

MAY 2003



Allan Breckell

PRESIDENT'S REPORT

Greeting one and all, after our ANNUS HORRIBLIS as good Queen Bess said a few years ago after her year of trauma, we seem to be travelling fine. Our new management systems are working well, although still not perfect, new members still appear on a regular basis and despite lost

members for a variety of reasons, membership is still strong and climbing.

Some great Sage once said, when a man, (or woman) becomes satisfied, progress stops, (that will do for quotes for now). So let's keep up the good work

I mentioned in my last letter we are a club and although Dick gets some remuneration from the Club for his substantial input it's not a lot and from that he makes sure Lindsay gets looked after as well for his considerable efforts. It must be remembered we are running a business with sales of a quarter of a million dollars and the work load is considerable. And it's all done on a part time basis- we have no full time staff to handle things immediately.

If you have a problem or query with any aspect of the club, please direct your enquiry to the appropriate person (see the committee list on the back page) and not just phone Dick or Lindsay. If you do need to communicate with them, avoid the telephone if possible, unless the call is urgent, and use fax, snail mail or email. Anyone who has run a small business will know how invasive phone calls can be.

Hard copy or email allow prioritisation of the enquiry, the more efficient Dick and Lindsay are allowed to be, the better they can make the club work for you. There is still much to be done.

In conclusion to achieve more we have to get more flights in, our ambitions are:-Own hangar, at Caboolture, a hangar at Watts Bridge so we can station aircraft out there and fly more often on a regular basis. It would be possible to run Watts Bridge with a single seater and a Blanik, using the winch. The Dimona, JLL, would be just another bonus.

Indeed just one Blanik and a winch and a few people could operate without all the planning and organisation now needed. Also in our dream are more club owned aircraft, and with Caboolture as the cash crop and predominately training, all things are possible, "YOU GOTTA HAVE A DREAM".

Lets get the volume of flying at Caboolture up, both club members and TIF's. Be early if you are on duty and when there actively engage in turning aircraft around, it's your club and we want you to enjoy it.

Happy and safe flying.

Allan Breckell - President



Dick Howlett

MANAGER'S REPORT

I can't believe it's already time for issue 2.

In February March and April there were 38 flying days available to us. 14 Of those days we were unable to fly due to bad weather. That's 36% of available time, and income, lost. Let's hope this does not continue on for much longer.

We really need the constant income that is generated by our flying activities. We have increased the daily number of AEFs to seven per scheduled day to increase the income from that source and AEF sales are going well. But when we go through a period where we lose 36% of our income we are inevitably going to feel the pinch. So! If you're thinking of flying please get to the field now and help your club meet its commitments by spending as much of your hard earned cash as you can on your flying.

By the time you get to read this the Easter competitions will be well and truly over and our intrepid competitors will be back in the fold at Caboolture again. Have a look at some of the pictures on our website and see what you think. No comment from me.

The log books which were lost are found! No one knows how they got back in the cupboard but, there they were. A number of members have told me that they searched those cupboards thoroughly and would swear blind those log books were not there at the time of the search. No matter we got them back and GPO is back online and GJY is in the middle of its form 2. QA is also back online.

We all have to thank those people who give their time to get these technical matters attended to for us. Lindsay Mitchell spends a lot of time liaising with people who are qualified to do the work and getting aircraft delivered to where they have to go. Bert Persson also puts a great deal of his time and effort into keeping our fleet in the air..... and let's not forget those who do those other maintenance chores such as radios, batteries, the tug and all the host of incidentals which have to be done and which are so easy to take for granted. I am not going to mention

any names here because if I do I will need a flame suit on as I'm sure to miss someone who really deserves acknowledgement, but we will start doing profiles on these people in future editions.

Don't forget to get on to the CGC list if you haven't done so already-it really is the best way to get the latest information fast.

Talking about lists; as part of our access agreement with the Aero Club we were required to nominate 50 of our members to be listed as full members of the Aero Club. That list is published in this issue. The nominated members have full voting rights at CAC meetings and with those rights goes the responsibility of looking after our interests when any issue comes up which may impinge on our own club's well being. If you're on the list please make sure you get to any meetings called by the Aero Club and if you can't get to the meeting in person register your proxy with the secretary of the CAC, Bill Grieve, on bill.grieve@optusnet.com.au or snail mail to the Secretary Caboolture Aero Club, PO Box 611, Caboolture Qld 4510 to arrive 48 hours before the scheduled meeting time with the name of the person who will be using your proxy at the meeting. One attending member can hold a maximum of 2 proxies.

Dick Howlett - Club Manager



Richard Friday

CFI REPORT

Annual check flights.

It is a mandatory GFA requirement that all glider pilots undergo a check flight every 12 months. The instructor panel has discussed the requirements of this check based on some noted deficiencies. There are also some aspects of this check that

are standing requirements and they have been incorporated into the following list.

1. Attention to mandatory checks. These include the following:
 - A. ABCD
 - B. CHAOTIC
 - C. HASLL
 - D. FUST
2. Emphasis on lookout at all stages of the flight.
3. Situational awareness.
4. Radio use.
5. Descend on tow.
6. Spin check. This requires recognition of the incipient stage with prompt and competent recovery technique.
7. Running out of height.

It is intended to place a laminated list of all pilots in the pie cart with the last annual check date. As check flights are performed the instructor of the

day will enter the date on this chart. These details can then be periodically loaded into our data base.

Notes on the annual check requirements.

It is not uncommon for repetitive checks to be performed without actually acknowledging the requirements of the check. Most longer term pilots can recount instances where a ground roll has commenced with brakes open, altimeter may not have been correctly set, radio on the wrong frequency, even dolly's or lifting handles still in place. These things still occur despite the CHAOTIC check having been performed. There is an old saying about performing a wheels up landing, "there are those that have, and there are those that are going to". Don't let it be you.

LOOKOUT! See and be seen. Glider fatalities occur when mid air collisions happen. Of all of the fatalities to date in Australia one or both pilots were in a position to see the impending conflict. Adequate lookout cannot be over emphasised.

Situational awareness. Learn to become aware of the things that occur around you. For example: If there is a radio call, what was it about? Is it directed at you? Does it affect you? How many canopies did he/she say? What about other aircraft movements. Was that the parachute plane that took off 5 minutes ago? Is there something taking off on the other runway that didn't hear the tug's lining up or rolling call? What would you do if there were a conflict at 100 feet at the runway intersection? Where would you go? Are there birds thermalling nearby? Has the wind strength/direction changed since you last looked? Etc.

The radio is there for the primary purpose of communicating with other airspace users. There are times when a mandatory call is required. For glider pilots the most common one is when you are joining downwind for a landing. There are other times that a call may be appropriate however. Eg. Advising other aircraft that you intend to land "grass left" or "grass right" if there is potential conflict. Following on from item 3 above, it may be appropriate to call the tug to verify that they have seen an approaching aircraft whilst you are on tow. Don't assume that it will be all right. Be aware though, that you should not make long-winded or meaningless calls. Concise and precise are the keys to good radio calls.

The Instructor Panel has chosen descending on tow as a valuable skill worth practising.

Spin check. Fully developed spins are not the intention here. You need to be able to demonstrate that you can recognise the onset or incipient stage of a spin and take prompt and correct actions to recover.

Running out of height. If local circumstances permit then your instructor will encourage you into an unfamiliar landing scenario. This may be lower than you are accustomed to and may force you into a circuit pattern that you don't get to practice often.

Finally, view this check flight as an opportunity to learn. Most pilots flying solo don't routinely practice these skills, so it is a good time to brush up.

Richard Friday - Chief Flying Instructor

TUG MASTER REPORT

The acrylic in SPA's hatches have been renewed and the frames taken off and straightened at the same time. A time consuming job that I do not wish to have to do again, so tuggies please treat them with respect. That is don't do run-ups or taxi with them open and slapping against the fuselage and do try not to drop them when opening. It goes without saying that pre-takeoff checks will ensure they are fastened before commencing ground-run. They no longer need to be slammed shut to be fastened. If this is done we could end up with bent frames and cracked acrylic again. The hinge pins have been freed up so it may be wise to check them periodically during the day to ensure they are fully secured.

GFA have reported recent failures of the weld in Ottfur rings - the big round rings at the tug end of the tow ropes. They advise that the rings were quite new, so tugpilots need to check the welds carefully before each day's operation at the same time they check the weaklink and rope. Would not hurt to also check them again sometime during the day.

We have had a couple of flat tail wheels in the past few weeks. Make sure the tail wheel has at least 50psi each morning (25psi in main wheels) and please do not overgrease the tailwheel. Three or four pumps are plenty.

I find spare towropes in the hopper occasionally. We do not need the extra weight and in fact the hopper is required to be empty when towing, so if a spare is taken out to launch point in the hopper, please remove it before towing commences.

There is a list on the noticeboard in the tug corner specifying maintenance work that may be carried out by pilots. But remember any maintenance undertaken has to be entered and signed out in the Maintenance Release by the pilot concerned. That includes changing tailwheels.

Keep up the good work in giving the tug a quick clean at the end of the day, but don't miss cleaning off any mud that gets thrown up.

Tony Sorensen - Tug Master

DUTY PILOT REPORT

New GFA Fees

The GFA have increased all their fees with effect from 1st May 2003 - some of them as much as 100%.

The main one for DPs to look out for is the 3 day temporary membership fee which is now \$10.00

up from \$5.00 previously. IF ANYONE PRESENTS A FLIGHT VOUCHER WHICH WAS ISSUED PRIOR TO 1ST MAY 2003 THEY WOULD ONLY HAVE BEEN CHARGED \$5.00 IN THE VOUCHER PRICE SO YOU SHOULD EXPLAIN THE INCREASE AND ASK FOR THE ADDITIONAL \$5.00 AND ISSUE A RECEIPT.

A new AEF flight is being introduced into our range with immediate effect. This will be known as the "Super Diamond Flight" It is a 4500ft Motor Glider Flight and will be flown in our Super Dimona JLL. This means we now have 4 available AEF Flights and the prices for all have been reviewed and are as follows:

- Super Diamond to 4500 ft \$225.00
- Super Deluxe to 3500 ft \$175.00
- Deluxe to 3000 ft \$150.00
- Standard to 2000 ft \$120.00

We will be using JLL as a stand in for AEFs if it's needed, and we thank Phil Behnke for his generosity in making the aircraft available and for the financial agreement where the club gets 50% of all revenues for AEFs. Please support Phil when you can by getting time in JLL.

I will post new membership package prices in the pie cart as soon as God grants me another 8 hours a day, and the energy, to get it all done.

Short term GFA Membership Forms:

When you complete these forms (for AEFs) please complete the whole form and that includes the grey part at the bottom which asks "which club" "when activated" "who by" and "the amount". Don't worry about any GST calculations just put \$10.00.

Tug and Flight Sheets:

The Flight and Tug sheets are probably the most important documents produced by the club AND THEY ARE IN YOUR HANDS! All our maintenance and financial records stem from them so it is important to record details ACCURATELY NEATLY AND LEGIBLY so the poor people who have to use them to keep the club operating can make sense of them. Print them please - don't write. Many copies have to be made of these sheets and after photocopying "individual writing" is often undecipherable.

Once again a reminder to tug pilots (excuse me please Tony Sorensen) to at least get the P1 name on the tug sheet (preferably both) for each flight - you've no idea how much work is involved when some one tells me that there's a mistake on their account due to incorrect launch heights or whatever. And DPs please make sure your sheets tally precisely with the tug sheets, and vice versa.

Dick Howlett - Chief Duty Pilot

NOTABLE FLIGHTS

February

- 15th - Ray Colley 1 hour 18 mins in IKW
- 16th - Paul White and Pearce Mitchell 1 hour in GQA
- 16th - Paul White 1 hour 4 mins in GVB

March

- 16th - Peter John and Bill Spencer 1 hour in GXQ
- 22nd - Phill Hodgson 1 hour 5 mins in GVB.

April

- 13th - Bert Persson 1 hour 14 mins in GQA

FIRST SOLOS

- Rob Murphy in GBJ on 22 March
- Gerard Reiter in GBJ on 13th April
- Bill Spencer in GXQ on 13th April

Congratulations to all those intrepid flyers particularly the first solos.

If I've missed anyone please write to me - I can only pick up first solos which are highlighted on the flight sheets.

Dick Howlett - Club Manager

OWN YOUR OWN SHARE OF GPO



The previous ownership syndicate of the Single Seater IS 29 GPO, who owned 50% of the aircraft, has been paid out. The book value of GPO is \$18,000.00

At the present time The Club owns 50% and the other 50% has been split into 3 shares of \$3000.00 each. Two of those shares have been taken up, one by Pearce Mitchell and one by Paul Hyde. That leaves one share remaining at **\$3000** which is available for immediate sale.

Benefits include: Part ownership of a fine aircraft, maintenance, insurance, hangarage paid by the Club. You get tow only flying in this aircraft.

Please direct expressions of interest to Dick Howlett on 0400 641 937 or email dhowlett@bigpond.net.au

IT'S ALL IN THE NUMBERS

The following was sent in by Peter John - makes one wonder what they get up to at CASA!

Ever wonder about those people who say they are giving more than 100%? We have all been to those meetings where someone wants over 100%. How about achieving 103%? Here's a little maths that might prove helpful.

What makes life 100%? Let's use mathematics and logic to figure it out!

If: A B C D E F G H I J K L M N O P Q R S T U V W X
Y Z is represented as: 1 2 3 4 5 6 7 8 9 10 11 12 13
14 15 16 17 18 19 20 21 22 23 24 25 26 then.....
WALKING = 23 1 12 11 9 14 7 = 77%
HARDWORK = 8 1 18 4 23 15 18 11 = 98%
KNOWLEDGE = 11 14 15 23 12 5 4 7 5 = 96%
But,
ATTITUDE = 1 20 20 9 20 21 4 5 = 100%
And,
BULLSHIT = 2 21 12 12 19 8 9 20 = 103%

So, it stands to reason that hard work and knowledge will get you close, attitude will get you there, but bullshit will put you over the top. So, the next time people claim to be giving over 100%, you know what they are doing.

A REQUEST TO DUTY PERSONEL

As most of you are aware I attempt to contact all the duty personnel during the week before you are rostered on duty. I am asking all members to check the roster when it comes out and if you are unable to do a duty please try to find a replacement by an e-mail on the cgclist or by ringing others. When you have a replacement please advise Brian Wade so he can update the web diary so we all know of the change.

I thank the members who do arrange a replacement if they cannot do a duty however I am concerned many are slipping back into the habit of not arranging a replacement themselves. I often call for duty volunteers on the cgclist however sometimes there is not enough time to get a reply and I am then left to do a ring around to try to find a replacement and that is my precious time. I willingly give my time to the club however I do have to earn a living and the co-operation of all members on this matter will help me to do both.

Lindsay Mitchell - Secretary

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

Pie Cart - 0418 713 083

Office - 0418 713 903

Email - enquiries@glidingcaboolture.org.au

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CABOOLTURE AERO CLUB - Nominated Members

Ashford John	22 Price Avenue Birkdale Qld 4159	3822 4264	
Beattie Mick	10 Grace Street Beachmere Qld 4510	5496 8323	
Behnke Phil	138 Kenmore Road Kenmore Qld 4069	3878 7552	3878 7554
Behrndt Bob	75 O'Toole Street Everton Park Qld 4053	3855 9687	
Bowtell Stephen	43 Sherwood Street Morayfield Queensland 4506	5498 6403	
Breckell Allan	P.O. Box 5366 Maroochydore Qld 4558	5478 0583	5478 0583
Burey Alex	6 Elsie Court Caboolture Qld 4510	5495 1043	
Burgess Wayne	855 The Esplanade Lota Queensland 4179	3893 0817	3893 0817
Clayton John	2/388 Old Cleveland Road Coorparoo Qld 4151	3397 5819	
Davison Peter	8 Anthony St Victoria Point Qld 4165	3820 6896	3820 6875
Esler Tony	P.O.Box 2150 Chermshire Centre Queensland 4032	3350 5858	
Evans Evan	14 Yungaba Place Bracken Ridge Qld 4017	3269 6190	
Friday Richard	113 Hoskins St, Sandgate. Queensland 4017	3269 5631	
Grady Mike	3 Talgai Street Bracken Ridge Queensland 4017	3269 3552	
Hainsworth Bob	5 Blue Hills Drive Bunya Qld 4055	3851 1540	
Hart Glen	Janelle Court Wellington Point Qld 4160	3822 2687	
Hart Robert	71 Eleventh Ave Kedron Qld 4031	3359 7348	
Hodgson Phill	30 Birrimba Street Alderley Qld 4051	3356 6180	3356 6721
Houghton Kim	10 Joyceland Street Brighton Qld 4017	3669 1606	
Howlett Dick	4/16 Belvedere St, Clontarf Beach Qld 4019	3283 3536	3283 8770
Hudson Garry	44 Waruda Street Bracken Ridge Qld 4017	3269 3579	
Hutton Fred	225/4 The Groves Minyama Qld 4575	5444 8094	
Hyde Paul	34 Xanadu Crescent Rothwell Qld 4022	3283 5345	3375 1360
Jeffries Mark	29 Jales Street Sunnybank Hills Qld 4109	3344 3133	3344 3133
John Peter	20 Lockyer Drive Bray Park Qld 4500	3882 1515	
Jones David	34 Greenwood Close Buderim Qld 4556	5445 4599	5445 4855
Kendall John	10 France Court Scarborough Qld 4020	3880 0082	
Logan Andy	30 Suelin Street Boondall Qld 4034	3265 2490	
Manietta Graeme	22 Rudge Street Woodridge Qld 4114	3208 0368	
Mitchell Lindsay	P.O. Box 278 Goodna Qld 4300	3816 2006	3820 0083
Mitchell Pearce	PO Box 5866 West End Qld 4101	3255 2455	3255 0466
Moller John	10 Picasso St Carina Qld 4152	3899 2555	3899 2521
Murphy Rob	11 Brook Street South Brisbane Qld 4101	3342 6336	
Muspratt Neil	11/30 Glenalva Terrace Enoggera Qld 4051	3856 5869	
Oerlemans Hans	52 Scotts Road Glasshouse Mountains Qld 4518	5496 9369	
Perkins Ian	P.O. Box 6424 Fairfield Qld 4103	3202 3633	
Persson Bert	51 Sunnyside Road Scarborough Qld 4020	3203 8856	
Robinson Ken	18 Cresthaven Drive Morayfield Qld 4506	5495 5335	
Sharman John	43 Leahy Road Brookfield Qld 4069	3374 1519	
Sim Al	"Coorabie" Craigslea Drive Caboolture Qld 4510	5499 4805	
Sorensen Anton	61 Swan Street Shorncliffe Qld 4017	3869 3036	
Stephenson Peter	P.O. Box 3 Narangba Qld 4504	3886 6142	
Swanborough David	8 Glenbrook Street Everton Park Qld 4053	3354 1214	3252 2460
Thompson Bob	27 Brookes Crescent Woorim Qld 4507	3410 0223	3410 1738
Turner Bob	11 Hammond Road Caboolture Qld 4510	5495 1395	
Wade Brian	P.O. Box 114 Indooroopilly Qld 4068 3371 2944	3870 4103	
Wishaw Ken	65 Elizabeth Street Nambour Qld 4560	5476 1007	
Zadow Terry	79 Brickworks Road Kallangur Qld 4503	3886 0212	
Zuegn Lewis	P.O. Box 330 Buddina Qld 4575	5478 0077	5478 0555



WATTS BRIDGE QUEENS BIRTHDAY WEEK-END.

Saturday 7th June – Monday 9th June.

If you haven't been to Watts come on out and experience something different like Winch Launches, Ridge Soaring and Cross Country and have a great time with everyone. Last year was a great success with fantastic flying and – this year will be better.

Aircraft: Blaniks, Super Dimona JLL (Monday only), Twin Astir & IS 29 Tug: SPA. (and Winch)

BE THE CLUB'S GUEST AT A COUNTRY STYLE BBQ SATURDAY NIGHT

We'll provide the food and the first beer or glass of wine after that you're on your own. Toogoolawah Motel, 76 Brisbane Valley Highway. 7:00PM – till finished.

Menu: Rump Steak, sausages, meat balls, salads, cole slaw, potato bake and desserts.

Free beer and wine (first one anyway after that BYO).

Tentative Programme

We'll be looking for help on Friday and early Saturday morning to get everything over so stand by to chip in.

Friday 6th:	8:00AM	Teams at Caboolture to prepare for departure early AM Saturday 7th.
Saturday 7th:	8:00AM	Assets transferred to WBMA.
	8:00AM	Set up at WBMA to be ready for arrival of assets.
	9:30AM	Gliding under direction of Instructors.
	4:30PM	Secure assets for night.
	7:00PM	Club BBQ Function at Toogoolawah Motel.
Sunday 8th	8:00AM	Set up.
	9:30AM	Gliding under direction of Instructors.
	4:30PM	Secure assets for night.
	Evening	On own – (group bash at Toogoolawah Pub?).
Monday 9th	8:00AM	Set up.
	9:30AM	Gliding under direction of Instructors.
	3:00PM	Prepare for departure to Caboolture.
	4:00PM	Assets transferred to Caboolture.
		Clean up and individual departures from WBMA.
		Secure assets at Caboolture.

Just about all accommodation is taken in Toogoolawah because of the Show and other events but there is single accommodation available at the Motel.

We have also placed a hold on more rooms at Esk 17 Kms further W for anyone who needs more than single accommodation or gets in too late for that. Please make your own bookings direct with the establishment of your choice but register your attendance with Dick Howlett so we know who's coming and how many to cater for at the BBQ.

ACCOMMODATION

Toogoolawah Motel 76 Brisbane Valley Hwy ph: 5423 1144 – Ray & Aileen. Single beds in the house cost \$15/pers/night Motel units (available from Sunday night only) \$22/pers/night.

* Lunches are available from the Toogoolawah Motel and will be delivered out to the Airfield. If you want anything please order direct from the Motel when you get to Toogoolawah. Lunch Menu - Ham Cheese and Tomato Sandwiches \$2.50 Cold Drinks \$1.00. Delivered to WBMA at 11:30am

Esk Motel: 99 Ipswich Street, Esk. Ph: 5424 1289 – Neal & Sue Granzien. Four double rooms available Sat 7th and 3 on Sun 8th –book now - cost \$60 double + \$10 per extra person.

Esk Caravan Park: 26 Hassall St. ph: 07 5424 2815. Ensuite cabins \$56.00 double \$5.00 child, \$6.00 extra adult/per night – book now.

Budget cabins \$38.00 double \$5.00 child, \$6.00 extra adult/per night – book now.

The rooms will not be held indefinitely so please book now direct with the Motel of your choice. We will have to release any unbooked rooms by 30th May to give them a chance to let them out if we don't take them.

Please Note

There will be no operations at Caboolture over this weekend.