



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

December 2002

President's Report

I am writing this sitting in Auckland looking out over the America's Cup compound having just spent a week at the South Island Regional Gliding Championships and catching up with Dudley Waters. New Zealand is a country of amazing contrasts with snow-capped mountains, dry brown tussock covered hills and beautiful blue lakes. It has the most technically advanced TV weather reports, yet they still deliver milk in glass bottles and the airport luggage trolleys are free.

Omarama presents the most awe inspiring and challenging gliding imaginable. A mix of thermals, ridge and wave lift, that is totally different to our home flat land thermal conditions. There were many highlights of the trip. Shane flew with the mountain-flying maestro Gavin Wills in a Duo Discus for over 5 hours, which included flying close to the peak of Mt. Cook. Jenny and Dudley flew the Janus to over 17,000 feet in wave. We were there when Steve Fossett and Terry Delore broke the world 500k record in an ASH 25, lifting the world record from 171 kph to 186 kph. Terry is a local wave-flying expert who has flown 40 (yes forty) flights of over 1000k.

Mountain flying is totally different. Gavin Wills gave a briefing on mountain flying and said 'if you cant thermal close to the mountain you will land at the bottom of the mountain.' He also said that mountain thermalling is an 'advanced manoeuvre' that requires high skill levels in thermalling, as does flat land flying, its just that the proximity of the hill sides sharpens your focus a little.

The visit was an opportunity to see how others run a contest and to compare it to how we did at the state comps in September. The 'met' was superbly done. Every day was different and there was a lot of change during the day. Rebriefings were common with the initial briefing at 10.00 am each morning, then often a rebrief at 12.00 pm or 1.00 pm and sometimes an on grid brief at 2.00 pm or 3.00 pm with launching as late as 4.00 pm, to fly a full task. Finishes can be as late as 8.00 pm. The launching was different on days with light winds, with the tugs landing in the opposite direction to the launching. The skill of the tuggies in launching gliders in close to the hills was pretty impressive.

Due to the vagaries of the weather there were a lot of land-outs, sometimes half the field, with many choosing aero tow retrieves as most outlandings are on airstrips. At \$7 per minute, aero tow retrieves are both an aviation and financial challenge. It was easy to see why self-launching and turbo gliders are so popular in NZ.

On the subject of costs, the flying is not cheap. Tows to 2000' generally cost \$NZ60 and the gliders are 80 cents per minute. We don't know how lucky we are! And the exchange rate is working against us at the moment as well. These high charges are necessary to finance the airfield development and maintenance costs. We are lucky that club members have developed our facilities over 40 years and we do not need such high charges.

The Omarama Soaring Centre is now turning the original hangar into clubrooms to encourage better social interaction among pilots and more fun

and friendliness. Our clubrooms are not our most valuable asset, but they do work.

In reflecting back on our competition we can all be proud of the things we did. Sure there are things we can learn from NZ, but overall we coped very well. We should all be pleased that we have so many members with the skills, experience, professionalism and right attitude to run successful comps.

We took every opportunity to promote DDSC. The DDSC hats and shirts were prominent. Shane and I took over briefing one morning to talk about DDSC and our flying conditions. There was a lot of interest from pilots in coming over for a week or so to fly with us or to compete in our comps. Our timing was good as the first of our ads in the NZ Gliding Kiwi came out the week before the comp. As always our promotion is made easy by just being able to refer people to www.ddsc.org.au and all your questions will be answered. We can look forward to more Kiwi visitors in the future.

The visit to Omarama was also a chance to work on our sister club relationship with the Omarama Gliding Club. We have been talking about this for a while but we now have the impetus to sort it out. The President of the club, Roger Read, who is also an Air NZ pilot, is based in Brisbane for 3 months so we should be able to sort it out while he is here. The visit was an opportunity to renew friendships with Nigel and Martha Ackroyd and Alan Holgate who came over to DDSC for our state comps. Their assistance with transport and accommodation was greatly appreciated. For those of you wondering how Dudley is, he is fit and well and enjoying his painting, golf and gliding and relaxed pace of life in Omarama.

Back to matters at home, and the Christmas break provides an opportunity for lots of good flying. I hope many of you can make the most of it.

To all of you, Merry Christmas, Happy New year and lots of great soaring.

Ralph Henderson

Reminder

Shane McCaffrey will be holding two DI training workshops on 7th December and 15th December.

Keeping Members' Accounts in Credit

It's a while since we've discussed the club policy on this topic, so there seems to be some confusion, particularly amongst new members.

I know it is spelt out on the bottom of your Statements each month but I've noticed a trend lately for members to wait for their statement/invoice to find out how much they have to pay, rather than anticipating how much they are spending, and keeping their account sufficiently topped up to ensure that they do not fall below the \$30 in credit limit at any stage.

The Quickbooks software I am using, tries to apply finance charges (24%pa) to any account not in credit.

It currently takes me considerable time to go through each of the 200 Members to ascertain if there could be circumstances which would lead to not being in credit (e.g new member not familiar with policy).

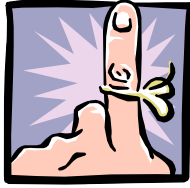
In future, I want to be able to let *Quickbooks* do the calculations without my intervention. So if your account is not in credit at the end of each month (including flying costs for that month), a finance charge will appear. This will not only save me a lot of time, but it will help our current situation where we are utilising our overdraft facility.

IN SUMMARY:

1. Each month, ESTIMATE how much you have spent for the month, and top up your account so you will be \$30 in credit AT ALL TIMES.
2. If possible, it would be useful if you could put (say) an additional \$100 in your account soon, to get us back out of overdraft situation. (e.g. 100 members times \$100=\$10,000= very useful)

Thanks for listening. I'll try not to NAG you again for a while.

Richard Hoskings



Friday Flying - It just Keeps Getting Better

Coming from another aviation sport of paragliding, the cross-over to gliding has been quite a change.

Paragliding has what glider pilots would call a glide fraction rather than a ratio?.. Certainly strong inter thermal sink can have you gliding down to land vertically if there is even a smidgen of head wind! However staying in a thermal is much easier with a thermal circle in the 10 to 20 metre diameter range, landing on ones feet in an area the size of a tennis court is not unreasonable and sometimes a necessity should the conditions blow you that way! Paragliding moto... never leave lift... no matter how lousy it is!

The perception of being a dangerous sport is somewhat warranted and there have been a few accidents amongst my friends along the way since my first paragliding adventure in 1993.

Gliding seemed like the way to go, and after an eventful career in soft collapsible fabric wings that weigh 6kg from the premier Paragliding site of Mt Borah overlooking Lake Keepit, it was at Lake Keepit Soaring Club where the first tentative gliding flights were made. Being a 365-day's a year commercial operation and my unorthodox working arrangements meant a weekday course.

There were many new sensations to be had? My hang gliding experiences (a search for performance!) (1975? and 1995) left me with a rather different interpretation of "the Flare" and my waiting for the wing tip vortices to die before I pulled back (HG push out) meant if not for Gary Speights alertness that the wheel would have been driven somewhere up into the fuselage! (Quite a different scenario was envisaged from

a first time lander and Gary was ready for an early pull back!)

Having checked out of Keepit and not yet gone solo I had the task of finding a suitable gliding club to continue my flying.

After a look at closer clubs, I visited DDSC, where I was made very welcome by Ralph and followed by a very enjoyable 2hr flight in the Grob.

DDSC has certainly the range of gliders and their condition is superior to that of many other clubs. From gaining solo after intensive instruction by many (Jeremy finally sent me off by myself) and getting my A certificate, it was then time for B and C.

Now just less than 12 months after joining DDSC I met another challenge and joined in the fun of the cross-country week. Allan took me for an out-landing followed by a very enjoyable couple of hours and I had my B & C followed by initial category area for cross-country.

But Friday was the best when Allan sent me to smoke a barograph, mount a camera, fill in a form and fly to Jimbour and back for 2 parts of the Silver C.

It just keeps getting better.

Keith Allen

[Keith has provided some great pictures with this article so the full article with pictures is on the website.]

From the Instructors' Panel

Just a reminder about the correct technique for aero tow takes offs. There are three phases to consider.

Ground run: Keep the tail wheel of the glider on the ground until directional control has been established. Once there is sufficient airflow over the control surfaces to maintain directional control you can ease the stick forward to get the glider balanced on its main wheel. This puts the glider in its flying attitude and importantly for the Puchacz keeps the front wheel off the ground. Running the

front is not good for the glider or the wheel. The main wheel is designed to take the entire load during this phase of the take off.

Separation: Once the glider has attained flying speed it will lift off by itself. There is no need to 'rotate' or otherwise coerce the glider into the air. Allow the glider to climb to about the height of the top of the tug's fin but no higher. At this height you will be out of the tug's slipstream and in smoother air. Also, you are less likely to re-contact the ground, which could cause you to bounce.

Climb: When the tug has safely established itself in the climb descend through the turbulence of the slipstream to a position that is just below it. Do not go too low; it is not necessary and you'll also find it more difficult to keep the rope taught. Just below the slipstream is the correct position.

Tugmaster's Report

Tug Pilot Roster

Beginning with January, I will be writing the rosters, previously this was done by Peter Bell. Any pilot wishing to change days with another may do so at any time or contact me if you cannot make the appointed day.

All pilots will be rotated through, those wishing to reduce the number of days on roster or away for a period, please contact me to make the necessary changes. Public holidays and mid week flying (courses etc.) will be shown on the roster and pilots can contact me to volunteer for these days if you wish to fly more often, first in best dressed, the roster will be extended to cover an extra month for planning purposes.

Equipment

We now have a Yates sprayer kept in the fuel shed with the pressure cleaner, 1 cup of detergent to 1 litre of water added to the sprayer will remove bugs and oil, then rinse off with the pressure cleaner before it dries. This equipment is also for use around the entire DDSC site for pest/weed control & cleaning.

Of all the equipment we own, the tugs are the most expensive to maintain, so please give them as much TLC each time you fly them as possible, as this can lower our 100hrly costs considerably.

Aircraft Flight Manual

CASA in their wisdom has seen fit to make us use the original AFM provided by Piper for use in the Pawnee. You will find this manual inadequate to say the least. (I wrote to CASA and told them so and they said too bad, too sad, tell it to Piper not our problem). The AFM will be updated with the towing supplement, MOGAS etc, performance charts etc. if and when CASA approves these amendments to the Piper manual. The Cessna is not required to have a flight manual at all. YOU WORK IT OUT!

Bob Keen

Oh what a feeling!

In October and again in November I had the pleasure of attending all or part of a Cross Country "camp" run by Alan Latemore at DDSC. On both occasions my personal goal was diamond distance, but unfortunately conditions in October were not good enough for that. However the week was notable for the achievements of many of our group, for the excellent ground instruction provided by Shane McCaffrey and Alan and for Alan's ever present and infectious enthusiasm as he persuaded pilots to "live their dreams".

Sure I came away from that week without my Diamond distance, but on the positive side, I had a lot of fun and significantly increased my cross country knowledge and experience.

And so, when David Hughes published details of the November "Badge Week" I simply had to go. Work requirements kept me in Brissie for the first two days and this let Robert Hart do not just one, but two 500s in our Nimbus 2C GAW (AKA Alice) – he is now much wiser about turn point sector requirements!

Conditions on Wednesday were somewhat average, but I struggled out

to Miles and back as far as Dalby where the day simply died. Both David and I landed there and took aero tows home.

Thursday showed early promise but I probably launched a bit too early and had to dump the water in order to stay up. That put an end to my 500 attempt, so I used the flight to learn more about the Cambridge L-Nav during a run to Miles and back, plus a few side trips along the way!

Friday was unquestionably the best day of the three, albeit with a clear sky to the West initially and rather "untidy" thermals in the blue which made the Chinchilla- Miles stretch a bit interesting at times, but thankfully never below 2000 AGL. Once East of Chinchilla things just got better and better and I made it to Mocattas Corner and back to Rywung with no real problems.

Then, 30 Km East of Rywung I took what turned out to be my last thermal for the day to 9,500 ft at which time my trusty L-Nav showed final glide. "Oh What a Feeling!" So I called "have final glide" to David who was then preparing to land at McCaffrey in GH, and set course for home. What I should also have said was that I still had 95 Km to go because, when I hadn't arrived half an hour later, those on the ground were wondering if David had heard my call correctly!

But back out on the course I knew that I had plenty of time and the sky ahead was still full of working Cu. So I decided that I was not going to take any chances and certainly wasn't going to repeat an error of 15 years ago when I landed 16 Km short on a 500 Km attempt due to going too fast on the final leg.

So I dumped the water and did a 95 Km, 55 minute straight glide at a conservative 70 Kts with virtually no deviations from track and only the occasional pull up under clouds. After the frustrations of the two previous attempts it was a wonderful feeling to know that I had it "in the bag" and be able to just sit there, enjoy the stable evening air and be "at one" with Alice.

I landed at 1800 to a welcoming committee headed by Alan Latemore. I know how I felt, but one of the best parts of the moment was the look on Alan's face when I told him that I had made it. It seems to me that he gets as much satisfaction from seeing his "charges" achieve a goal as they do from actually doing it.

My thanks to Alan, Shane and the others for all of the instruction, advice and assistance on both of the recent cross country "camps".

To those wanting to improve their cross country skills, or just to get cleared to go cross country, I strongly recommend a DDSC cross country camp as the "way to go".

Brian Wade, 27 Nov 02.

Achievements

I have been away from the field for some weeks and haven't caught up on all the achievements but this is what I've managed to find out. If you have done something great, please email me or ring me so I can include it next time.

- Paul Blackmore – first solo
- Paul Bart – Full Silver C
- Fran Ning – Full Silver C
- Keith Allen – Silver Distance, Silver height.
- Karl Kazda – Gold distance and Diamond Goal.
- Brian Wade – Diamond Distance
- Robert Hart - Gold C Distance, Diamond Goal, and Diamond Distance

FOR SALE
¼ share in Nimbus 2C GAW
Price negotiable; Sale due to owner
currently residing in England.

Contact Darian Jenik by email on
d.jenik@qut.edu.au

New Z'land Edvintures

Some wiks beck I was brazen enough to 'nvide mysilf to go to New Z'land to observe and perhaps part'c'pate in the South Island Riginals. (You can till I've bin thee-ar because I cen spik funny now).

Slipping back into strine.....

Being currently "between jobs" I hurriedly got a passport and used my frequent flyers for a cheap trip to NZ.

I don't know how I managed to get the flight with Dudley the day we arrived, but was lucky, as it turned out, to get the only wave day of the whole trip.

Not having flown in conditions anything like the mountains, and not having really experienced ridge flying, I openly admit my terror, as we got off tow, and charged straight at the hills. (Well, they're not really hills if they're 6000' high). Dudley worked the ridge lift to get enough height to get into the upwind rotor and the wave, but we had to try three times before getting into the wave. (Three times we charged into the hills, with me screaming and terrified). Well, the terror was worthwhile for we eventually got into the wave and got to 17,000 feet with snow-capped mountains, and vast pristine blue lakes. The view and experience cannot be described in words.

As it turned out, the next day, the weather got worse and we saw no more wave for the 10 days or so. The weather for the comps was poor to say the least (fires, thermal underwear and thick jackets in November!) and as Ralph said earlier, landouts were more common than landings back at the field. As things turned out, we didn't fly in the comps with Dudley, but had a great time, getting site-checked, seeing how the New Zealanders run a comps, and experiencing a new type of flying. For me, the flying was like learning all over again, and added a new dimension to how I view gliding.

I did get over the terror, and had six flights (the New Zealanders would say

sex flights) and it has left me with a driving need to go back and taste mountain flying once again.

My advice for anyone wanting to visit Omarama:

- Allow at least a week – you may get some good days if you're lucky, as the weather is changeable and unpredictable, especially if you're after a wave flight.
- Take plenty of money – tows range from \$50-\$60 each.
- There are two commercial operations at Omarama and a number of clubs. Finding out how to get tows, an instructor, suitable glider etc was a challenge. Do your homework first, and contact Dudley for some prior information.

We are hoping to arrange a group expedition with one of the commercial groups in the future, which would make for a great Club trip and alleviate some of the difficulties in logistics if pilots make their own arrangements. From my experience, it is worth any money in the world and I would recommend it as a "must do".

Jenny Thompson

DDSC Xmas Party

The DDSC Christmas Party will be on Saturday 14th December at the clubrooms. The day will start with Pylon Races from about 10:00am onwards, and there will be a catered meal (by Di Bell) from about 7:00pm for a small cost. We hope that Santa Claus will make an appearance.

For the uninitiated, the Pylon races are short course races around points within glide distance of the field. You don't need to be cross-country rated to participate, and any pilot can join in by forming a team with someone else in a two seater, or flying a single seater. Teams can also be formed with the sharing of Single seaters.

Bookings for a/c for the races should be through Peter Bell on 07 4663 7133, or peter_di_bell@ozxpress.com.au.

It should be a great day and night, so please try to make it.

Silver C

Last week David Hughes organised a cross country & award week for members. It was a great success, and I would like to share my experience with other early cross-country pilots.

I arrived early (8.30am) on Monday morning at the gliding field to find all the gliders already out of the hanger being washed and DI'd – very different from a usual weekend day. Then at 9.15am Allan Latemore gave a talk on the tasks for the day, and made sure that we were all aware of the airspace requirements.

I was to fly with Alan that day in the Grob on my first x-country flight from McCaffrey's Field. Because we were only flying a short task (Jimbou and back) we waited for the rest of the gliders to take off before launching. I was apprehensive about leaving the safety of gliding distance to the field, but Alan quickly put me at ease. For myself, although I feel quite capable of putting a glider down in a paddock, I have a problem with the concept of outlanding and being a nuisance to other members. However, at the briefing Allan mentioned that we were all there to help one another in the case of an outlanding, and so it didn't seem quite such a big deal. Having relegated that issue to the back of my mind, I was then able to concentrate more on flying the glider and making decisions re the lift. There were quite a few (well 2 maybe) shear levels, and it was challenging to try and find the thermals again when they became broken and disorganised at those levels. We got as high as we could near the strip, and then flew to Dalby because of Oakey airspace restrictions, before proceeding to Jimbour. On the way, Alan pointed out the airstrips at George Lee's and Jimbour house. Very reassuring to a low time glider pilot! He demonstrated the technique for taking a turn-point photograph (fly past the turn-point, turn the other way, and then steeply back so that the wing tip points directly at the turn-point. Take photo - perfect!!) The conditions deteriorated near Dalby on the way home, and we spent some time scratching over the

town, before heading off on a final glide to home. I learnt a lot from Alan about the technique of flying, but just as important, he gave me confidence in my own decision-making. Thank you so much Allan, and I am really looking forward to flying with you again when I have improved on what you taught me. Next day was the BIG day, when I was attempting my silver C. (Flying a leg of 50k's, height gain 3,000ft and staying in the air 5+ hours). I started early with the preparations for the flight. This included DI'ing the glider, finding a comfortable harness, ballast, drinking water, food, smoking barograph, fixing camera to glider, GPS route, maps, declaration board etc The help given to me by David Hughes as my official observer was really appreciated - and very much needed!! Last minute nervous visit to the toilet, and I was in the Hornet, launching at 2pm. Marty dropped me off in a super thermal, and it was all up from there. I stayed around launch for approximately 1 hour, watching Robert Hart and Alice struggle at the beginning of their epic 500 k flight, before heading to Dalby, and Jimbour. I flew really very conservatively, since time was not an issue, and played around in lots of lift - the best being on the other side of the turn-point, resulting in lots and lots of turn point photos. Clouds were present, making flying far easier and more relaxing than the previous day. Back to McCaffrey's, and for me the hardest part of the flight was maintaining concentration for the next 2 hours. The elation I felt when I had flown the required 5 hours was huge, and it was an extremely happy pilot that landed back at McCaffrey's Field.

The support and help that I received from everyone over the 2 days was wonderful, particularly from David Hughes and Allan Latemore. But thanks also to Robert, Karl, Marty, Ray and everyone else who made the whole experience such fun. It has given me a new perspective on what DDSC is all about - I love it!!

Fran Ning

Expanded Cross-Country Training

The Club has decided to trial an expansion of the current cross-country training presently being offered to Club members. We intend to make the Grob available every Saturday for cross-country instruction with one of the Cross Country Panel.

The scheduled monthly cross-country days for two-seaters and single seaters will continue as before.

The panel consists of Allan Latemore (chief), Peter Bell, Russell Bennett, Tony Cavanna, Michael Codling, Ralph Henderson, Shane McCaffrey, and Bob Ward. The Panel can also occasionally arrange flights with John Moore, Robert Bradley, and Peter Griffiths in their private aircraft.

To avail yourself of a training flight, find out if the Panel Member of your choice is available (phone number etc on the members list or website), then check if the Grob is available through Peter Bell, and advise that panel member.

This new approach is a trial expansion of the cross-country coaching program that has operated successfully since the 1970's.

Pilots are able to commence cross-country training after they have achieved their C certificate. Initial cross-country training involves basic theory and an instructional flight, which gives the pilot the DDSC Initial Cross Country Rating. The pilot can then gain further practice in the initial cross-country area. Following the achievement of their Silver C, the pilot undertakes additional theory and a further instructional flight, and the pilot is awarded the DDSC Open Cross Country rating.

We are one of the few clubs that has a structured basic cross-country training program and I believe it is a major factor in our successful attraction and retention of members, after solo.

*Allan Latemore
Chief of the Cross Country Coaching Panel*

Cross Country Preparation

For our preparation for cross country flying there is one simple device that you can use prior to any cross country flight that will make whole exercise go more smoothly. It's called a checklist. You will find this very useful on your early cross-country flights, as there are a number of things that you have to remember to do before you go. This is better than taking off wondering whether you have remembered to do everything or discovering you haven't bought everything you need.

A checklist is essential if you intend to take a glider away from its home base for a competition or wave camp for example. There are an enormous number of things that you'll find that you need to take and it's impossible to remember them all.

The use of checklists is covered in Maurie Bradney's 'Flying Further and Faster' available from the GFA. In this he covers competition preparation which is also suitable for long distance flights (300km is a long way if you haven't gone that far before).

If you own your own glider why not print your checklists, get them laminated and keep them in the pockets of the glider?

I have placed all the checklists that I have on the web site. Use them as a starting point adding your items as required. If you don't have access to the Internet please contact me and I'll be happy to provide them to you.

Feel free to contact me if you have any questions or would like further information on any aspect of your flying progress. I'll try to point you in the right direction.

Tony Cavanna

Thanks

As the year comes to a close, I'd like to thank all those people who've made contributions to CHAOTIC over the last year. The contributions and enthusiasm are indicative of the great club spirit we

have. Thanks to (hope I haven't missed anyone!):

Keith Allen, Russell Bennett, Mick and Jay Boydon, Geoff Brown, Tony Cavanna, Phill Downey, Robert Hart, David Hughes, Bob Keen, Murray Knight, Charlie Kranenburg, Pam Kurstjens, Denis Lambert, Allan Latemore, Libby Matuszczak, Shane McCaffrey, Alan Midwood, Fran Ning, Robert Percy, Brian Wade, and of course Ralph.

Jenny

News Flash

DDSC is expecting again – the glider family will soon be joined by some more big wings arriving in late January (at this stage) - A Nimbus 2C FQL (standing for frequently loved) owned by Tony Cavanna, Steve Harris and Robert Percy. A new hangar is to be built next to the Kurstjens hangar where the trailers are now.

Robert Percy

DDSC Events Calender at 1 December 2002

2002		
6 Dec	Instructors' Meeting	Toowoomba
7 Dec	<ul style="list-style-type: none"> ▪ DI Training morning ▪ Committee meeting 	McCaffrey Field
14 Dec	Xmas Party	McCaffrey Field
15 Dec	DI Training morning	McCaffrey Field

Xmas Holiday Period		
26 Dec-5 Jan	Xmas Flying	McCaffrey Field

2003		
11 Jan	General meeting	McCaffrey Field
25 Jan	Cross Country Day	McCaffrey Field
15 Feb	Committee meeting	McCaffrey Field
15 Mar	General meeting	McCaffrey Field
12 Apr	Committee meeting	McCaffrey Field
18 – 26 Apr	Qld Easter Comps	Dalby
10 May	General meeting	McCaffrey Field
14 Jun	Committee meeting	McCaffrey Field
12 Jul	General meeting	McCaffrey Field
9 Aug	Committee meeting	McCaffrey Field
13 Sep	AGM	McCaffrey Field
20 Oct – 9 Nov	RAFGSA III	McCaffrey Field

D e c e m b e r	Day	Instructors	Tug Pilots	Duty Pilots
	Sun 1	K Senz D Hughes	D McCaffrey M Robertson	P Bart R Armstrong
	Sat 7	A Garrone R Henderson	M Hurst T Barker	B Rolfe L Day
	Sun 8	G Brown A Wetherspoon	B Ward Jenny Thompson	P Bart R Armstrong
	Sat 14 (Christmas Party)	M Codling T Lake	L McQueen J Knox	J Somerville Jeremy Parslow
	Sun 15	Jenny Thompson B Kruyssen	D Cramer D Baartz	B Daniel P Downey
	Sat 21	P Bell B Daniel	D Gerschwitz M Robertson	J Grosser A Flaherty
	Sun 22	Jeremy Thompson C Jordan	B Keen J Geddes	D Ferguson D Gliddon
	Sat 28	S McCaffrey B Hofmeister	A Garrone R Muir	J Robinson P Blackmore
	Sun 29	T Cavanna B Keen	N Kranenburg D McCaffrey	D Edwards N Muspratt
J a n u a r y	Sat 4	M Codling A Wetherspoon	J Knox DCramer	K Allen H Hofmeister
	Sun 5	K Senz R Hart D Hughes	D Gerschwitz D Baartz	A Midwood C Hall
	Sat 11	Jenny Thompson R Henderson	N Kranenburg L McQueen	D Burrell D Dudley
	Sun 12	P Bell J Grosser B Daniel	Jenny Thompson M Robertson	R Percy J Davis
	Sat 18	S McCaffrey B Kruyssen	R Muir D McCaffrey	R Sundell S Tromp
	Sun 19	R Bennett B Hofmeister	R Green R Keen	Jol Parslow D McEvoy
	Sat 25 (Cross Country Day)	Jeremy Thompson T Lake	M Hurst J Geddes	B Rolfe F Ning
	Sun 26	T Cavanna C Jordan	A Garrone B Ward	P Bart R Armstrong
	Mon 27	A Garrone B Keen	Volunteers	L Matuszczak J Somerville

CONTACT DETAILS

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Queensland's Premier Soaring Club