



January/February 2009

THE BIG, BIG AIRWORTHINESS ISSUE

HOW WE CAN ALL HELP TO KEEP OUR BIRDS IN THE AIR

Big news this month on airworthiness. Recent flyers may have noted Bert Persson working in the hangar on GYK, our third Blanik. Bert will be undertaking all Form 2 work on all three Blaniks to ensure the club always has two trainers on line. But between annual inspections there is a lot to be done to keep every one of our aircraft in good flying form.

Read Lindsay Mitchell's airworthiness column for important news on a new Aircraft Team approach to maintaining our fleet. You could become an Aircraft Captain and you don't need thousands of hours to do it!

Before that, please put aside any time you can spare on the weekend of 21 and 22 March to help set up the hangar for this exciting new era. Don't worry, it won't cost you any flying time – as you'll see when you read on.

Important Date Claimer Sat/Sun 21/22 March

Most will be aware our tug is due to be going into hospital to have a heart transplant. Tony has booked it to go into the workshop on March 16. This means we will not be flying at YCAB the following weekend 21 and 22 March.

We intend to use this weekend to do some chores at the hangar that we would normally try, often unsuccessfully, to fit around flying.

We have purchased one of the containers our landlord used for his storage. We intend to use it to store our aircraft spares that have accumulated in the hanger. The most obvious of these are the wings at the back of the hanger. Moving these into the container is one task.

To say it is warm in the office in summer is an understatement. Mark Higgins has generously offered us an air-conditioning unit and Karl Bodi has offered to check it and install it. This means another task is to put in a ceiling to the office. Eric Dickeson has offered his skills to do this but he will need help if it is to be completed in the two days.

There is a stack of carpet tiles taking up space in the office when they should be on the floor being walked on. To lay them properly we need to move most of the furniture and this needs to be done without obstructing Eric putting up the bearers and ceiling panels. More helpers needed.

These are only a few of the tasks we hope to complete in the two days. There may be others we could do if we have enough helpers. Please try to give some time to help your club over the weekend. If you can help send me an email giving me your hidden and un-hidden skills you can offer and also the time you can assist.

Waiting for the huge number of emails.

Lindsay ligmi@yahoo.com.au

AIRWORTHINESS



Daily Inspector Rating

Maintaining our aircraft in a safe airworthy condition may appear to be relying on our qualified maintenance team. Yes they are the members who have the necessary knowledge and experience to ensure the aircraft

are airworthy when they actually inspect them but that is not every time the aircraft flies.

Every solo pilot can attain a Daily Inspector Rating to ensure the aircraft is, in their opinion, airworthy. To obtain this rating firstly you need to be a solo pilot and

have studied a Daily Inspectors Handbook. The next formal step is to observe and assist a very experienced Inspector doing Daily Inspections. I say a very experienced Inspector as we do not want inexperienced inspectors being interrupted.

All Instructors can assist in the training of Daily Inspectors but only an Annual Inspector can issue a DI rating. The Annual Inspectors in CGC are Lindsay Mitchell, Kevin Roden, Bert Persson, John Ashford, Vince Everett, Leon Moran and Peter John. If you do not have a DI rating and you feel you are ready to perform Daily Inspections speak to one of our Annual Inspectors to arrange a test.

Performing the Daily Inspection is a demanding task and experience is your greatest asset. If you are not sure about something ask. Generally the daily Duty Instructor is the best person to ask. Every question you ask you will learn a little bit more about the aircraft we trust our lives in.

Aircraft Teams

Knowledge of the workings of our aircraft can benefit every pilot to varying degrees. To assist all members to gain a better understanding and to also engender a feeling of ownership we are going to set up Aircraft Teams. Each team will comprise an Aircraft Captain and a number of members. Qualifications are not important but the Aircraft Captain should have a DI rating.

Each aircraft will be allotted a team. This team will be responsible for the general care of their aircraft. They can assist in such duties as keeping the aircraft clean, checking when maintenance is due, providing feed-back to the maintenance team and most important assisting in non-technical tasks when regular maintenance is due. The Aircraft Captain is only required to be a contact so the general care is co-ordinated.



Members who have been around for a few years know the maintenance team need assistance de-rigging and rigging aircraft at Annual Inspection time. This is the time the team will assist. The two FRP aircraft need polishing at this time and the team can do this with supervision. Those really interested can then also assist the inspectors and subsequently learn a lot more about the aircraft and

also more about the vital tasks performed by the maintenance members. The ultimate interest could be to join the team, be mentored and eventually become qualified to maintain the aircraft.

Members will not be allocated to aircraft as I would prefer members to decide which aircraft they would like to be mainly associated with as most of us have a favourite aircraft. Let me know which aircraft you would like to help take care of.



Batteries

Our aircraft batteries unfortunately are the most abused part of our aircraft. This is because their design is to always be on charge with a steady drain as well. We almost do the opposite. We have them on charge for 4 days, then drain them, then charge them. This goes on for 3 days. They should last 4 years but with this treatment ours last 12 to 18 months. The good thing is they are not expensive to replace.

The steps below should be followed every time we take a battery for use:

- Plug the battery into the tester on the bench.
- Press the test button for a minimum of 10 seconds. The light will create a heavy drain on the battery.
- While holding the test button observe the voltmeter gauge to the right. It should read 12.0 to 13.5 V.
- The reading should be steady. If it decreases the battery may not sustain a day's use and should be returned to charge.
- Just because a battery may appear to fail does not mean it is faulty. It may have had heavy use the previous day and has not returned to full charge.
- If you feel a battery is faulty put it back on charge. Leaving it off charge will only ensure it will fail when simply charging it longer will keep it in service.

The new varios in the Blaniks have a battery condition meter and they will operate down to 10.5V. The Twin is the only aircraft that could drain a battery in a days flying so it is best to leave batteries on charge during the day. It is not much of a drive back to the hanger to get a battery.

The batteries have a replace date on them. This date is 12 months from when they are put into service. This is only to assist me in determining their age and does not reflect their serviceability.

Safe flying.

Lindsay Mitchell
Airworthiness Officer

Gliding Queensland Easter Competition



As mentioned in the last issue, we are the host Club for the Easter Competition at Dalby from 10 to 18 April.

Planning is progressing well and we have a strong core body of Members who have committed themselves to assist in the numerous tasks that have to be performed. However we could do with a few more volunteers to assist with things like:

Initial setup of the field, making and placing of signs, setup of briefing area etc (Just Thursday to Saturday would suffice for these tasks)

- Assistant Marshalls - two or three needed
- Presentation dinner - liaison with the RSL etc
- Final administration - airfield restoration, tug refunds - two or three needed on the final Saturday

We will have IKW available at Dalby for mutual flying/XC Instruction, with David Griffiths in the back seat. So some of those who come to help should be able to get one or more cross-country competition flights under their belts.



There is also the opportunity for any member with the appropriate qualifications (including a Competition License) to take GJY to Dalby. This will need some co-ordination with Peter Stephenson in regard to the trailer, so early notification of intent is imperative.

For those who have not experienced the excitement and spectacle of competition starts and finishes, this is an event not to be missed. But, quite apart from that, having an active role to play as part of "Team Caboolture" is both satisfying and a lot of fun.

Last year we were fortunate in having some great weather and a pleasing number of competitors. As a result we generated a profit approaching \$6,000 which was split with Gliding Queensland who, in return, underwrite any losses from these events. So our efforts benefited both our Club and our State parent body.

If you are in a position to be part of that Team, and have not as yet put up your hand, please contact Brian or Anne Wade (07-3371-2944 or wade@squirrel.com.au) as a mater of urgency and let us have the dates that you can make yourself available. We are looking for help from late AM Thursday 9 April to late morning Sunday 19 April.

CAR PARKING AT THE HANGAR

We have limited car parking available in the park beside our hanger. We are allocated the 4 spaces nearest the airfield. The first 4 spaces nearest the street are allocated to our fellow tenant, Brian Carpenters Flying School.

In the interests of being good neighbours please do not use Brian's spaces or the ones on the museum side.

FROM THE CFI'S DESK



Radio Use

As we all know YCAB is a very busy CTAF and as such everybody needs to be comfortable with the type and quality of their radio calls and be aware of how important

accurate calls are to overall situational awareness.

However the general standard of radio use by many CGC Members unfortunately falls well short of acceptable and there is absolutely no excuse for this.

I am not talking here about a pilot missing the odd call due to giving priority to aviating and navigating, or through frequency congestion. I am referring to incorrect and inappropriate calls and to a general sloppiness when it comes to the use of the radio.

All solo pilots will have passed an oral test on radio use, but perhaps this has been somewhat glossed over in some cases and everyone is encouraged to regularly

review their performance against the guidance contained in the CGC Radio Guide in the Members section of our website.

The incorrect and inappropriate calls that I referred to earlier include:

Calling Left or Right base (or downwind) when this is the normal circuit direction for the runway in use. You **ONLY** include the direction when you are flying a circuit in the opposite direction to normal.

- Adding the words “grass left” (or right) to circuit calls when there is no other traffic in the circuit.
- Making a “final” call when there is no conflicting traffic.

General sloppiness sins include:

- Long silences and hesitation sounds (aaaah, ummm, er, etc.) as a result of not thinking through the call before making it.
- Speaking too quickly to be understood – or too softly.
- Talking over other transmissions. Remember the sequence - listen, think, press, pause, talk.
- Not positioning the microphone properly, resulting in the need to lower and turn the head excessively before speaking - to the detriment of good lookout.
- Not listening to other CTAF transmissions (volume turned down or too busy talking?) with a resultant inability to respond to calls to you and the loss of important situational awareness information.

Finally, remember that proper use of the radio is not only an important aspect of flight safety, but also the professional standards of the Club are on show to all in radio range every time **YOU** make a transmission.

I look forward to hearing a significant improvement in radio calls and a consequent reduction in the need for instructors to carry our post flight debriefs following transgressions.

Brian Wade



A QUICK REPORT FROM THE FINANCE DEPARTMENT

The club's finances are in better shape than for many years. We have caught up with some regular payments that have been running behind, got the tug provisions up to date and are running week to week with a healthy liquidity. It is always a dangerous occupation to predict results but it seems likely that this financial year will finish up with around \$15000 profit.

The tug engine change over in a few weeks will have cost nearly \$60000 by the time the rebuilt motor is fitted. The tug is our biggest expense (and most important asset) We will accumulate a tug rebuild fund based on hours used and an expected 2000 hour life, ready for the next rebuild in a few years time.

**John Sharman (Hon Treasurer)
& Austin Miller (the one who does the work)**

FROM THE TUGMASTER



At 9 February 2009 SPA had 44.5 hours remaining on the engine life of 2000 hours. It is booked in for an engine refit from Monday 16 March

We are trying to use up all the remaining hours over the flying days before then. One group

booking has been scheduled for mid-week flying on 10 March for residents of Northlakes Resort which should contribute a few hours.

Meanwhile get out there and use what weekends we have still available!

Thanks to Bernie Gonsalves SPA has been improved cosmetically since the last 100 hourly. Some more of the red stripes have peeled off but this will be rectified before Easter along with a few other scratches, in order that our main asset can look more presentable at the Comps.

Besides discussing with the tug pilot any tow emergency practices **before** they are undertaken, would instructors also notify the tug pilot whenever they are going to carry out spins or aerobatics. This will enable tug pilots to make sure they descend well away from the area of these activities.

I will be overseas from 24/2, but if Mt Merapi does not claim us I should be back briefly by about the time of the engine refit. During the time I am absent, if anyone has need of the tug, please contact President Steve.

Tony Sorensen

HONORARY MEMBER BUSHY BILL



Bushy Bill Wheatley proudly displays the honorary membership certificate and personal tow rope bestowed on him in honour of his valuable assistance to the club's ground handling operations. His early morning reports from the field have saved a few wasted drives to YCAB on recent wet weekends!

MEMBERS' STORIES

Two members have answered the call to contribute stories to Lookout, both inspired by cross country flying at DDSC.

Congratulations to Peter Stephenson and Leon Moran for achieving their 300 km flights, and a big thanks to both for sharing their tales of high adventure. Now, where are *your* stories to entertain and inform our readership? All contributions welcome!

We start with Peter's, which may also soon appear in *Australian Soaring*:

The highs and lows of getting my 300 km

I have finally got my Gold distance and Diamond Goal bar, the registration of the paperwork signed by an Official Observer with Beryl Hartley. I only fly cross country once a year when my club (Caboolture) visit Darling Downs Soaring Club (DDSC) at McCaffrey Field near Oakey, Queensland.

It all started in 2002 when the late and great Alan Latemore was alive. My first attempt in the LS7 was quite a flop. DDSC-Chinchilla-Miles Airfield-DDSC. I only got to McAlister, about 55 km! I passed Dalby at 7000' Above Mean Sea Level (AMSL) and pressed on into the blue and found zero lift so I tried to get back to Dalby but left it

too late but at least I did a copy book outlanding! On the ground the farmer came to help me and he assisted me relocating the canopy of the LS7 as I had pulled the release handles too far in my excitement in achieving my first outlanding in a paddock. I sent him a post card for his help and offered him a flight in a glider. In those days, we were still using barographs and you could see the inexorable slow descent from 7000' without a hint of lift. On the ground, the air was warm and still, and later I found out that was the problem. No wind equals no thermal triggering.



Next attempt was the next year in 2003. I had moved up to the Ventus. We now had a new fangled gadget called a Colibri logger, which had replaced the barograph and photographs of turn-points (hoooooraaaay!). It was to be my second flight in the Ventus. I declared my task at the last minute because Alan Latemore only gave me the go ahead at the end of briefing when the forecast looked favourable for cross country. Same task as the year before, or so I thought. The weather was perfect and looking at the logger after the flight, I zoomed up to nearly 7000', the height limit below Oakey controlled airspace and the whole flight was above 5500' to 10,000' with the elevation of DDSC and Miles being 1250'AMSL and 1000' AMSL respectively. I easily reached Chinchilla and rounded Chinchilla Airfield using a monster thermal over the town that took me to 9000'AMSL!

Then I noticed a low battery warning on the logger! I therefore switched off everything to conserve power for the logger and reverted to my hand-held radio and bum-ometer as a vario. The bum-ometer worked very well but now without the vario noise, I noticed the flying noise made by the Ventus. I was flying without one of the under carriage doors as it had got damaged by the hangar trolley and now it was getting on my nerves. The rest of the flight was uneventful except my urine collection system was faulty (kinked) so I was not at all comfortable by the end of the flight with wet jeans.

On looking at the logger trace, I found that the task was Chinchilla Silo and not Chinchilla Airfield and that I had accidentally missed the turn-point by only 500 metres in that monster thermal! I also was informed that the logger

beeps when you round the turn-point and that the Ventus has two batteries, something not recorded in the flight manual or told to me by the briefing pilot!

Well that was in 2003, five years ago and I have been annually to DDSC ever since. I have not tried to do the 300 km again and instead had more than a few goes at 500 km instead without any success but scored my second proper out-landing in a paddock at Warra on the way back from Miles township in a Mosquito. However, I have never had such a good day weather-wise as in 2003 since.

Our week at DDSC this year (2008) had quite good weather and we even flew every day. But it was not good enough for 500 km so I was persuaded to finally get my 300 km properly. I had a competitor (Leon Moran) to fly against so how could I refuse? Our flights happened on the Friday with declared task: DDSC-Miles Airfield-Goombi Crossing-DDSC. I was launched first and Leon easily overtook me by going north of the road/railway to Chinchilla while I took a slightly more direct way across the Condamine River. It was a blue day and I was really enjoying myself but I got a shock when I looked at my watch to find that I had not reached my first turn-point after 3 hours. I immediately sped up and the lift improved as well.

I was bowling along now, hearing Leon call his inbound call for DDSC when I was approaching McAlister 55km out from DDSC, but I was getting a bit low (3000' AMSL). However, I soon found lift and was back up at nearly 8000' AMSL in no time and now I was confident that I had the goal and distance in the bag. Counting one's chickens etc occurred because it was down hill from then on and I landed out at Dalby Airfield!



Sitting on the airfield was just like my very first outlanding just west of where I was: warm and still ...

Even so, I enjoyed the experience of watching the ag pilot come and go and the war-bird and ultralights take off. Someone called to me from behind: "Couldn't get back eh?" I turned around and eventually looked up and there was a hang glider doing a circuit and coming into land. Gary McMahon in the tug soon came to collect me and I was back at DDSC in no time.

I had booked the Ventus for the next day (Saturday) so I was determined to beat Leon's record from the day before so I used the same task. Weather was much the same as Friday but with more clouds east of a north south line passing through half way between Miles and Chinchilla. Jenny Thompson and Robert Hart had launched at 8.45am on a 750 km task with the first turnpoint being Roma. I managed to get the first launch at 11am as there were tug problems. I nearly had to have a relight but I noticed a farmer ploughing his field and he kindly induced a thermal for me and I was away on task from 7300' AMSL.. I have been saved many a time by farmers doing this for me.

The day improved and I was at Miles Airfield in a couple of hours but it was not easy with disorganised thermals and wind shear but I managed to stay high and even reached 9500' AMSL in the blue before rounding Miles Airfield. It was about that time I heard Jenny T and Robert H. abandon their task at Roma and were tiptoeing back in the blue. I set off for Goombi Crossing when from 8000' AMSL, it appeared that the lift had just stopped. I turned right towards landable fields and selected a really nice groomed paddock near a farm house. I could see a dreaded SWER line (Single Wire Earth Return) going across it but I was absolutely certain that I could land under neath it. Now for trigger points: there was a combined harvester working a large field right on a left base so I honed in on it and just waited and waited and waited. Up I went and then down I went and then up and up and up and up to 7000!.

The rest of the trip was a breeze with big fat cumulus clouds marking the thermals from Goombi Crossing. I even stopped to get to 10,500'AMSL or cloud base as there was now no hope of beating Leon's speed. I tried again to get higher nearer to Dalby and took a photograph on the way to 10,300' 55 km from DDSC from which I did a final glide at 200 km/h!.

What exhilarating fun! And I am not waiting for next year this time either!

Peter Stephenson



Ten years between 300s (well, not quite!)

It was 2 January 1999 and there I was under a big blue sky with little cu's starting to pop at about 11,000 feet. I closed the canopy on my (for the day) Astir Standard and its wings were brought level as the sun glinted off of the highly polished gel-coat and I launched into the cloud of dust created by the tug as we departed the dusty paddock that is Leeton Gliding club. Some 4 hours later as I blasted across the finish line of my final competition day of the 1998/99 Inter-service comps, I had just completed a 307 KM triangle Leeton, Girral, Collamon, Leeton at the blistering average speed of 72 km/h (it was an Astir after all) unknown to me it was to be my last cross country flight in a long time.

Wind the clock forward to circa October 2007 and I was wondering what to do over Christmas of that year... I asked what might be happening cross country wise on the CGC chat group. I got a reply from Peter Stevenson inviting me to the December camp that year at DDSC an offer I quickly took up. I duly dusted off my old cross country notes and got out my maps and compared it to all the excellent info on CGC's website and also DDSC's website (go there really!!) and noted all the changes and by December I thought I was ready. Well the history is on the wall here as you may all remember I might have been ready the weather was not. I launched in DDSC's Grob 103 with Mr. Robert Hart in the back seat to fly to Jimbour and back but on looking west to Dalby after a climb to only 4500 ft off tow we saw what was to become known as Lake Dalby, in fact the only landable areas between DDSC and Dalby were DDSC and Dalby!!

Move forward a little more and sit through a wet summer and an unfortunate autumn (could not pick the correct weekend here) and a low winter and after two more attempts at my trip to Jimbour one with Robert Hart again, this time out landing at Dalby and finally with Tony Cavanna (another nimbus flyer like Robert) and out landing at Jimbour gave me my Initial Cross Country rating at DDSC after only 9 exasperating months of poor weather and flying outside my comfort zone in the cloudless blue skies that I chose to fly in (beats the rain!!).

Fast forward to 24th October 2008 and I am finally sitting in my (for the day) Slippery little LS7 (that's I in 42 slippery) on the last day of the Caboolture week. I had tried for the 300 twice that week, Tuesday in a paddock with a good farm house (another story all be it short), Wednesday 200 km to Chinchilla and back in a strong wind (the logger said 75 knots at 7500 feet if I recall) but today was Friday and although it was blue again all that winter practice in the blue came in handy as I blasted skyward (as much as you can behind a Pawnee) to do the DDSC, Miles AF, Goombi rail crossing, DDSC 300 km triangle. Admittedly at a pretty slow 80 km/h for an LS7 but I got around.

That story for another time. So to do a count back, that's 9 years 9 months and 22 days between 300's that's almost 10 years don't let it be that long for you and get out there and go SOARING

Leon Moran

THE LAST SHOT

Can you guess the identity of the mystery instructor below the pilot praying for fine weather at YCAB?
Photo courtesy of David Higgs.



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