

President

June 2001 has been another big month for the Darling Downs Soaring Club. The biggest events have been passing our goal for club flying hours and adding another glider to our fleet.

The club set a target for 2001/02 of 2000 hours in club gliders. The goal was achieved with a couple of weeks to spare. Last years target was 1600 hours, which was achieved with a final tally of 1619 hours. To achieve a 25% increase in club glider flying hours is a magnificent achievement that is probably unequalled among Australian gliding clubs. Our friends from the RAGSA made a significant contribution toward this goal, but it would not have been achieved without many club members doing a lot of flying. Thank you to all our members that do so much work to make our club the success it is.

Achieving this goal means a number of things. Firstly it means that we have more members doing more flying. We are continuing to attract new members and members are spending more time in the air enjoying their flying. Of course the more time that members spend in the air the more current they are, the higher their skill levels and the greater their ability to use the soaring conditions to fly longer, further and faster.

The clubs income is directly related to the amount of flying we do. The cost of operating gliders does not change greatly with the amount of hours the gliders do. By achieving high utilisation on our club owned gliders the club is in a stronger financial position. The final figures aren't available yet, but the club has had a good year financially. This has enabled us to reduce our debt and still be able to buy another glider when the opportunity arose.

The club has bought a Grob G102 Astir CS Jeans, registration KYT, from the Tarwan Soaring Club. The Astir will fill the gap between the Puchacz and the Grob G103 and the Hornet. This will give early solo pilots an easier and quicker transition to single seater flying. This in turn will free up the 2 seaters for more training, passenger flying, mutual flying, cross country training and fly away weekends.

The not so good news for the month was an unfortunate incident involving the Cessna and the Grob. Fortunately none of the pilots were injured at all. The Cessna was repaired the following week and is back in the air. Unfortunately the Grob requires substantial repairs and will be out of the air for a couple of months. Purchasing the Astir will give some additional capacity but probably not enough. We are endeavouring to hire a 2-seater from another club to keep us flying. Activity is normally a little quieter during the winter, although this has not been the case recently. We also have Form 2s due on both Puchacz soon and we probably need an extra aircraft.

Being temporarily short of one 2-seater means that we must make best use of the two we have. This means starting flying early and getting an efficient turn around during the day. Remember that 9.00 am is the start time for the duty instructors, tow pilots, duty pilot and for members wanting to go flying.

We all offer our sympathy to Alex Russell, whose mother passed away recently. Thank you to the club members who attended the service.

Thank you to Allan Latemore and Peter Bell for organising the recent instructors day, which enabled instructors to keep up to date with the latest techniques and procedures. Thank you also to all the instructors who contributed to the day and to the very well attended Instructor Panel meeting the night before.

We now have two tow pilot trainers in Robert Bradley and Jeremy Thompson. This will enable Alf Garrone to retire from the tow pilot training role, which he has performed so well over the last ten years. Thank you Alf.

Unfortunately Chris Aniftos has resigned from the club. Chris had generously donated the remaining funds in his flying account to the club to purchase a new compressor. Thank you Chris.

John Knox and Lex McQueen are long over due for a thank you for all the gliding hats they acquired for club members. As you can see around the field the hats are very popular. Thank you John and Lex.

Ralph Henderson

Flight Operations

Something that inevitably comes up in GFA safety seminars is lookout and midair collision. You may be surprised to find out that most collisions in general aviation take place in daylight and conditions of good visibility. There is a very good chapter in Basic Gliding Knowledge about lookout, which is far too long to reproduce here. It covers many aspects of developing a good lookout, the limitations of the eye and collision avoidance. There would be no harm in you reviewing it's contents.

A few points from Basic Gliding Knowledge on lookout. Many things in the environment such as dust, glare or cockpit temperature, our state of health (mental and physical) can affect our eyesight. Although the eye's field of view is quite large the area on which we can focus is small. You may be aware of your surroundings whilst reading this article but you can only have a vague notion of their shape and colour. We can counter this limitation in our lookout by moving the field of view and by allowing time for the eyes to re-focus. It is essential to move your head when scanning particularly to look around objects in your field of view, such as canopy frames. Lookout can suffer when you are under pressure, something to consider next time you are struggling to get away from a paddock landing.

Of the midair collisions involving gliders in Australia most have occurred in the circuit area in circumstances where one pilot had no chance of seeing the other glider and the second pilot had every chance of seeing the other glider but somehow didn't.

Instructor's Panel

Towing Operations

The Cessna has recently had a stuck solenoid. This problem originally occurred some 6 weeks ago. At that stage it was identified by the engineer as dirty contacts that had tracked in the key switch.

Much research and investigation has taken place recently and hopefully we have identified a problem that has been plaguing us for a lengthy period of time.

At the time of refit of the wings to the fuse, the wiring to the pitot heater had been hard wired to the master switch. Hence whenever we turned on the master some 5 to 10 amps were being drained to supply heat. This in turn tended to run the battery down, and then pilots, when trying to start with this added drain in place had reduced demand power available which then meant that with the good engine compressions the starter was unable to pull the engine over top dead centre. The pilots also tended to HOLD ON the starter trying to get her to rock over, thus applying more load on the whole system until the points on the solenoid dutifully were "welded" together. During this time these abnormal current demands have damaged the battery giving less power available. And the round robin kept going on. Whether some of these problems is what damaged the radio output is unknown to me. The radio was down to 10% output modulation and the headset microphone down by 50% output.

The Cessna has had an electrics and radio overhaul which revealed numerous problems. All radios and nav aids are now in full working condition and a new ODYSSEY batter fitted.

A very heavy duty solenoid with special points has been fitted. The electrics required some three and a half days of work.

The Cessna departed on schedule on the 13th June for West Australia piloted by Mark Robertson and accompanied by his family. Mark plans to return on about the 10th July.

Training is continuing for tug pilots with Lex McQueen and Dieter Gershwich nearing completion. Thanks to Robert Bradley for the ongoing work.

Trevor Bange

GFA Safety Seminars

The GFA safety seminars were held at Warwick and Caboolture on May 26 and 27 respectively. The club was well represented at both seminars. The one at Caboolture attracted over 40 pilots including at least 10 from DDSC. Kevin Olerhead thought it was the best-attended safety seminar GFA had ever run, so thank you to those who attended.

To me there were two very important messages from the seminar.

Lookout

This is so important for all of us. We must maintain good lookout at all times. The circuit area was identified as a high-risk area for all flying operations. If you are in the circuit area, good lookout is even more important. Equally if you don't need to be in the circuit area, move a safe distance away from the airfield.

Flying when you are not up to it

We all have times when we shouldn't fly. If this is the case then don't! There can be many reasons why we are not feeling 100% on a day we planned to go flying: tired, busy at work, unwell and many other stresses of modern life. If this is the case then you are better not to fly rather than risk damaging yourself or an aircraft.

The discussion on this topic had particular relevance for me, as I had to learn the hard way. I went flying on a day when I was feeling really tired, but it was a beautiful day and the sky was full of high cu, a day too good to be missed. So I pushed myself to go flying, ground looped on takeoff due to a lapse in concentration, damaged my glider and couldn't go flying anyway. How much smarter it would have been to have a days rest and then fly the next day. There is always another day.

So remember, keep your eyes open and don't fly if you aren't feeling 100%.

Ralph Henderson

Grob Astir Jeans

I had the pleasure of flying this "new" aircraft early Sunday morning. The flight and my impressions (may be of some use to pilots converting to it.)

Visually, it is very much a scaled down version of its "mother". Same profile, colour scheme, etc. The aircraft is in very good condition and looks great. The canopy simply opens to the right, like the Puchacz. You need to take care with the seating and adjust your position and back rest with cushions. The rudder pedals are adjustable, as is the front air vent. The instrument panel is a binnacle, same as the G103. The cockpit is roomy and comfortable, max. pilot weight 100 kg.

Get in, strap in, the layout is somehow familiar (wonder why?)

Air brake and trim levers are on the left, same colour but different size and shape. The trim moves through a fairly large range and you'll find that you use it a lot.

The impression is one of comfort and familiarity. Airbrakes are very powerful. Do not check/flare/roundout with full airbrake as the sink rate exceeds your ability to check the descent with elevator. It is OK to use the full effect on finals but get it sorted out before the last phase of the descent. This is not meant to be off-putting and is not disconcerting, just a trap for the unwary or unlucky. It *can* be done, with impeccable judgment, but this comes with a lot of experience and confidence.

Visibility is excellent. Ground run on takeoff brings with it the realisation that, whilst control in all three axes is OK, you have to move all three controls with positive force. The ailerons feel a little heavy but this is just a comparative thing. It is easy to keep the wings level on the ground run. The aircraft is very flyable on tow but the elevator trim needs adjusting early in the flight, to suit your "taste."

Release, call, turn; trim. trim, trim! Use your left hand like a throttle.

You sit high, in a large plastic bubble, free of bows and obstructions and the vision is good.

Thermals are easily felt, the aircraft climbs well at relatively low speeds and large angles of bank. This is a thick wing section which creates a lot of lift.

I took off before 10:30am on a winter's morning with soggy Cu's in an almost over-developed sky. Robert Percy (Duty Pilot) seduced me into a flight when I stopped at the pie cart on the way in, for a quick look. I asked Mark Robertson to take me to 3000 ft AGL, upwind, reasoning that, with a bit of luck I could extend a 20 minute flight to 30 minutes and the spend the rest of the day in the Mosquito. Tow and release as expected.

Flew around above cloud with plenty of blue holes all over the sky. As I lost height I selected a small wispy Cu and descended around it. There was a surprising amount of buoyant air for this time of the morning, any morning.

Before long I was following cloud streets and at 11 AM, I was in a 6 knotter with a buzzard for company and to compensate for the lack of an audio/vario. I privately hoped that it wouldn't attack me and create an embarrassing situation as a result of my impromptu flight. maybe it was just conducting a surveillance mission on an intruder?

The Jeans loves weak conditions.

The trim has to be used throughout its full range. There is a lot of aileron drag and full rudder is needed when rolling from one direction to another. The aircraft doesn't stall easily (much like the G103) it mushes. It drops a wing to incipient spin (in a thermal) more readily. Picking up a dropped wing with (full) rudder, is an instinctive and easy manoeuvre.

Full spins are robust (much like the Puchacz.) The nose is way down and rotation is rapid. Use standard recovery procedures and it snaps out quickly. Watch for speed build-up on recovery and start getting the nose up once you see this happening.

Speed control is positive and easy as this is not red hot ship. 60/70 knots require firm forward stick/trim pressure and the nose moves down perceptively.

Climbs with Ventus and Puchacz were easily matched. It seemed to out glide the Puchacz quite markedly, but we were in different air masses. Be careful, this is no Hornet, but more like a cross between the Puchaczs and the Grob 103.

The circuit and landing were easy and conventional. Watch your angle/distance/sink rate as this aircraft is a little more affected by sink because of its lower mass/kinetic energy. You may have to adjust your downwind leg in/out from the strip more than you are used to. Keep monitoring it and don't be complacent.

The airbrakes are powerful and once extended, require considerable forward pressure on the control lever to close them. This may be worth practising at altitude.

Touchdown is normal, rudder is a bit weak so watch directional control on roll out.

I got hit with an increasing tailwind gust on finals, felt it OK and the aircraft coped well [had to keep pushing the nose down and throwing away/adjusting my aiming point(s).] I knew that I was going to be landing with a cross/tailwind but the people on the field saw it hit when I was on late finals, were suitably entertained and amused and decided to change ends.

At the moment, the wheel brake just feels nice, don't rely on it.

Nearly two hours before lunch time! This is going to be a great winter aircraft and wonderful for silver and gold badge flights. Have fun.

Murray Knight

Flyaway Weekend - Jimbour House

Alec Russell has graciously agreed to have us at Jimbour on 18-19 August. The committee has approved this expedition, so it is now time to get on with the details.

- Accommodation is "BYO" eg. camping.
- There is alternative, commercial accommodation at Jandowae and Dalby.
- Toilets are available on site.
- BBQ equipment will be provided.
- We can eat on the front verandah.
- Wednesday 15th is Brisbane Show Holiday. We may be able to have a "wave camp" during the preceding week (or part thereof.) We need someone to invite the wave.
- Airstrip is 3000ft/1000yards long, bitumen surfaced and runs east/west.

In order to get the planning and organising underway and allocate resources (particularly aircraft) we need to know how many are coming ASAP.

Please note that we are going to be guests on private property and this is "by invitation" only. This is for DDSC flying and social members and their families. Do not on forward this beyond the club. As of 30 June, we have 22 guests confirmed. Please send your acceptance to me.

Murray Knight

On the Field

It's great to see new people coming in to McCaffrey Field to sample the joy of noiseless flight.

Among recent arrivals on the paddock for that purpose were Denise, Robert, Chicka and Robin from the Gold Coast on Saturday the 16th June.

They were prompted to head for our "neck of the woods" by constant mentionings on 612 ABC Brisbane by Rod Henshaw. Keep up the Good work Rod.

The following day, eight members of the Triumph car club lobbed in. They took some potentially great photos as well - "Cars with Gliders". We look forward to seeing them. Delightful people to enjoy the delights of pure flying.

John Knox

Ageless Flight

One of the remarkable aspects of gliding is that it is a truly ageless sport. On Sunday 17 June four gliders from DDSC (David McManus - ASW20, Dudley Waters - ASW20, Craig Jordan - Ventus, Josh D'Arcy - Cirrus) set out on a short fast 125km task from DDSC-Toowoomba-Pittsworth-DDSC. While there was nothing particularly remarkable about the flight, there was a sixty year age difference between the youngest and oldest pilot.

Dudley Waters

Soaring Eagle

Congratulations to Anthony and Chrissie Wetherspoon on the arrival of the newest addition to the Wetherspoon clan on 26 June, a healthy 9lb 5oz baby boy, Dyami Joelon Weatherspoon.

The name has its origins in native North American Indian culture and means *Soaring Eagle*.

Both Dyami and Chrissie are doing well although Anthony is worn out. They would like to thank everyone for their support and well wishes.

Denis Lambert

Teams Challenge 2001

The teams challenge will be at Kingaroy 23-29 Sept (the week before the State Comp). If anyone is interested get in touch with me or Peter Bell. Both events will be at Kingaroy this year.

The Teams Challenge is a good opportunity to gain some valuable cross country training experience by being lead around tasks by experienced competition pilots and combines lectures and briefings on important issues. Contact either myself or the club CFI Peter Bell for further information.

Denis Lambert

Get Well Soon

One of the true gentlemen of our club who's friendly character and cheerful smile has been absent from McCaffrey Field for over a year, Keith Mercer, recently stopped his long term medical treatment.

Unfortunately, Keith is now experiencing severe pain in the lower back region and all tests so far have failed to determine the cause.

At the time of writing he is in St. Vincent's Hospital, Toowoomba, for ongoing investigation and pain management.

I am sure Keith would like to hear from members and keep in touch with goings on at the club, airfield and gliding in general

Shane Andersen

Parachutes

Club parachutes are due for re-packing shortly. If you have a private parachute and would like it re-packed please contact David McManus for details on 4696 8245 or jdmcmamus@optusnet.com.au

Parachutes must be at the club for collection on 8 July or make arrangements with David.

David McManus

Significant Flights

John Moore (GLR) - 4:52, 4:12, 2:05, Steve Harris (WQR) - 4:50, 4:04, 2:31, 2:31, Roly Sundell (GZO) - 4:02, Craig Jordan (GGH) - 3:38, 2:50, 2:11, Josh D'Arcy (XOW) - 3:21, 2:14, (IUZ) - 2:06, Dudley Waters (XHC) - 3:14, 2:47, Andrew Ward (ZBW) - 3:12, Peter Griffiths / Lars Zehnder (GXY) - 3:09, 3:00, Bob Ward (ZBW) - 3:00, 2:55, 2:13, Geoff Brown (XOW) - 2:50, Jenny Thompson (GAW) - 2:39, Anthony Wetherspoon (IUR) - 2:28. Libby Matuszczak (GMV) - 2:17, David Hughes (GMV) - 2:16, Brian Rolfe (KYT) - 2:12, Andrew Georgeson (GAG) - 2:05, David McManus (GKO) - 2:02.

Club Hours

For those with a passing interest in statistics ... here's a summary of activity at DDSC for the 2000/2001 financial year.

Club Aircraft Hours

Aircraft	Hours
GMV	287.2
GRI	349.2
WQX	356.3
IUR	401.4
XOW	345.6
GXV	160.1
GAW	142.1
Total	2042

Flights

Aircraft	Total	Avg. Flight
Club	2135	0:57
Private	523	3:11

Launches

Aircraft	Launches
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CMN	687
SWR	1804
MDK	26
SELF/OTHER	141
Total	2658

Position Vacant

Chaotic Editor

The position of Chaotic Editor becomes available in September 2001. Expressions of interest or inquiries should be directed to Ralph Henderson or Denis Lambert.

Events Calendar 2001

13 July

Instructor's Meeting
Peter Bell / Tony Cavanna

14 July

Committee Meeting
Denis Lambert

18-19 August

Flyaway Weekend -
Jimbour House
Murray Knight

23-28 September

Teams Challenge -
Kingaroy
Denis Lambert / Peter Bell

29 September - 6 October

State Championships -
Kingaroy
Denis Lambert / Peter Bell