

OCTOBER 2003



PRESIDENT'S REPORT

Well another AGM over and Lindsay and I for our sins and past errors have been re-elected, unopposed I may add, this does not indicate how popular we are but how few people are prepared to do the job. I have now been in the role of manager for one month and am getting

a handle on things. Lindsay remains as secretary, and responsible for answering the phone, (a major undertaking), taking bookings selling vouchers, managing glider maintenance, AEI, marketing, ably assisted by Al Sim.

Its worth noting at this point that a spontaneous and unanimous (although informal) vote of thanks was passed at the meeting for the past and on going contribution that Lindsay has made to the club, frequently without recognition and frequently whilst coping flack. Many members make significant contributions and we as a club are lucky to have so many who do donate time, and we are grateful to them all.

Other committee members are the CFI Richard Friday, Tug Master Tony Sorenson, and Bob Hainsworth all of whom were on the previous committee. We now have three new "volunteers" all comparatively new blood who will bring a new perspective and vitality to the committee. Bob Thompson was elected treasurer and Bill Spencer as committee member and Gerard Reiter who was elected Vice President. So we once again have a full committee and we are looking forward to a successful year.

My report to the meeting, which was adequately attended, touched on what I see a bad time behind us and a very positive and exciting future. Since the 14th December last year we have had 40 new members. We have had some resignations, but all are due to either work pressures, or leaving the area. As you are all probably aware, Dick Howlett, who had done Sterling work as Head Duty Pilot for many years, and more recently club manager, was one of the resignations due to pressure of his own business, we all know that feeling.

Our club continues to foster all aspects of gliding and our active association with other clubs, our Watts Bridge Activity and the generous and very active involvement of Phil Behnke and his Super Dimona,

our every expanding membership and our very high level of Air Experience Flights make us, literally, the envy of the gliding fraternity in Queensland, if not Australia. So be proud and be active, Your club has a lot to offer you, just come and take it (but remember life is a two way street).

Robert Hart, the retiring treasurer presented the audited balance sheet, which did not look good. However a detailed analysis was given over the last three years showing that, over the last two financial years, Tug expenses exceeded, what could be described, as reasonable or normal, i.e. premature engine failure, bird strike and others cost \$73,000.

The main anomaly in the audited balance sheet was depreciation of some \$30,000 when in fact our assets have increased in value. Depreciation is a function of taxation and not relevant to the workings of a "Not for Profit", organisation. Our new treasurer will be taking steps to contact the Department of Fair Trading, (our governing statutory body) and our auditors to correct this anomaly so we do not have to keep making excuses at the AGM and allow everybody to have a true picture. We do now present such documentation but it is not official.

Notwithstanding those fact the club still has a very strong asset base, is cash positive and for the last five months of the financial year ending June 2003 has been in profit and is in profit for July and August of this financial year.

It demonstrates the strength of the club that such problems can be handled.

Allan Breckell - President



CFI REPORT

Very few items made it to the attention of the CFI over the last couple of months and this is great to see. I guess the down side for the betting person is that statistically it cannot continue. Only good safety habits can continue to keep you out of the statistics.

One incident that did occur was a close call between a glider and a power plane in the circuit area at Caboolture. The power pilot had only made a few flights solo and was understandably 'busy'. He was

Check out the latest club news at

apologetic and admitted that he had not given the glider anywhere to go. Whilst it is not acceptable that his lookout was poor it is perhaps understandable given the circumstance. It does emphasise that a good lookout will save lives. Had the glider pilot not seen the power plane then the risk of a mid air collision was very real. Whilst no formal dialogue took place between the gliding club and the power operator it does raise a point worth noting.

If an incident occurs then it is not unexpected that both pilots may argue that they were in the right. In the eventuality that formal complaints are made it will be vital that a clear recollection of the events be made. At your earliest convenience after landing:

- Tell the duty instructor what happened and
- Write down every detail while it is fresh in your mind.

Airspace violations. With the better weather on its way soaring conditions will improve. It is vital to the club's future that airspace is strictly adhered to. We have not had any formal complaints for quite some time and it must remain that way. The maximum height over the Caboolture airfield is 3,500'. This extends to a point approximately 1 km to the west of the Big Fish and out to the quarry to the west of Caboolture. Note that if you are over the Big Fish you are NOT far enough to legally climb higher. Familiarise yourself with the location of this step. Once safely north and west of this line you may climb to 4,500'. Watts Bridge has a ceiling of 6,500' and it also has boundaries close by with differing restrictions. It is the pilot in command's responsibility to know what airspace they are flying in.

Happy flying

Richard Friday - Chief Flying Instructor

TUGMASTER'S REPORT

It is part of the DI for the rostered Tug Pilot to examine the tow rope prior to commencement of each day's flying, but glider pilots should feel free to do the same if they wish to before their flight. Two pairs of eyes are better than one and as most of the rope breaks I have witnessed have been just after departure at low height, it is in the glider pilot's interest to lower the risk. Tug pilots are reminded to examine the tow rope periodically during the day.

During the recent Safety Seminar the possibility of tug upsets involving high tow in turbulent conditions was discussed. I do not have to remind tug pilots that it is not necessary for a glider when in high tow to "kite" to cause an upset. A very gradual climb above the slipstream, if not corrected, will have the same effect. Most, if not all Caboolture

tuggies will have experienced the unpleasant feeling of some loss of authority over the elevator early on departure, when until recently it was the practice for our gliders to remain in high tow for the first 2/300 feet. Be especially alert when towing the 29 which always takes up the high tow position and with other gliders when they are boxing the slipstream and having the high tow position demonstrated.

Please continue to keep a close eye on the break pads and if unsure of how much life is remaining have someone else take a look. If it is a day when Sandora is open (weekday or Saturday morning) Alistair is happy to give them the once over without charge, as would Bert if he is on the field.

A couple of easy brain teasers:-

If the trim tab moves down, the nose moves
(a) Down (b) Up (c) Stays the same ?

Does a line drawn on a VTC give you track
(a) True, (b) Magnetic ?

In a turn does aileron drag occur on the
(a) Inner wing (b) Outer wing ?

Tony Sorensen - Tugmaster

ARCHERFIELD AIR SHOW

The club took the opportunity to have a static display at the recent Archerfield Air Show. We displayed the Dimona and the Club Libelle.

In terms of interest in our aircraft and our sport we feel our efforts were well worthwhile. There appears to be very strong interest in our sport from pilots of other flying disciplines due to rising costs and increasing red tape. If we get 5% of these inquiries converted to membership we will have a significant membership increase. At the time of writing this I think we already have 4 or 5 new members that we can attribute to the show.



Thanks must go to the members who helped set up, man and dismantle after. Rob Murphy, Peter John, Kim Houghton, Al Sim, Gary McLean, Bob Behrndt, Paul Hyde, John Blake, Rocky Hudson. Thanks fellas! A special thanks to Phil from the club for the use of the Dimona. It became a focal point of the show.

Displays such as these present the 'go forward' friendly image to the general public that we at Caboolture endeavor to foster. The next Air Show is our home one next year.

Lindsay Mitchell - *Secretary*

JLL Goes To Archerfield and Beyond!

The Super Dimona has been with us for just over a year and the first annual Form 2 inspection was completed without any surprises. Garry Hudson did most of the Form 2 "grunt work" and has kept a close eye on the engineering status of the Super Dimona with Bert Persson as a mentor. Thanks Garry.

Lindsay Mitchell and I flew JLL to Archerfield to form the backdrop for our club's static display along with Club Libelle GJY.

Many airshow visitors - a number of them pilots from various backgrounds - stopped to talk to our volunteer crew during the three days of the event. It has been gratifying to see several of them visit us at the field as new or potential members.

The pre-airshow publicity in the form of articles in several Quest Newspapers coupled with the club's fathers' day advertising campaign led to a number of AEF bookings and to a live cross on ABC Local Radio 612 during the breakfast show on Thursday 25 September. The reporter, Janel Shorthouse, was most enthusiastic and recorded some additional material which hopefully will go to air on ABC's JJJ FM station as well as 612 Local Radio.



Janel Shorthouse & Phil Behnke

John Knox, 4KQ newsreader and DDSC member who was announcing at the airshow, put us in touch with the Australian Traffic Network who provide

aerial traffic reporting for Brisbane. This is likely to lead to a traffic report flight some time soon as a further promo for gliding and for our club.

Congratulations to Kim Houghton who has been signed off for "engine on cruising" after completing his Open Ultralight quals. Kim celebrated by doing JLL trips to Kingaroy and to Hervey Bay via Fraser Island with his father Allan.

Al Sim and I were enticed by Kim's example and also did a Hervey Bay Fraser Island trip. Great way to see the region. Al and Phil learned the importance of restoring carby heat to the off position after a descent is completed. Ask one of us for the details some time.

The instructor panel have taken a decision to proactively use JLL in the training regime for outlandings. This is one of the traditional areas where motorgliders have proved their value to clubs.

I would like to thank all of the members who have spent time in the Super Dimona with a special mention to Tony Sorensen, Hans Oerlemans and Glen Hart who have performed the JLL tug pilot role while several other tug pilots are in the process of converting. It is fantastic to see the aircraft enjoyed and the utilisation trending upwards.

Phil Behnke

WATTS WANDERINGS

Hi all, well the Watts weekends have been going very well with good attendance on all the occasions that the weather has allowed us to get over there. As everyone is aware the winch operation requires a fair bit of team work to make the operation run smoothly, and we are lucky to have had similar teams turning up over the last few months which has enabled us to get a pretty good system working. Also a bit of coordinating the couple of weeks prior has worked very well, and thanks to the various members for the towing of trailers, and general running around that has been done.

Re the operation itself, we have taken the yellow holden over as the retrieve, and hopefully the diff and gearbox hold together. New batteries have been purchased and are stored at Caboolture to allow us to get some charge into them before going over. Three new small CB's have been purchased for on field communication which are working reasonably well, although the distance between the winch and base does test them a bit. As for the winching we have been experimenting the last couple of times over there with winch speeds and have been managing some good 1600 to 1700 foot launches with a bit of headwind. This has allowed a lot more people to get away,

especially with things warming up. Also the ridge has worked the last couple of times we have been over.

One of the main differences in the flying over there is the use of the Dimona to not only get another glider over, but to do aero tows and just general flying. This has been a huge bonus for everyone, and gives the operation so much more scope for good soaring.

The Watts weekend for October has been cancelled due to the Darling Downs week but we will be back into it for November (14 & 15th) and December which will be combined with the Christmas party over their. Keep your eye on the CGC list for details.

Pearce Mitchell - *Wattsbridge Coordinator*

CREDIT ACCOUNTS

Few if any gliding clubs operate debit accounts, some clubs even insist on loans from all members, refundable on resigning and non interest bearing. The committee has decided to discontinue the practice of debit accounts. A very high percentage of members already keep their accounts in credit and the club is grateful for this.

Where Members keep their accounts in substantial credit this will be treated as an unsecured loan, the mean average will be calculated on a six monthly basis and interest will be credited to the account at a rate yet to be determined

If accounts are in debit would members please bring them into credit as soon as possible and keep it there. It is possible to calculate your flying fees from the chart in the Pie Cart or even an optimistic guess will do, add on your monthly membership fee if due and pay the duty pilot. If for any reason this is not practical, remit the funds within a short space of time by post or electronic transfer. As most of you are aware the receipt books at the club have credit card facilities.

Allan Breckell - *President*

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
- Cross Country – various articles relating to cross country flying

- Competing – more of the above, but with an emphasis on competition flying
- Super Dimona information – select Dimona from the Aircraft Notes list.
- New photo galleries covering the QSA Easter Comp and Watts Bridge over the Queen's Birthday weekend.
- An information page on check lists

The Club Email List Service (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 e-mail to everyone on the list without having to have access to a list of Club members' e-mail addresses. All you have to do is simply send your e-mail to –

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 e-mail 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 - Suggestions to improve the site are encouraged and should be sent direct to Brian Wade wade@squirrel.com.au

Brian Wade - *Webmaster*

YOUR COMMITTEE

President - *Allan Breckell*, W - 5493 1088
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Vice President - *Gerard Reiter*, W - 3860 2026

Treasurer - *Bob Thompson*, M - 0411 989 747

CFI - *Richard Friday*, M - 0438 750 437

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

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

Committee Member - *Bill Spencer*, H - 5448 4914

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