out for the glider if there is any to be had - that does not mean 5k downwind. Don't always take the easy way out and tow straight upwind. Tug pilots sometimes need reminding that their sole task is to launch gliders as safely and efficiently as possible.

Another reminder. If any tug pilots find they are unable to use the rear vision mirrors on the tug to watch the wing-runner, then they have to have a front signaller for each launch. The wing-runner's signals must be monitored right up until after full power is applied. This is obviously not being done if taking up slack with the hatch open, then closing the hatch and belting off down the strip whether or not a stop signal has been given.

**Tony Sorensen** - Tug Master

## DUTY PILOT REPORT

### CREDIT CARD DETAILS

It is vitally important that you record the correct credit card details on the receipt form. Please double check those numbers and make sure you have the correct name and don't forget the expiry date. If you miss any one of those details, or record anything incorrectly we can't get our money.

To help us trace back, if necessary, please write the cardholders telephone number on the receipt somewhere.

### DUTY PILOT FLIGHTS

When you are claiming a tow only flight for one of your rostered days please make sure that the flight is entered as a "TO" flight with a note in the remarks column which shows the DP duty date you are claiming the flight against. If you don't say anything to the DP on the day and the flight is recorded as a member flight that's the way it will be invoiced to you. So please check.

### PETTY CASH PAYMENTS

If the club owes you some money for things you may have purchased on the club's behalf please don't take it from the cash box in the pie cart. When the weekend's flying is over I have to balance the receipts with the cash and the credit sales and it complicates things unnecessarily if someone has taken the cash out even though they leave a docket. Please refer your purchases to me and I will arrange for you to be paid.

### FLIGHT SHEETS AND TUG SHEETS TO

If you have untidy handwriting please print details on the sheets, in fact on everything. Have pity on the poor souls who have to decipher it all with no direct knowledge of what actually happened on the day.

### NEXT DUTY PILOT TRAINING COURSE

Sunday March 30, starting at 9:00 AM in the hangar office.

Book with Dick Howlett phone 3283 3536, Fax 3283 8770, Email [dhowlett@bigpond.net.au](mailto:dhowlett@bigpond.net.au)

**Dick Howlett** - Chief Duty Pilot

## THE CLUB WEBSITE

For the benefit of new members, the URL for the CGC website is <http://www.glidingcaboolture.org.au>

The site has a members area for which the access details are:

- Username: member
- Password: nimbus

Recent additions to the Web Site have been:

- Post Solo – see related article in this issue
- Super Dimona information – select Dimona from the Aircraft Notes list.
- Member qualifications – an on-line form to enable you to provide current information on qualifications etc. This information is important in the pilot mentoring process, including considering pilots for advanced ratings.

### CLUB EMAIL LIST - CGCLIST

Members of the Caboolture Gliding Club may subscribe to a mailing list service.

Once you have subscribed to the list you can send an email to everyone on the list without having to have access to a list of Club members' email addresses. All you have to do is simply send your email to [-cgclist@squirrel.com.au](mailto:-cgclist@squirrel.com.au) Your message will then be sent to everyone on the list, including you.

If you are not subscribed to the list you can not send an email to the list. (The message will simply "bounce" to me) Details on how to subscribe are in the Members' Area of our website under cgclist.

### FEEDBACK

Any suggestions to improve the site should be sent direct to Brian Wade ([wade@squirrel.com.au](mailto:wade@squirrel.com.au))

**Brian Wade** - Webmaster

### **PS from the Manager.**

We are very fortunate to have a professional web site such as this. We are also very lucky to have a web master who keeps it up to date all the time. Please show your appreciation to Brian by using this professional service as much as you can.

## **SOLO MENTOR**

At the October 2002 Instructor Panel Meeting I floated the thought of having a "Post Solo Mentor". The idea came from DDSC where Tony Cavanna has recently been appointed to the position and has made a number of worthwhile contributions to the development of pilots beyond the initial solo stage. The panel accepted the suggestion and, there being no other "volunteers", I found myself duly appointed!



Brian Wade

The creation of the position recognises that, while the first solo is a defining moment in all flying careers, the goals beyond solo are somewhat more intricate in gliding than is the case with other forms of aviation. With that thought in mind, I see the role of the Post Solo Mentor as being twofold:

- To provide general information to members about the various post solo goals, and
- To maintain a watching brief on post solo pilots and provide encouragement as necessary.

Those with access to the Club Web Site will have seen the information that I have been progressively posting under the "Post Solo" menu item in the Members' Area. It is not practicable to publish every item in "Lookout", so I will select one or two items for inclusion in each issue.

### **EARLY POST SOLO STAGE**

The first solo flight must be considered as just a confidence building step on the way to becoming a soaring pilot - nothing more and nothing less! To maintain the training momentum, every opportunity should be taken to complete one or more of the post solo sequences during each daily check flight. Also, early solo pilots must actively seek to learn and improve thermalling techniques, and should consider seeking dual instruction in this aspect on days with good soaring potential.

### **BADGES & AUTHORISATIONS**

All pilots are encouraged to set themselves goals for both authorisations (passenger etc ratings) and achievements (C certificate and beyond) and to focus their flying on the achievement of those goals. Every flight should be regarded as an opportunity to develop skills - no matter how mundane the flight itself might seem at the outset. For example:

### **A quick hangar flight**

Think of it as an outlanding practice! Mentally picture a fence at an appropriate location on the field and select an aiming point and a touch down point relative to it. Then fly your circuit, approach and landing such that you clear the "fence" by about one wingspan and touch down at the selected point. The alternative is to come in fast, skim along just above the ground with minimal air brake deployed, and then use air brake and eventually wheel brake to enable you to stop adjacent the hangar feeling somewhat pleased with your expertise. THIS HAS VIRTUALLY ZERO BENEFIT AS FAR AS SKILL DEVELOPMENT IS CONCERNED.

### **A local soaring flight**

Before take off, consider the conditions and work out where lift might be expected in relation to clouds or potential thermal sources; then mentally rehearse your thermal search and centering techniques relative to the expected conditions. During the flight seek to put the theory into practice and learn from the outcome. If conditions are suitable, set yourself a "mini cross country" within easy gliding range of the field and then practice turnpoint techniques. The alternative of just wafting around the sky is unlikely to do much for the early achievement of your goals, although the flight will have been enjoyable enough.

**Brian Wade** - Post Solo Mentor

## **NOTABLE FLIGHTS - JANUARY 2003**

Where was the lift? Only 2 flights over 1 hour listed for January.

New member **Tony Somers**, with Jeremy Thompson, managed 64 minutes in GVB on 7<sup>th</sup> Jan.

**Bob Behrndt** won the race with 65 minutes in GQA on the 8<sup>th</sup> Jan.

*Well done guys.*

### **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

**Secretary** - Lindsay Mitchell, W & H - 3282 2006

M - 0418 713 903

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

**Committee Member** - Roy MacLaughlin, H - 5498 5325

### **CLUB CONTACT DETAILS**

**Pie Cart** - 0418 713 083

**Office** - 0418 713 903

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