



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

March 2005

President Report March 05

Well it is amazing how quickly things change. When I looked back on the report for January we had a green strip, and having difficulty in keeping up with the mowing. If you've been to the field lately, it's quite a different story – drying out fast.

We had quite a good rollup to the General Meeting in February. At that meeting we decided that at this time, the club is not in a position to go ahead with the purchase of the Duo Discus, and we are in the process of canceling the order; however, advanced training can still be done by using JSR. Thank you to all who attended and participated in the meeting.

A last reminder that the Easter comps is being held at Dalby from 25 March to 2nd April. We don't seem to have a lot of interest in club aircraft hire this year for the comps, but if you are interested there may still be time to book a glider.

Friday Flying has kicked off, and will go ahead **every fourth Friday** providing the weather is ok and Fran has offered to tow. While we are getting this up and running, contact me on any queries and book club aircraft as for weekend flying. **(Note the kick off is 22nd April due to next 4th Friday being Good Friday and the Easter Comp practice day)**

One of the survey issues that arose was the interest in car-pooling. Members can now subscribe to the carpool chat to see availability of car sharing. Thanks Tony for getting this established on the website.

The club mini-comp is being held every 2nd and 4th Saturdays and they are a really good way of extending your flying. Most days we have a wide range of pilot experience participating. Winners of the previous two days have been Mike Codling and Brett Kettle. Congratulations.

There are so many people to thank each month, and I couldn't capture it all, but a special thanks to John Hook for fixing up the tired slasher so we could do some mowing, John Moore for fixing the shafts and bearings etc on the slasher at no cost, with John Knox, Robert Percy and others supporting the mowing.

MLR sadly is at this point still in the hangar. We have confidently fixed the issues that may have had a safety impact (eg weight and balance) but now are trying to resolve the bureaucratic issues (Certificate of Registration and Certificate of Airworthiness), which are immense. When you have a spare hour or two I can tell you about it.

Libby and Irene are doing BBQs every 2nd and 4th weekends – check the club calendar for dates on these and other events.

Finally, Channel 7 was at the field on 22nd February. They were filming for a Saturday show (Called the "Weekender") doing a trip around the Downs area. They had quite a bit of camera gear and were very professional. This should result in some good exposure for the club.

Jenny

You'll Never Never Know if you Never Never Go.

A story on the Easter Comps

That catchphrase was developed to attract tourists to the Northern Territory, but it applies equally to novice cross-country pilots who have not attended an Easter Comp and that is where this article is aimed.

I was afraid I may get in the way of more experienced pilots, and on the long drive up from Gold Coast to Chinchilla I was unsure if I was wasting my time.

I had booked a front seat in a 2 seater and had no idea with whom I might be flying, so I was flying blind when I arrived at the airfield on the evening of Easter Monday 2004. The drinks session was well under way and there were plenty of friendly faces from DDSC in a very relaxed mood.

This was a good time to arrive as I recently bought a GPS and had no idea how to use it. When he had finished working out the day's results Tony Cavanna kindly attached it to a computer and downloaded all the Waypoints and their coordinates. What had previously been a pretty useless tool suddenly became alive, as I could hit the "Go To" button and select a destination and it would show me the direction and distance to travel. I can never get lost again!

It is rather a pity that it tends to make map reading redundant, although the handbook does state you should only use it to supplement other forms of navigation. With my skeptical attitude to computers I don't think I will ever be tempted to rely on it totally.

The programmed said Briefing would start at 9.00 hrs and flying from 11.30. So I had a leisurely breakfast at the motel and rolled up at 8.45 to find the field a hive of activity with all the gliders washed down and DI'd. Perhaps the campers couldn't sleep, as I had calculated there was plenty of time to do all that after the briefing.

Someone must have refined the timetable, as the Briefing didn't start until 10.00, so I still had plenty of time to get everything ready and tow the Grob on line. Bob Keen was coming with me and as he was also flying one of the 5 tugs, we were going to be the last glider launched at about 12.30.

A motorised "sniffer" glider was launched at 11.15 and the fleet would not start until the sniffer reported a consistent 3 knots of lift at 3,000 feet. Conditions were excellent and the first 5 gliders (2 seaters first) were launched very efficiently at 30-second intervals, with the whole fleet of 50 gliders away in 50 minutes.

The route was SW to Condamine Bridge, then SE to Moonie and a long N leg back home. But the slower gliders are allowed to cut corners to avoid over stretching

their capabilities. The winners are judged on a combination of distance and speed, so the "top guns" try to go as far and as fast as possible.

By the time we took off there were three towers of gliders fluttering like moths under a light beam, marking the best thermals. So we were soon up to 4,000 feet AGL and away. Bob allowed me to do the take-off and the first part of the thermal, and then he took over to speed things up a bit. This became the pattern of the day.

On the straight sections between thermals life became very interesting, as Bob is an expert at finding the best air with the least sink. A constant stream of instructions came over my shoulder containing hints on every topic under the sun.

Firstly you must fly with the wings dead level and the lightest touch on the stick. For only then can you detect nearby thermals faintly lifting one wing or the other, to throw you away from them. No wonder it is often so difficult to find them! By only flying in the better air you save thousands of feet circling in thermals.

And we needed all those feet as on one occasion I was looking out for a field to land in when Keen's keen eyesight spotted three wedge tail eagles circling ahead. On joining them we discovered they were in a 7-knot thermal and our troubles were over. Although the young male took exception to our presence and on one occasion swooped at our glider with talons at the ready. The adults just ignored him and us.

As the day wore on we saw other gliders going in various directions, and later we spotted JSR in a thermal when we were trying to find enough height for a final glide. Bob's observation proved to be very apt - "Those blokes won't be wasting their time in a weak thermal. Let's go over and join them".

The final glide was most satisfying as we washed off excess height with increasing speed as the airstrip came closer and closer.

Day Two dawned with a cloudless blue sky with met forecasts that it would be

even better than yesterday. I was to fly the Puch with Barry Kruyssen in the back seat.

On this occasion we were the last 2 seater to be pushed on line in the front of the queue, so we were first off when the sniffer reported 3 knots of lift. This was a little daunting as there were no gliders in the air showing us where the thermals are. The tug dropped us off in a 4 knotter and it shortly there was a gaggle of gliders in the air underneath us.

This is not as unnerving as it sounds as you are very alert to the presence of everyone around you, and they all keep their distance. The danger of hitting another glider is probably greater later in the day when you think you are alone.

The day's task was more ambitious - 144 km west to Wallumbilla, then 102 km SE to Condamine Bridge and 52 km home. But you could stop 50 km short of Wallumbilla to cut the distance down to 200 km.

Contrary to the met advice the thermals seemed to be weaker than yesterday and Barry and I took turns struggling in 2 and 3-knot thermals whilst we became very familiar with the topography below. After almost 3 hours we reached the minimum turn point 95 km from home, and turned to retrace our track in the hope we would find thermals in those familiar places.

To cut a long story short in was a valiant struggle and we learned a lot about where you can and cannot find thermals in unfamiliar territory. The single seaters started returning below us and on one occasion we saw some we saw some in a high thermal well above us. But although we tried we could not find enough to reach them.

Denis McCaffrey later commented that the thermals were in bubbles and you couldn't transfer from one to another. Finally after 5.5 hours and only 12 km from home we had to land on a dirt strip between two stubble fields and called for an aero tow. But the tugs were busy flying gliders back from much further out and we were not spotted before dark. We later had the consolation of learning that all 2 seaters landed out and we were nearest home - possibly because we turned around

soonest.

We tied the glider down as well as possible, checked with a friendly farmer and got a lift back to the airstrip to swap stories of a very interesting and challenging day.

The next morning when I drove out to the field the farmhouse was empty but for two dogs. Out at the glider it was a different story with all the farmers and their offspring for miles around congregated to see if we would get it off the ground.

There was a heavy dew on the wings which had to be removed as flying into the dust storm that would inevitably be created by the prop wash, the dew would turn to mud and ruin the lift. Which is what the farmers had come to see. So out came the indispensable wash-leathers and the glider was DI'd in position.

At 9.00 hrs Barry and Stow Kentish flew overhead in one of the tugs and after a few exploratory circuits landed and taxied up. The takeoff was similarly uneventful with the glider completely invisible in a huge cloud of red dust.

Back at the airfield the briefing was about to get under way for Day Three. The red-faced weather "forecasters" offered an easier task for the day as the "sea breeze" (350 km inland!) Was expected to rear its ugly head again. The minimum distance was cut to a mere 118 km, but the top dogs could fly across the Bunya Mountains if they wanted to achieve maximum distance, and then try to get back.

I was flying with Bob Keen again in the Grob, and he was keen to make it a short and fast flight today. That suited me, although I was remarkably rested after yesterday's marathon effort. We were the last glider off in the competition, but a few hot shots like Bob Ward took off after us, as they were not competing. They were nevertheless very fast and the first challenge for the day was to keep up with them and spot where they thermal, as they only stop in the good ones.

The self-confidence of these guys is remarkable, as they would pass under other thermalling gliders at worryingly low altitude, and push on with a Macawber like

optimism that something will turn up. Ah, the wondrous things you can do with a motor in the back

It was in fact a much better day than yesterday, with lots of little cumulus clouds to take the guesswork out of finding thermals. So good in fact that we had to stretch over the minimum distance in order to avoid returning in less than the minimum time of two hours.

Over Warra silos we found enough height for a final 30 km glide, which was flown at 195 kph to bring us in 7 minutes early. Despite the penalty that earned, we won the day for 2 seaters.

Thus ended three of the most fascinating and eventful days of my life that I would not have missed for all the proverbial tea in China. To think that only a few days before I had had considerable misgivings about the whole trip. I am writing this so that all you other guys who have not experienced the thrills of a glider competition will throw caution to the winds and resolve to sign up next year as soon as the Entry Forms are out.

I learned more in 11 hours of flying in 3 days than I would on my own in 3 years, thanks to the skill and patience of Bob Keen, Barry Kruyssen and all the other people involved in running the Easter Comps so that people can fly gliders for fun.

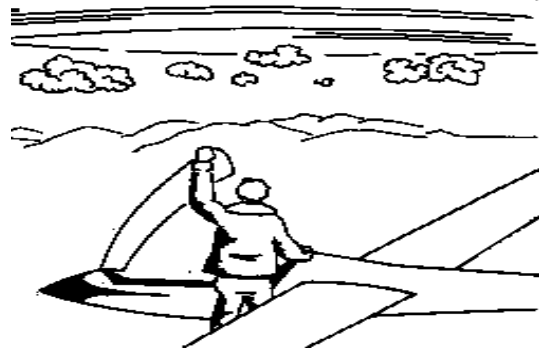
Alan

What goes around comes around.

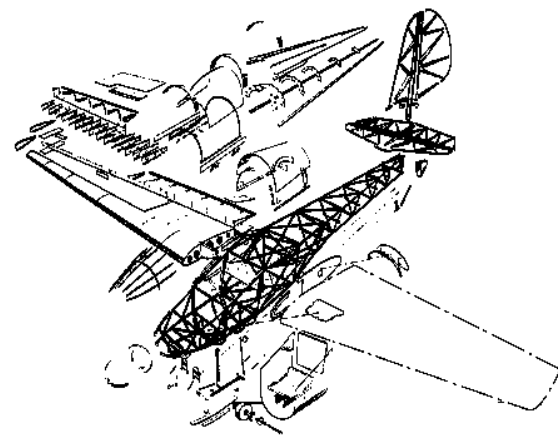


The picture above tells a story! There I was but two weeks previously on the

ground when I should have been in the air... I had outlanded. Bob called over the radio... "I can see you Keith, I'm at 5000' directly above you!" Well it always comes around and two weeks later I hear on the radio "This is Whiskey Quebec Romeo landing out" Oh we laughed all the way to the paddock. Bob had landed safely but was he safe? Well I landed in a paddock of 300 acres which would be classified as a suburb in the UK, Bob's paddock was bigger and may even have classified as a County large enough for a cricket team! Still all was well. WQR had apparently NEVER EVER been landed out and Bob was the first. During the unpracticed de-rig Bob badly "sconned" himself in the trailer and needed Doctor's Kettle and Allen to apply a compress and mop a huge amount of blood from the wound on Bob's head hence the hard hat. Now do things happen in three's? Was it not Jeremy who reported to Bob "I'm climbing above you in a five knotter!"



Keith



From The Tugmaster

Over the last 2 months MLR has been grounded due to paperwork and the ignorance of CASA, we hope this situation will be remedied soon.(The paper work

that is, CASA is beyond fixing)
SWR is now starting normally, after replacement of the points spring in the left maggie, which is basically a two dollar part.

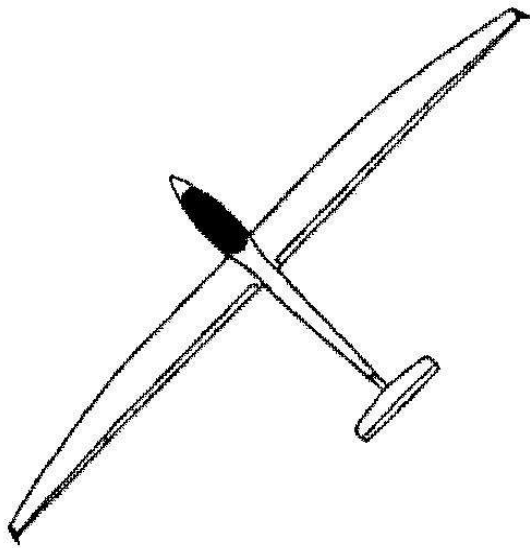
SWR will soon have the tailfeathers replaced with a freshly covered spare set that we purchased last year, this has saved us from having the tug grounded for a couple of weeks while MLR was out of action. These spares meant that we could still operate as normal rather than be shut down totally.

Keeping this in mind we should continue to buy spare components to place in stock for the future.

Our tuggies have been kept fairly busy over the last 6 months or so and are wearing a bit thin, **Please** help them to wash and return the tugs to the hangar each day, it will be much appreciated as our tuggies are tired by the end of the day too! (While most members are having a cold beer the tuggie is still working to get things away)

Safe Flying

Bob



Karel Kazda has kindly been packing our club parachutes and repacking popped chutes for a couple of years now, which has been not only convenient, but also free. Thanks Karel. However, Karel is leaving Australia to go back to Czech for at least 6 months so we need a new parachute officer. Karel has got all the club chutes repacked and up-to-date for about 6 months, so the workload will be minimal. We just need someone to take parachutes to a repacker when they get accidently popped, keep an eye on the state of the chutes and make sure they

don't run out of repacking date for the next 6 months. Karel has recommended a person who can do the repacking that may be necessary.

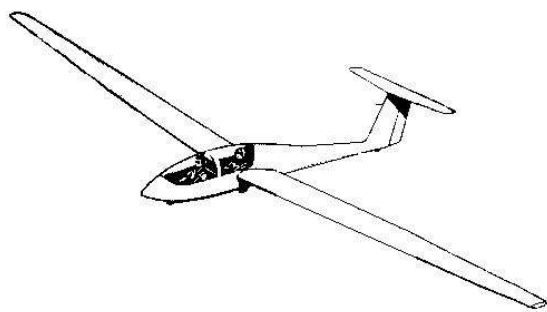
As it will now involve a cost to the club, extra vigilance when using chutes, especially when putting parachutes on passengers would be appreciated. (I must add I was a culprit on the weekend when I wasn't careful enough in getting a passenger to put a chute on on Saturday, and it's easy to do)

Please contact me if you can help out with this.

Jenny

Here is some late news...

1. There will be no club flying at DDSC apart from ferrying of gliders and tugs to the Dalby Easter Comps from 25th March, through till 2nd April. Normal club operations will resume 3rd April.
2. There are still some gliders available for the Easter Comps. The Cirrus and the Jeans are still available and have shown they are competitive in this fun competition. Get your order in now.
3. Remember the Puchacz's will be at the Easter Comp for the week. Whatever your level of experience there is always something to be gained by flying in the company of others. Cross country skills are enhanced, just watching others style and confidence can help, getting a feel for further experiences with a skilled pilot are all there for you to enjoy. Please make an enquiry or a booking for a day, you won't be disappointed.



The Weather will turn bad in Australia some time.

Below is a story from Alan where he travelled to the UK and met up with one of the many visitors to our club.. it is always best to be nice to people as they can always be nice back. With the upcoming summer in UK you may want to visit!

During a recent visit to England I took up Peter Wilson's invitation to fly at his club near York. Members will remember Peter and Sue spent several weeks at DDSC last Christmas.

Some inspired met chart reading ensured we had the perfect day, with a Darling Downs-like sky full of small to medium sized cu's. Don't expect it to happen again as it was the only decent flying day in the ten I spent in England!

We used the Club's 2-year-old DG505 that is as silent as the grave and has a glide ratio of around 1 in 50. As we gained height Peter pointed out several military and light aircraft airfields in the vicinity. So when we were ready to move off I was surprised by his question " Where would you like to go?" There didn't seem to be much sky left for gliders, but Peter assured me there were no limitations and the jets would keep out of our way.

"In that case I would like to see what York Minster looks like from the air" I said, choosing something I am unlikely to experience at DDSC. As a boy growing up in Yorkshire the cathedral's tall spires seemed to touch the sky, and I had visions of circling around them. But from a distance at 5,000 ft AGL it was difficult to pick out the cathedral from the surrounding buildings - they all looked like models. The railway station and tracks was a much better landmark.

After identifying the city walls and the old narrow streets we headed west for Harrogate, the famous Spa town with it's elegant lawn-lined main roads. It seemed so small that I couldn't understand why it took me 30 minutes to drive through it the previous weekend.

Not constrained by traffic lights and the resultant congestion, we set a course north for Ripon, and with the help of a convenient "street" were there in no time at all. After almost 2 hours in the air we were called in as someone else wanted to share our fun. The most difficult task of the day was getting that big bird to come down from the sky, and we finally had to resort to airbrakes or we may never have made it before dark.

If anyone would like a similar experience I am sure Peter and Sue would be delighted to see you. Call them on 01430 471 348, and give Peter a couple of weeks notice to get the weather right. On a good day the Pennines set up a wave that can easily take you above 15,000 ft, and I am told 25,000 ft is attainable on rare occasions.

Alan

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 Committee

2005 Events Calendar
as at 2nd February 2005

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

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 5th	R Bennett J Grosser	D Baartz J Geddes	David Ferguson (A) Roly Sundell
	Sunday 6th	M Codling A Wetherspoon	F Ning M Robertson	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 12th	J Thompson R. Hoskings	A Garrone D Cramer	Richard Armstrong Paul Bart (A)
	Sunday 13th	P Bell C Downes	Jenny Thompson B Hoffmeister	Greg Valler (AEI) Michaela Valler
	Saturday 19th	T Cavanna	L McQueen R Bradley	Bob Flood (A) 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

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 2 nd Cancelled due to Easter Comp	<u>R Bennett</u> <u>J Grosser</u> <u>Note: last day of comp no club activity</u>	<u>D Cramer</u> <u>P Hyde</u> <u>Note: last day of comp no club activity</u>	<u>Barry Daniel</u> <u>Brett Kettle</u> <u>Note: last day of comp no club activity</u>
	Sunday 3rd	M Codling A Wetherspoon	F Ning P Kurstjens	Peter Wetherspoon (AEI) John Hook
	Saturday 9th	J Thompson R. Hoskings	D Baartz J Geddes	Jo Davis (A) Koji Masuda
	Sunday 10th	P Bell C Downes	R Bradley TBA	Keith Allen (A) Robert Percy
	Saturday 16 th	T Cavanna	A Garrone Jenny Thompson	Brian Rolfe (A) Phil Downey
	Sunday 17 th	R Hart	G Kurstjens B Keen	Ben Bezuidenhout Neil Muspratt
	Saturday 23rd	A Garrone	L McQueen Jeremy Thompson	Hugh Hoffmeister Andrew Straume
	Sunday 24th	R Henderson B Keen	M Robertson B Hoffmeister	Steve Harris (AEI) Alan Midwood
	Monday 25 th	Volunteers	Volunteers	Volunteers

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 30 th April	J Thompson R. Hoskings	P Hyde F Ning	David Ferguson (A) Roly Sundell
	Sunday 1st	T Cavanna	D Cramer A Garrone	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 7th	R Bennett J Grosser	D Baartz J Geddes	Richard Armstrong Paul Bart (A)
	Sunday 8th	R Hart	Jeremy Thompson TBA	Greg Valler (AEI) Michaela Valler
	Saturday 14 th	R Henderson B Keen	R Bradley TBA	Bob Flood (A) Graham Hennessy
	Sunday 15th	P Bell C Downes	G Kurstjens Jenny Thompson	Joan Robinson Tim Hastings
	Saturday 21st	A Garrone	B Keen A Garrone	Barry Daniel (AEI) Brett Kettle (A)
	Sunday 22nd	M Codling A Wetherspoon	P Kurstjens M Robertson	Peter Wetherspoon (AEI) John Hook
	Saturday 28th	J Thompson R. Hoskings	B Hofmeister L McQueen	Jo Davis (A) Koji Masuda
	Sunday 29th	R Bennett J Grosser	D Cramer B Keen	Keith Allen (A) Robert Percy