



# CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

May 2002

## *President's Report*

March was a big month for the club with 206 hours being flown in club gliders and another 90 hours in private gliders. No doubt the Jimbour weekend was a major contributor to this high level of activity. The 206 hours is 80% more than we did in March 2001. For the financial year to date we are now 17% ahead of last year and our goal of a 15% increase on last years goal is well and truly in sight. If we only do the same hours we did last year over the next three months we will reach our goal. Given that the March figures only include the first day of the Easter Comps, at which I think we would have done about 100 hours, I am confident we will reach our goal.

Doing a lot of flying is obviously good for the club finances but more importantly it means that lots of members are getting out there and doing a lot of flying and enjoying themselves and making the most of their club membership.

I would like to thank a couple of people. Firstly to Jenny for filling in for me in last month's Chaotic when I was called away for a few days unexpectedly. Thank you to Bob Ward and Mark Robertson for replacing our pump and repairing the pipe work. We take the availability of water for granted and many members may not have been aware there was even a problem. As a result of Bob and Mark's work we should now be right for some time. Thank you to Keith Allen donating the trophy that was presented for the most meritorious performance by a DDSC pilot at the Chinchilla comps.

Two members who have been on the sick list are recovering well and are back in the air. Alf Garrone is well on the path to recovery and is back gliding but not power flying yet. Peter Griffiths is now back flying after recovering from some eye trouble, which prevented him from flying at the Easter Comps.

Congratulations to John Buchanan and Andrew Georgeson for being selected in the Australian team for the next pre-world and world championships to be held in Reiti, Italy. Regrettably David Hughes has resigned from the Committee. David has quite a few other things on his plate at present and feels he can

use his time better doing other things. David will continue with many of the things he was doing for the club and his suggestions for improving the club's financial management will be followed through.

We have also lost the services of David McManus, hopefully only temporarily, as he has joined the Army and moved to Wagga Wagga. We hope he will be posted back to Oakey when he has finished his training. David did a lot for the club as an instructor, as the parachutes officer and in looking after the club trailers with his father Ross. We will need to find people to replace David in these roles.

The Easter Comps at Chinchilla were an outstanding success. The competition was very safe with an incident free record. We were very well represented and our members were very successful in bringing home the three trophies. A full report is later in Chaotic. As a result of the comps there is renewed interest in cross-country flying around the club, which we will do our best to capitalise on by providing more opportunities for members to improve their cross country flying.

The GFA's recently appointed Development Officer, Terry Cubley, visited Queensland at the end of April. Jenny, Jeremy and I met with Terry and representatives of the Caboolture and Gympie clubs on Anzac Day. We spent a couple of hours discussing what clubs are doing to attract and retain club members and increase the level of flying activity and enjoyment. Our recent record suggests we are doing reasonably well but there is always more to do. I would encourage all members to read Terry's articles in AG so that we can learn from the good ideas of others.

On Saturday 27 April we hosted the first meeting of the Queensland Operations Panel. Fourteen Queensland club CFIs and Level 3 NGS instructors met to discuss operational issues. We started flying before 9.00 am (thank you John, Russell and Joan) and did more than 40 flights for the day, which impressed all our visitors with our high level of activity.

The month of May will be another busy month for us, with the Ventus on line, the first of the cross country days, a meeting of the organising committee for the upcoming Qld state comps, a general meeting, a working bee, Chinchilla Show Weekend, the QSA AGM and a week course at the end of the month.

*Ralph Henderson*

## ***Notable Flights***

Andrew Barker	2.24 KYT
Andrew Georgeson	3.08 AG
Barry Daniels	3.32 GH, 7.20 XC, 5.12 AW
Barry Kruyssen	3.32 XV
Bob Keen	3.57, 4.50, 3.56 XOW
Bob Ward	3.45, 4.00 BW
Brian Hofmeister	3.11, 2.14, 2.53 XC
Brian Rolfe	3.51, 2.17, 2.05 MV
Brian Wade	2.40 AW
Chez Hall	3.54 MV
Craig Jordan	5.00, 2.13, 2.18, 3.05 GH
David Hughes	2.42 AW, 2.19 XOW
Dennis McCaffrey	5.08 GH
Geoff Brown	3.25, 3.48 XHC
Hugh Hofmeister	3.04 XC
Jenny Thompson	3.58, 3.46, 2.12 AW, 2.04 KO
Jenny Thompson/ Hugh Hofmeister	2.56 WQX
Jim Sommerville	2.18 IUR
Karl Kazda	5.20 MV 3.23, 3.05 XOW
Libby Matuszczak	5.00, 3.05, 4.20, 2.30, 2.35, 3.17 XOW, 2.17 XV
Mark Robertson	3.28 MV
Mike Codling	5.20, 3.34, 4.19, 4.20, 2.35 XV
Mike Codling/ Sarah Tromp	2.12 WQX
Murray Knight	3.26 FQR
Nick Kranenberg	2.05
Paul Bart	2.45 KYT
Peter Bell	2.30, 3.34, 3.44 XV
Peter Griffiths/ Dennis McCaffrey	4.33 XY
Peter Griffiths/ Libby Matuszczak	2.41 XY
Peter Hastings	3.55, 2.21 MV
Ralph Henderson/ Anthony Wetherspoon	3.17 IUR
Richard Hoskings	3.59 FQR, 3.01 FQR
Robert Hart	4.18 AW
Robert Percy	5.08 XV
Roly Sundell	3.55 GZO
Tim Johnson	4.00, 2.10 XOW
Tony Lee	4.19, 2.19 KYT, 2.53 MV

Tony Cavanna	3.21 3.15, 3.36 MV
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## ***Congratulations***

### **First Solos!**

- ✈ Jo Davis
- ✈ Keith Allen
- ✈ Richard Armstrong

### **“Welcome Back” Solos!**

- ✈ Charlie Downs (second time round, gliders!)

### **Single Seat Conversions!**

- ✈ Sarah Tromp - KYT
- ✈ Paul Bart - KYT
- ✈ Ben Brazier -KYT

## ***From our Friends in the UK***

We had a fantastic day here 2 weeks ago, 6000 ft cloud-base, 8 knot thermals all over the place.

People did 750s with ease and 500s in 4 hours when there was nearly 10 hours of soarable weather. Unfortunately it was Thursday, April, the top temp was only 16 degrees and although everyone knew it would be good, they were caught out a bit. Apparently one club has started counselling sessions for those that missed it.

Some people have described it as Texas in the UK others as the best day ever. I would hate to think what they might say if they had a real ripper!

*Mick Boydon - UK*

## ***Parking the Ventus GGH***

When returning GH to its position in the hangar, please watch the handle on the trolley as it could puncture the rear fuselage of Mosquito FQR, just before the Ventus is fully inside the hangar.

It is safest to remove the draw bar when it is getting close & move it the last metre, or so, by hand.

Thanks

*Murray, Richard & Colin*

## ***June Roster***

June has been a difficult month to roster as there are 11 flying days rather than the normal

8. On the bright side, just think of all the flying  
we can do!

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## *From the Instructors' Panel*

### **Outlanding Etiquette**

After an outlanding our first priorities are to secure the glider and organise a retrieve. You should make an attempt to find the owner of the paddock to let him know what is happening.

Always seek permission to take a car on to a paddock. Be especially careful during a fire ban, modern cars have catalytic converters which can get very hot. If you can't find the owner in this circumstance you may have to wait until after dark before taking a car on to a paddock. Alternatively, carry the glider to the trailer.

Finally permission must always be sought before an aerotow retrieve.

The vast majority of farmers are hospitable and co-operative and it's in our interest to make sure it stays that way.

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## *Club Merchandise*

We now have an excellent range of club merchandise available at very competitive prices. Buying these items is a great way of promoting club at little cost, and of course it each purchase contributes to club revenue and helps us to pay for all those things we want. Items can be bought for your own use or as a gift for someone else. For administrative simplicity all items are available from the bar.

A list of available items follows, including a couple of specials. Please support your club by purchasing, and wearing, using and consuming these items.

DDSC polo shirt	\$30
DDSC cap	\$17
DSSC wine	\$12

Reduced to clear:

DDSC anniversary mugs	\$5
DDSC expedition port	\$20

*Ralph Henderson*

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## *Aircraft Availability*

At the March general meeting the club decided to buy the Ventus GH. The committee has finalised the terms of the purchase and GH is now available on line.

GH will be at the top of the fleet and give our advanced pilots more flying opportunities. Our LS7 and Hornet do more hours than the rest of our fleet so there is a need for another higher performance glider.

The Instructor Panel has yet to decide the requirements to fly this aircraft, but in the interim Peter has determined that pilots will require a minimum of 100 hours and the conversion must be by an instructor who has flown the type.

In the short term there may not be too many instructors who have flown the type. Peter and Shane both have, so it may be best to talk to one of these two. The Ventus will continue to be hangared in its current position in the short term.

The cost to fly the Ventus will be the same as the Puchacz, Grob, Blanik, Cirrus and LS7, i.e. 50 cents per minute for the first hour, decreasing 5 cents per hour up to 4 hours after which it is free. A maximum for the day of \$102 will apply. At this rate the Ventus delivers excellent LD for your dollar.

Due to the high level of demand for single seaters we have decided to continue to cross hire the Open Cirrus XV and the Nimbus AW. The Blanik WVP is also available to members. These 3 are the only privately owned gliders that are operated by the club.

In total this gives us an excellent fleet of 10 gliders, 4 two-seaters and 6 single seaters, which gives members a diverse range of aircraft to fly, that are suitable for all levels of experience and should cater for most members flying needs for a while.

Purchasing the Ventus will strain our club finances. Fortunately we have been able to spread the payments over two financial years, which will ease the burden a little. However all members need to be aware that we may have to call on you for some financial support later in the year. Of course it would be a lot easier if we all just kept up the current high levels of activity, which ensures that the club remains in a good financial position.

*Ralph Henderson*

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## ***Chinchilla Easter Comps***

The Easter comps were again an outstanding success, especially for DDSC pilots. DDSC picked up the trophy trifecta with Andrew Georgeson winning sports class in the LS8 AG, John Moore and Robert Bradley winning the 2-seater class in the DG 500 XQA and Hugh Hofmeister winning the Easter trophy for the best performance by a first year pilot in the Kestrel XC. This outstanding result bettered our achievements last year when DDSC picked up 2 of the 3 trophies.

The DDSC trophy for the most meritorious performance by a DDSC pilot went to Hugh Hofmeister, with the second prize going to Jenny Thompson.

The competition was very safe with no damage to pilots or aircraft, a tribute to all those involved. 43 aircraft were flown, including eight 2-seaters. 47 pilots flew in sports class. DDSC had 2 two-seaters entered and 18 pilots flew in sports class. Jeremy Parslow, Jo Davis, Libby Matuszczak and Anthony Weatherspoon flew with me in the Grob on different days. Des Cramer, Denis McCaffrey, Bob Keen, and Jenny and Jeremy Thompson rotated the towing duties. Craig Jordan, Anthony Weatherspoon, Mike Codling and Peter Bell helped with ferrying the aircraft and in the process added some new stories to the club's folklore.

The Puchacz's were flown most days, some times around the task, and were used for passenger flights, local soaring and by Jo Davis who flew her first solo on Saturday. Ben Brazier took the opportunity to convert into the Astir.

There was a noticeable improvement in many pilots' flying as the competition progressed. The event was also notable for the number of former competition pilots who participated.

Thank you to all those members who contributed to making this a highly successful, safe and fun event. The Easter comps are one of the most successful and enjoyable events in Australia so start planning to be at next year's event now.

Next year's competition will be at Dalby, which means that DDSC will be heavily involved in organising it.

*Ralph Henderson*

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## ***General Price Increase***

The last general review of our charges was done prior to 1 July 2000 for the introduction of the GST. Later in 2000 we did some minor changes to round off and simplify the charge rates. Since then we have increased hangar charges and the CMN rates.

Over this two-year period our general operating costs have continued to rise and we have made some significant new investments, in particular the Astir KYT, the hangar extension and the Ventus GH.

The proposal is for a general price rise in line with the CPI increases, to take effect from the start of the new financial year, 1 July 2002. In round numbers the CPI has gone up 5% since July 2000.

History shows small rises are better than infrequent large rises, which tend to shock people and make them reconsider their commitment to the club. We need to keep the revenue coming in as we continue to spend money and upgrade our operations, as we should. While our current financial position is all right we need to keep it that way and not get left behind with out of date charges.

This also gives us the opportunity to tweak some of the rates to ensure that the charges reflect what we want to do. Specific new proposals are for reduced rates for juniors, simplified passenger flight charges and a new fee for tow pilot training for non-members.

*Ralph Henderson*

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## ***New Rebate Scheme***

At the last general meeting we discussed the club's current rebate scheme. There was widespread agreement that the scheme has served us well to date and has helped us get to where we are as a club. Concern was also expressed that the current scheme is not quite as technically correct as it might be and so it is timely to review and revise it.

The proposal is that we will continue to encourage members to provide the club with financial assistance by paying their flying fees in advance. We will actively encourage those members who do this to a significant degree by offering a rebate on their flying charges, or for

larger amounts, the opportunity to participate in the proposed Club debenture scheme.

Any member with a minimum balance of over \$250 in their account for the month would receive a rebate of 3.5% on the cost of aero tows. This scheme would be limited to aero tows and would not apply to any other invoiceable activity such as glider hire, hangarage, bar bills, etc.

Members who wish to provide the club with more substantial amounts would be able to participate in the club's debenture scheme. The club would offer rates of 1% less than the current bank overdraft rate at the time of the debenture being processed. Members who

participate in the debenture scheme would be required to provide tax file numbers to the Treasurer. The period of the debenture would be by mutual agreement between the Committee and the member, but nominally three months, with an option to extend.

This is a significant change to the way the club operates. We need to maintain the positive aspects of the current scheme, while ensuring that what we do is legally correct and in the best long-term interests of the club.

*Ralph Henderson*

## ***May 11 & 12 – a Big Weekend***

We plan to have the first cross-country day on Saturday 11 May to coincide with a few other events. Heres the running sheet for the weekend.

### **Friday - 7.00pm**

Instructor Panel meeting

### **Saturday - 7.00am**

Scout flying organised by Murray, Tony and Dieter.

### **Saturday - 9.00am**

Cross-country day, which Shane will start with a lecture on cross-country flying, weather briefing and task setting. A cross-country task will be set and flown. Single seaters and two-seaters will be available for the task with private owners participating as well. Contact Peter to book an aircraft. After the day's flying Shane will lead a review and analysis of the days flying.

### **Saturday - 6.00pm**

Shane will chair a meeting of the organising committee for the Qld state comps to be held at DDSC in September. There is a lot to be done and all members who can contribute are encouraged to attend.

### **Saturday - 7.00pm**

Club general meeting. The two main items for discussion are proposals for a small general price increase and changes to the club's flying rebate scheme, as discussed elsewhere in CHAOTIC.

### **Sunday - 9.00am**

A working bee with the opportunity for those members who missed the last one to make a contribution to the club. A general clean up around the grounds, the clubhouse and the bunkhouse is required. Please bring your wiper-snippers and cleaning gear.

### **Sunday - 11.00am**

'Normal' club flying will resume. A chance for members to put into practice what they learnt the day before.

## *Developing Your Flying*

Safe cross country flying are skills learnt through flying and there is no need to go out of glide range of the airfield until you have become proficient in the fundamentals of gliding.

In particular:

- outfield landing training,
- landing in different wind conditions and circuit patterns, and
- thermalling under a wide range of conditions.

To omit anyone of these steps could mean disaster and probably a broken glider. The best gliding condition sought-after is a sky 4/8 cumulus. However, this is not always the case. Gliding in such weather is not necessarily straight forward, and conditions are not the same each day. Every day is different. There is a myriad of different thermal characteristics associated with cumulus days.

Cumulus clouds can be associated with 'short lived' thermals in which the clouds only last for a few minutes and are often linked with a particular thermal-producing ground source. Short duration thermals can be troublesome and disappear by the time you get under the small cloud. The advantage is that the ground source produces frequent thermals. If you reach the area, and no lift is apparent, fly upwind and you may find the next thermal starting from the ground source. You may encounter bubbles of lift or a broken thermal that is the start of the next thermal. Thermalling in these types of conditions can be tricky, ever-changing your angle of bank, trying to stay in the best of the broken thermal.

'Long-lived' thermals are associated with substantial cumulus clouds and have a useful thermal producing life of up to 20 minutes or longer. Once the cloud starts to form, the warm air from the ground source forms a column of lift that will feed into the cloud in question. Watch the clouds closely and observe the areas of produce lift, such as wisps of rolling cloud, and signs of movement. Clouds that produce good lift are crisp looking, or a solid cloud with a dark firm base, these are generally good, but not always working.

So practice is essential to determine the difference between the look of a cloud, and actual lift from the clouds. Clouds can be still active at higher level but you may be in a position where the lift has decayed at the lower levels. A rule of thumb is to use only the top 2/3 of the convection height as your height band. Later in the afternoon, it pays to use a higher height band, especially coming into winter.

Practice methods – such as thermalling up to convection height and pull your dive brakes and come down to circuit height (around the airfield of course) trying to contact the thermal source, looking for what has triggered the thermal! These are just a few basis tips on Cu days. However, the bottom line is to get your bum into the seat and fly, because you spend 20-40% of your time thermalling and it is important to become proficient at it.

Keep practicing and good luck.

*Shane McCaffrey*

[This article reproduced from a past CHAOTIC – thanks once again Shane]

## *Darling Downs Soaring Club*

### Instructor, Tug Pilot, & Duty Pilot Roster May 2002 – June 2002

<b>May 2002</b>	<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
Sat 4	S. McCaffrey M. Codling	D. Gerschwitz D. Cramer	R Percy D Edwards
Sun 5	K. Senz C. Jordan	J. Geddes D. McCaffrey	K Allen P Bart
Mon 6 (May Day Hol)	P. Bell T. Cavanna	D. McCaffrey B. Ward	D Burrell R Armstrong
Sat 11	M. Knight A. Wetherspoon	Jenny Thompson L. McQueen	L Matuszczak F Ning
Sun 12	Jeremy Thompson R. Henderson	B. Keen T. Barker	P Hughes D Ferguson
Sat 18	R. Bennett T. Lake	J. Knox D. Baartz	A Barker R Sundell
Sun 19	D. Lambert B. Keen	M. Robertson R. Muir	P Hyde B Daniels
Sat 25	T. Cavanna P. Bell	B. Ward N. Kranenburg	H Hofmeister J Davis
Sun 26	G. Brown M. Codling	R. Bradley M. Hurst	C Hall A Sim

<b>June 2002</b>	<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
Sat 1	R. Bennett A. Wetherspoon	D. Cramer D. Baartz	A Midwood D Dudley
Sun 2	T. Cavanna C. Jordan	J. Geddes B. Ward	J Knox A Flaherty
Sat 8 (Scout day)	Jeremy Thompson R. Henderson	D. Gerschwitz T. Barker	B Rolfe J Robinson
Sun 9	Jenny Thompson T. Lake	M. Robertson D. McCaffrey	J Lee Lewes D McEvoy
Mon 10 (Queens Birthday Holiday)	P. Bell M. Codling	B. Keen M. Hurst	S Tromp A Barker
Sat 15	S. McCaffrey B. Keen	J. Knox R. Muir	R. Henderson G Todhunter
Sun 16	G. Brown C. Jordan	D. McCaffrey L. McQueen	N Muspratt R Flaherty
Sat 22	T. Cavanna B. Kruyssen	Jenny Thompson B. Ward	J Somerville K Masuda
Sun 23	K. Senz M. Codling	R. Muir D. Cramer	B Hofmeister K Houghton
Sat 29	S. McCaffrey R. Henderson	N. Kranenburg B. Keen	P Bart R Armstrong
Sun 30	P. Bell T. Lake	R. Bradley M. Robertson	P Downey D Edwards

#### CONTACT DETAILS

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