



# CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

*February 2005*

## ***President Report February 05***

January weather has been mixed with some good days, and quite a bit of rain. The strip is looking very green and the grass is growing fast. It's much better than the dust in previous years, but the flying hasn't been fantastic.

The Club flew from 27<sup>th</sup> December to 3<sup>rd</sup> January with some reasonable weather. Then we hosted another Caboolture week 10<sup>th</sup> to 14<sup>th</sup> January. Thanks to Peter Bell, Des Cramer, Tony Cavanna and Russell Bennett, Stow Kentish, and Fran Ning. Whilst the weather again wasn't great the participants achieved ratings, conversions and badge flights.

The committee has reviewed the fee structure against the cost areas, and have decided increases are needed in many areas. It has been nearly two years since the fees were changed, and the new fee schedule is attached.

Tony Cavanna has been very busy revamping the club's website. To test it out, go to <http://www.ddsc.org.au/new/default.asp>, and provide feedback to Tony.

David McManus, Hugh Hofmeister, Ralph Henderson and Tim Hastings went to the Junior Nationals at Temora in December. Unfortunately the weather was shocking and only they only got three contest days. David was placed third and Hugh, fifth - a great result. David has now been selected for the Junior Worlds.

We welcome new members:

- Oliver Binz
- Gavin Field
- Ben Gearing (back from a break)
- Matt Hasking
- Kent Jamieson
- Warren Schilling
- AJ Wesley

Congratulations in the last month or so:

- Jo Davis: 300k, 500k, 600k, mini comp day winner
- Mike Codling: 600k
- Andrew Straume: 300k
- Jeremy Thompson: Mini comp day winner
- Anthony Wetherspoon: Silver C
- Andrew Capel: first solo
- Bob Flood: 300k
- Ben Gearing: A Certificate
- Richard Armstrong: A & B Certificates
- Ben Bezuidenhout: C Certificate
- Brett Kettle: 300k (completes his Gold Badge)

Barry Daniel gets the award for the month for persistence – countless 600+km flights in his pursuit for his 750km.

With all these achievements, please remember to fill out the achievements book in the clubhouse.

We have got quite busy with new students over the last month or so and the workload is quite big now. Duty pilots, instructors and tuggies - if you

won't be there for your roster, can you please arrange a swap, or if this is not possible, please let the club know so we can make other arrangements. Thanks in anticipation.

MLR has been out of action while we tidy up some issues required for aircraft registration and Certificate of Airworthiness. We will have it back in the air shortly. While these were mainly paperwork issues, it is nevertheless necessary to make sure it is all correct for insurance and legal reasons.

There will be a General Meeting on 12<sup>th</sup> February to which all members are invited.

*Jenny*

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### **Thank You Stow / Goodbye Andy**

During the Caboolture week Stow Kentish came out in his beautiful green machine to tow for 2 days when the club was having a few problems with the tugs. At his request, the money from the tows on the first day have been donated to the Tsunami victims - the Clubs choice of charity. A wonderful offers, and thank you so much Stow, not only for your generosity, but also for the time that you donated so cheerfully to helping the gliders. Fran really appreciated the lifts to and from Toowoomba also!

Andrew Hurst also towed for the boys. He was leaving the next day early for Mount Isa, and so will not be towing for us for a while. As usual his happy nature and great flying skills made for a lovely day for all, and he will be very much missed, (as is his brother Marty) Good luck with your flying careers out West. We would love to see you come back anytime .

*Fran*

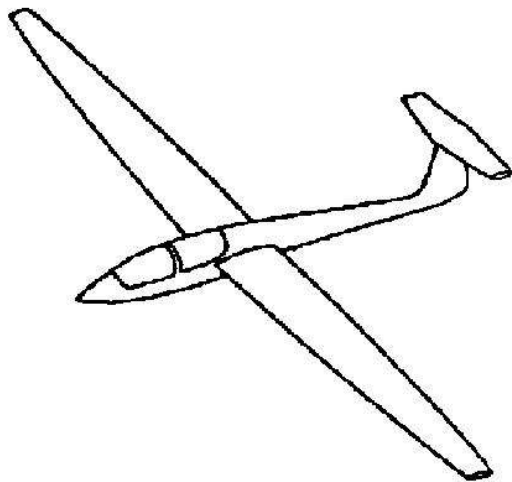
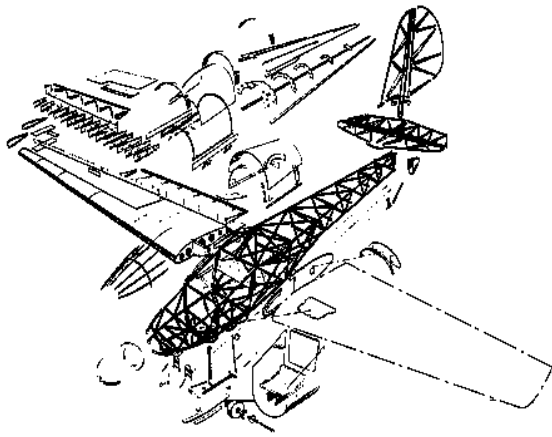
### **Help Wanted**

Many of you would be aware that DDSC has a reciprocal agreement with Caboolture Gliding Club. The extent of this agreement presently only extends to mutual acceptance of each other's members, and mutual flying at club rates. DDSC benefits greatly from this reciprocal arrangement, as their members mostly flying with us for cross country, and a couple of times a year, hold cross country camps at DDSC.

Caboolture now have formally asked DDSC (and other SE Qld clubs) to help them out by asking if DDSC instructors and AEIs can take a slot on their roster to instruct at Caboolture once every nine weeks. Presently we have said we can help out and Jeremy and I are covering it, but if we can get others to help out that would be great. For new instructors and AEIs, you can get some good experience at Caboolture – lots of traffic, a wide range of students, lots of passenger flying and great change of scenery, and the other benefit is if you are from Brisbane, it's not too far to drive. If you can help them, please let Jeremy know.

*Jenny*

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### **From the Instructors Panel**

#### Take off and landings

At the recent form 2 conducted on Puchez GRI damage was found around the nose wheel bulkhead. This can only have been done by the aircraft being allowed to run on the ground on the nose wheel during takeoff and landing.

The flight manual for the Puchez states the following:

#### Takeoff:

“The ground run begins on 2 wheels, at about 16-22 knots the front wheel should be lifted off the ground by back pressure on the stick; care should be taken to avoid hitting the tail wheel on the ground”

#### Landing:

“The touch down should be on the main wheel and tailwheel, the nose dropping onto the ground should be delayed by rearward movement of the stick”

All pilots flying the Puchez should ensure that the time spent running on the nose wheel during ground run is kept to a minimum.

This can be achieved by starting the take off roll with back stick to get the glider off the nose wheel as soon as possible

Landing should be 2 point with both main wheel and tail wheel touching down together, then back stick to keep off the nose wheel as long as possible.

*Jeremy*

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### **From the Airworthiness Master**

Hi All.

Been a while since I said any thing was mentioned about airworthiness. It is great to see people cleaning the aircraft. The aircraft have going ok except the on going problems with radios and flat tyres! which comes to my next point. The Puchacz nose wheel tyre has very hard sidewalls and is very hard to detect if you are pushing the SIDE WALLS with your thumb. If you can get any inward movement in the Center of the tyre it needs pumping up. The tyres needs a valve extension (steel or brass one is the best found on the ledge next to where the compressor and tyre pressure board is.) and blow the tyre up to the correct pressure, which is on a board in the hanger. Running the tyre low on pressure delaminates the sidewalls and cost \$260 for the tyre and \$160 for the tube. Please take the TIME and EFFORT in this simple

matter. In your DI's each day take time to look at the turnbuckle (PUCH's) where they connect to the rudder pedals in the back seat area. The threaded rods and eyelets should all be straight in line, 2nd thing is to check out the two control sticks where they go into the square mounting blocks just where the stick goes into the boot (Cover around the stick) There have been some fatigue found in a glider overseas (sounds like student / instructor disagreements!!) more like stressful aerobatic maneuvers putting high stick loads and causing fatigue on the stick where it meets the mounting block. You can check for play by taking hold of the front and back control sticks and move them opposing directions. LS7 still has a leaking bag and will be de-rigging it on Sunday 6th February. Hornet (Mighty Victory) is going ok. Grob has problem with radio. The Open Cirrus is ok and is a great glider and more use should be made of it. The Ventus has had some rudder damage and has been temporarily fix. Astir Jeans is ok. Any problems with the fleet ring and let me know ASAP. Take care of our fleet.

*Cheers Shane*

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### **From the Tugmaster**

Bob unfortunately is unwell with a crook shoulder. This has him lying low for the time being however he is still actively working away in the background. He has advised me of the following. SWR has just completed its annual inspection and there are some changes to the starting procedure. Tuggies please contact Bob directly via email or phone for details.

Bob would like to thank everyone for their help in keeping the tugs flying and serviced and safe during his down time. Bob has rostered himself on in March so he is confident of a timely recovery.

We wish him all a speedy recovery and to grace the skies once more in one of DDSC's fine Pawnee or Glider.

*Keith*

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### **From the Treasurers Office**

Last month we omitted the billing due to Megan being on holiday and hopefully this month we don't have a huge balance to reclaim.

If anyone would like to use Internet banking perhaps even making periodical payments as staying well in credit does attract discounts the details are below.

BSB: 064 433

Account Name: Darling Downs  
Transitional Soaring Club Inc

Account Number: 10700267

\* Do not forget to add a descriptor identifying yourself\* Use your name and don't just add "Gliding Fees" as we have little chance of figuring out easily who's account the money is to be paid into in otherwise

*For Richard (Treasurer)*

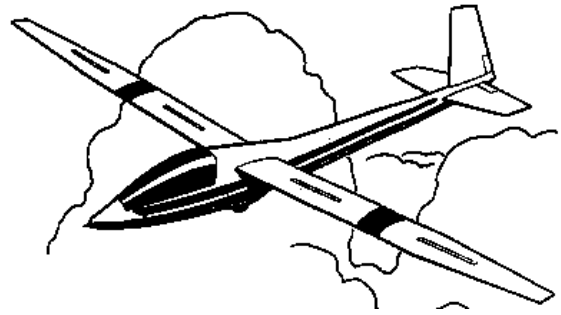
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### **Somehow club gliders are different**

The lucky pilot of a club glider is much better off than the normal private owner. Close study of the operations of club gliders appears to indicate a number of vastly superior features which are rarely found in private machines. This study leads to the following conclusions.

## Club gliders:

- don't need cleaning or vacuuming
  - have wings specially designed for bumping into things and adapted to allow forward ground movement by pulling on the tips
  - have much higher speed limits, especially during aerobatics
  - have reinforced instrument panels which are impervious to feet and parachute buckles
  - require a much shorter braking distance on landing
  - have a much tighter turning circle when changing direction on the landing run
  - can land in smaller and much rougher fields
  - have batteries and tyres that don't need to be checked
  - don't need to be hangared quickly in storms or rain
  - can be flown for up to 200 hours with the undercarriage warning system inoperable
  - can be flown IFR, i.e. with canopies too dirty and dusty to see through
  - have reinforced control stops, permitting the controls to flap rapidly about in the wind and during ground movements
  - have floors designed to permit use as a rubbish bin
  - have canopies that can be left open regardless of wind condition
  - have tail dollies that can be left on
  - can be pivoted on the main wheel without lifting the nose or tail wheel off the ground
  - don't need a canopy cover
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## **About the new website.**

The revamped DDSC website has been published so that it can be tested.

If people could try out a bit here and there just to make sure it's ok. Once we are reasonably happy with it we'll replace the current web site with the new one. Most of the feedback so far has been positive so I think we're on the right track.

Most of the information on the new website is up to date (rosters and calendar of events). It will be maintained in parallel with the main site.

You can find it at the following link:  
<http://www.ddsc.org.au/new> You will need to use the member password to access it.

If anyone has better photos for initial page and the banner of the welcome page (the bit at the top) please let me know.

Some things you should know.

The booking system should work on the new site but is for testing ONLY. Please continue to use the current booking system to make glider bookings.

The Weather station does not contain live data it's just an example of how it would look.

Some areas are still being developed. Watch this space.

If someone is interested in writing a privacy statement for the website please contact me.

I have tested it fairly extensively using the Netscape browser it should work OK with Internet Explorer.

If you find a problem please report it to me by email to [tonycavanna@ozemail.com.au](mailto:tonycavanna@ozemail.com.au) or [webmaster@ddsc.org.au](mailto:webmaster@ddsc.org.au). Please

include the following in your report:  
Description of the problem with, if possible, a description of how to reproduce it.  
Which web browser you were using (Internet Explorer, Netscape etc).

*Tony*

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### **Airservices Weather an introduction**

Ever wondered how some people have the aviation weather and you just cannot get it, find it or follow? Well here is a simple explanation that no doubt will be expanded for next month (hopefully someone will assist to fill the gaps that are relevant to us glider pilots). Aviation weather (from Airservices Australia) requires you to get to the correct web site (<http://www.airservices.gov.au/brief/default.asp>) and input your "power pilots USER id & password"... unfortunately we glider pilots don't have a "power pilots number" and borrowing a pilot's number seems inappropriate.

But with some digging and searching a portal into the Aviation Weather has been found. <http://www.aopa.com.au/infocentre/weather.cfm> is via the Aircraft Owners and Pilots Association and takes you straight to the Airservices Australia Aviation Weather.

The web page has a series of places to input areas and places to get Area Forecasts (ARFOR) and Terminal Aerodrome Forecast (TAF). Looking down the same page finds the Areas shown on a map... 40 is our area, 20 to the South and 44 to the North and 41 to the West. TAF's can be requested by name OR code like OAKEY (YBOK), TOOWOOMBA (YTWB), GOONDIWINDI (YGDI), MOREE (YMOR), AMBERLEY (YAMB), ARCHERFIELD (YBAF). More info to follow next month.

So now you know where to get the information that power pilots get, what does it all mean!

Firstly there are lots of abbreviations and acronyms... to get a full list visit <http://www.alaska.faa.gov/fai/afss/metar%20taf/metcont.htm>

But roughly as below is a starter to get in to using this service effectively.

#### ***Area Forecasts***

Below is a typical ARFOR

ARFOR AREA FORECAST 012300 TO 021100 AREA 40

OVERVIEW:  
VIGOROUS TROUGH MOVING E EXPECTED NEAR GOONDIWINDI AT 07Z AND ROLLESTON STANTHORPE AT 11Z. TURBULENCE AND RAISED DUST SW OF THE TROUGH. NE OF THE TROUGH - ISOLATED SHOWERS AND THUNDERSTORMS IN THE WEST, CHIEFLY AFTER 02Z AND EXTENDING TO THE COAST BY 06Z.

SUBDIVISIONS:  
A. NE OF TROUGH  
B. SW OF TROUGH

WIND:  
2000 5000 7000 10000 14000 18500  
A. 320/20 310/20 300/15 280/15 PS11 280/15 PS02 280/15 MS06  
B. 200/30 200/25 230/20 230/20 PS09 230/25 PS02 240/30 MS08

REMARKS:  
WINDS TO 5000 NE OF BLACKWATER BRISBANE 350/15 TILL 02Z

CLOUD:  
A. ISOL CB 5000/35000 AND ISOL LARGE CU 5000/20000 IN W, CHIEFLY  
AFTER  
02Z AND EXTENDING TO THE COAST BY 06Z  
BKN ST 1500/5000 IN TS, SCT ST 2500/5000 IN SH  
SCT CU 3000/8000 TENDING BKN IN SH  
BKN SC 2000/6000 SEA AND NEAR COAST TENDING SCT AFTER 24Z  
BKN AC AS ABOVE 12000 NEAR CB  
B. NIL

WEATHER:  
A. SH, TS  
B. RAISED DUST

VISIBILITY:  
A. 4000M IN SH, 2000M IN TS  
B. 2000M IN DUST

FREEZING LEVEL:  
15000

ICING:  
MOD IN BKN AC AS AND CU TOPS

TURBULENCE:  
A. ISOL MOD, BECOMING OCNL MOD BELOW 7000. MOD WITH LARGE CU  
B. OCNL MOD, TENDING FREQUENT MOD BELOW 7000

AQNH AREA QNH 01/04  
AREA 40 1004

## *What you get*

ARFOR AREA FORECAST 012300 TO 021100 AREA 40

## Means

Forecast **from - to** in **UTC time** i.e. on the 1<sup>st</sup> at 2300hrs [1<sup>st</sup> at 11pm + 10hrs = 2<sup>nd</sup> 9am]

Overview: is as read, things like 07Z mean 07hrs UTC... add 10hrs (Z being Zulu... Coordinated Universal Time)

Wind: are typically written height over heading/strength in knots! The height on area forecasts is QNH. The heading is TRUE heading and 11degrees should be subtracted. Hence 2000 over 010/20 is basically wind at 2000' at 20knots from MAGNETIC North, additional info may be G (Gusts) VRB (variable)

Cloud: as read hopefully... understanding your CB's and CU's!

Weather: a few codes exist... SH showers, TS thunderstorm... see the abbreviations, SP snow pellets!!

The rest should be as read.

To read an American doco on all of this see  
<http://www.alaska.faa.gov/fai/afss/metar%20taf/sametara.htm>

## TAFS

Below is a typical TAF

### OAKEY (YBOK)

RAIM GPS RAIM PREDICTION 011402  
YBOK  
NO GPS RAIM OUTAGES

METAR TTF METAR YBOK 020100Z 36011KT 9999 FEW035 SCT130 31/20 Q1004 RMK  
RF00.0/000.0 VIRGA NE NOSIG

TAF TAF AMD YBOK 012300Z 2314 35012KT 9999 BKN012 SCT035 FM00 34015KT  
9999 SCT015 SCT035 TEMPO 0014 VRB25G40KT 2000 THUNDERSTORMS WITH  
RAIN BKN012 SCT050CB T 27 31 27 27 Q 1007 1005 1003 1003

AD C0149/04  
RWY 09/27 DECLARED DIST AND GRADIENT CHANGES  
RWY TODA  
09 1059(3474) (1.91)  
27 1059(3474) (5.86)  
STODA:  
RWY 09 - 945 (3100) (1.6) 1057 (3468) (1.9)  
RWY 27 - 838 (2749) (1.9) 958 (3143) (2.2) 976 (3202) (2.5)  
1009 (3310) (3.3) 1046 (3432) (5.0)  
FROM 08 300457 TO PERM

ATS C0152/04 REVIEW C0137/04  
WHEN LISTENING TO OAKEY ATIS PILOTS ARE ADVISED THAT ANY REF TO  
TOOWOomba WILL BE TRANSMITTED AS QUOTE TANGO WHISKEY BRAVO UNQUOTE  
FROM 09 130207 TO 03 130200 EST

ATS C0154/04 REVIEW C0125/04  
SRA NOT AVBL  
FROM 09 142302 TO PERM

DOC C0176/04 REVIEW C0175/04  
AMD AIP ENR SUP AUSTRALIA EFFECTIVE 25 NOV 2004 OAKEY ENTRY  
FAC O-303 RUNWAY PHYSICAL CHARACTERISTICS  
CHANGE NOTE 3 TO READ:  
3. PAVEMENT CONCESSIONS FOR H60 BLW 10300KG (22710LB) AUW, TP940 NOT  
REQUIRED.  
FROM 11 242147 TO PERM

AD C0026/05 REVIEW C0025/05  
ALL SEALED SURFACES BITUMEN REPAIRS IN PROGRESS  
SURFACES MAY BE STICKY CAUSING SKIDS TO BIND  
FROM 01 210244 TO 02 071200 EST

ATS C0029/05 REVIEW C0170/04  
ATS HR OF OPS  
MON - FRI 2300-0700 AND 0900-1300  
ATS MAY BE UNMANNED WHEN NOT RQ FOR LOCAL MIL OPS  
FROM 01 280249 TO 04 280200 EST

So what does it all mean to us glider pilots???????

## TAF as deciphered below!

METAR TTF METAR YBOK 020100Z 36011KT 9999 FEW035 SCT130 31/20 Q1004 RMK  
RF00.0/000.0 VIRGA NE NOSIG

Metar is the actual weather as observed.  
020100Z is UTC so add 10hrs to get this weather was at 11am

wind was Northerly at 11knots  
 visibility was good  
 few clouds up at 3500' agl  
 scattered clouds up to 13000'  
 31C dew point 20C  
 Area pressure 1004  
 ReMark Virga Rain NE of Oakey but not significant!

TAF TAF AMD YBOK 012300Z 2314 35012KT 9999 BKN012 SCT035 FM00 34015KT  
 9999 SCT015 SCT035 TEMPO 0014 VRB25G40KT 2000 THUNDERSTORMS WITH  
 RAIN BKN012 SCT050CB T 27 31 27 27 Q 1007 1005 1003 1003

The TAF was amended (AMD) at Oakey 012300Z (2<sup>nd</sup> at 9am!)  
 Validity time 2314, that is UTC so 9am till midnight  
 Next is wind, 35912KT direct from the North at 12knots  
 Next is Visibility 9999 clear  
 Next is Sky... BKN012 broken Cumulus Clouds 1200' **cloudbase is 1200' agl**,  
 SCT035 scattered cumulus clouds 3500'

Next is FM00 which is the FroM section i.e. after 00UTC being 10am things change  
 and the wind moves to 340 at 15knots etc

Next is TEMPO which is a temporary section... Tempo 0014 means the conditions  
 will change for a period generally less than an hour somewhere between 00 and 14  
 UTC, 10am and midnight there will be a thunderstorm (Good for Shane if it happens)

I've cribbed this from an American doco so please bear with me, the doco can be  
 found at <http://www.alaska.faa.gov/fai/afss/metar%20taf/mettaf.htm>

Clear? Clear as mud for me... Aviation weather is perhaps more conservative than  
 the weather on the TV and it needs to be for safety margins for cross country power  
 pilots, that said if you want to fly you have to get yourself in the glider. The gliders  
 are always there and the weather people are not always right. Many a time I have left  
 Brisbane in rain to be greeted by a boomer day at DDSC.

## Don't be put off by the predictions.

Should you need to contact the Committee or others see below.

### Committee Members

President	Jenny Thompson	0417 629 782	Events, Club Direction, GFA councillor
Secretary	Tony Cavanna	3262 1961	Pilot Mentor, Webmaster, meetings.
Treasurer	Richard Hoskings	0418 745 824	Accounts, Flight sheets, etc
Tugmaster	Bob Keen	0429 639 770	Tug maintenance, rosters, etc
Airworthiness	Shane McCaffrey	0418 759 310	Glider airworthiness issues
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, etc
Committee Member	Charlie Downes	0407 547 076	Airspace Officer
Committee Member	Bob Flood	0413 261121	Enquiries Officer
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

### Non Committee Contacts

Graham Hennessey	0407 377921	Duty Pilot Coordinator
Libby Matuszczak	0409 140 954	Bar Manager & Social Coordinator
Irene Thompson	0409 051 566	Social Coordinator
John Knox	0411 143 772	Club Publicity/Promotions/Marketing
Lex McQueen	0418 730 288	

Ralph Henderson

0409 596 579

Gliding Qld President; Chairman GFA Marketing and  
Development Committee2005 Events Calendar  
as at 2nd February 2005

	Event	Place	Contact
5 February	Instructors Meeting	McCaffrey Field	<a href="#">Jeremy Thompson</a>
12 February	General Meeting	McCaffrey Field	<a href="#">Tony Cavanna</a>
5 March	Instructors Meeting	McCaffrey Field	<a href="#">Jeremy Thompson</a>
12 March	Committee Meeting	TBA	<a href="#">Tony Cavanna</a>
25 March – 2 April	Queensland Easter Competition	Dalby Airfield	<a href="#">David McManus</a>
9 April	General Meeting	McCaffrey Field	<a href="#">Tony Cavanna</a>
30 April	Instructors Meeting	McCaffrey Field	<a href="#">Jeremy Thompson</a>
14 May	Committee Meeting	TBA	<a href="#">Tony Cavanna</a>
4 June	Instructors Meeting	McCaffrey Field	<a href="#">Jeremy Thompson</a>
11 June	General Meeting	McCaffrey Field	<a href="#">Tony Cavanna</a>
2 July	Instructors Meeting	McCaffrey Field	<a href="#">Jeremy Thompson</a>
9 July	Committee Meeting	TBA	<a href="#">Tony Cavanna</a>
July	"Xmas in July" flyaway to Charters Towers with Nth Qld Soaring Centre (tentative)	TBA	Jenny Thompson
6 August	Instructors Meeting	McCaffrey Field	<a href="#">Jeremy Thompson</a>
13 August	General Meeting	McCaffrey Field	<a href="#">Tony Cavanna</a>
3 September	Instructors AGM	Bowenville Hotel	<a href="#">Jeremy Thompson</a>
10 September	DDSC AGM	TBA	<a href="#">Tony Cavanna</a>
September (dates to be advised)	Queensland Gliding Championships	McCaffrey Field	Jenny Thompson

	<b>Day</b>	<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
<b>F e r r u a r y</b>	Saturday 5th	R Bennett J Grosser	P Kurstjens TBA	Barry Daniel Brett Kettle
	Sunday 6th	M Codling A Wetherspoon	J Thompson TBA	Peter Wetherspoon John Hook
	Saturday 12th	J Thompson R. Hoskings	L McQueen Jeremy Thompson	Jo Davis Koji Masuda
	Sunday 13th	P Bell C Downes	R Bradley L McQueen	Ben Bezuidenhout Neil Muspratt
	Saturday 19th	T Cavanna	TBA A Garrone	Brian Rolfe Ron Walker
	Sunday 20th	R Hart	P Kurstjens D Cramer	Keith Allen Robert Percy
	Saturday 26th	A Garrone	B Hoffmeister G Kurstjens	<i>Libby Matuszczak Peter Davison *1(old roster)</i> Hugh Hoffmeister Andrew Straume *1
	Sunday 27th	R Henderson B Keen	P Hyde F Ning	Steve Harris Alan Midwood

**\*1 note change, participants emailed and negotiated**

	<b>Day</b>	<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
	Saturday 5th	R Bennett J Grosser	D Baartz J Geddes	David Ferguson Roly Sundell
	Sunday 6th	M Codling A Wetherspoon	F Ning M Robertson	Libby Matuszczak Peter Davison
	Saturday 12th	J Thompson R. Hoskings	A Garrone D Cramer	Richard Armstrong Paul Bart
	Sunday 13th	P Bell C Downes	Jenny Thompson B Hoffmeister	Greg Valler Michaela Valler
	Saturday 19th	T Cavanna	L McQueen R Bradley	Bob Flood Graham Hennessy
	Sunday 20th	R Hart	Jeremy Thompson P Hyde	Joan Robinson Tim Hastings
	Saturday 26th	Easter Comps at Dalby	Easter Comps at Dalby	Easter Comps at Dalby
	Sunday 27th	Easter Comps at Dalby	Easter Comps at Dalby	Easter Comps at Dalby

	<b>Day</b>	<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
	Saturday 2nd	R Bennett J Grosser	D Cramer P Hyde	Barry Daniel Brett Kettle
	Sunday 3rd	M Codling A Wetherspoon	F Ning <b>P Kurstjens</b>	Peter Wetherspoon John Hook
	Saturday 9th	J Thompson R. Hoskings	D Baartz J Geddes	Jo Davis Koji Masuda
	Sunday 10th	P Bell C Downes	R Bradley TBA	Keith Allen Robert Percy
	Saturday 16 <sup>th</sup>	T Cavanna	<b>A Garrone</b> Jenny Thompson	Brian Rolfe Ron Walker
	Sunday 17 <sup>th</sup>	R Hart	<b>G Kurstjens</b> <b>B Keen</b>	Ben Bezuidenhout Neil Muspratt
	Saturday 23rd	A Garrone	<b>L McQueen</b> Jeremy Thompson	Hugh Hoffmeister Andrew Straume
	Sunday 24th	R Henderson B Keen	M Robertson <b>B Hoffmeister</b>	Steve Harris Alan Midwood
	Monday 25 <sup>th</sup>	Volunteers	Volunteers	Volunteers

30<sup>th</sup> April to be advised in next Chaotic