



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

January 2002

President's Report

The pilots on the second British expedition have returned home, well most of them anyway, and they seem to have taken the rain with them. We are now back to 'normal' club operations for the next couple of months. Despite the rain, the Royal Air Force Gliding and Soaring Association's second expedition to McCaffrey Field was a great success. Some of the outstanding weather that they experienced last year was not repeated. The pilots had to work harder for their achievements, but there were many achievements. Last year's expedition flew 800 hours and this years flew 635 hours and over 25,000 kilometres. This was only achieved by being a bit more desperate and flying at the weekends and operating from Dalby on a couple of days when McCaffrey Field was too wet.

Significant flying achievements were 2 diamond distances (500 k), 3 diamond goals (300 k), 2 silver C height gains, a 5 hours, a 50 k, which made for a complete silver C for one pilot, and a first solo for Sarah Llewelin.

The expedition would not have been possible with out the contributions of many members. By my count more than 50 club members

contributed to the success of this expedition in some way. To all of you, thank you. Special mention must go to a few members who put a lot of work into the expedition. Allan Latemore looked after the flying operations and was on the field every day that there was flying. By the end of the expedition, Allan had spent 7 of the last 8 weeks at McCaffrey Field. Of only slightly less importance was managing the bar. Craig Jordan put in a lot of hours keeping the bar stocked and ensuring that our visitors did not suffer from dehydration in the evenings. Bob Keen organised all the tow pilots and made sure that all was well with the two tugs.

Libby Matuszczak put in a lot of work making sure that many of the accommodation and clubhouse requirements were taken care of. Shane McCaffrey looked after the aircraft, and as always, all the McCaffrey family became friends of the expedition members. Peter Bell kept an eye on the operations and helped out with instructing. Richard Hoskings kept track of the money and is continuing to sort out the final bills from the expedition. And to all the many others who helped and contributed in some way, thank you again. At present, there appear to be no plans for repeat expeditions next summer, but

2003-2004 may be a different story with the possibility of a visit by a group of Royal Navy pilots and maybe another RAFGSA expedition. Of course next summer we will have the Queensland State Championships at McCaffrey Field in September-October to keep us busy.

One of the non-flying highlights of the expedition was the Christmas dinner held at the Jondaryan Hotel during the last week. The dinner was attended by the RAFGSA pilots and some local club members. What was equally important was that the Jondaryan Shire Mayor, and our neighbour, Peter Taylor, and the Senior Air Traffic Controller at Oakey Airbase, Squadron Leader Steve Raywood, and their wives were also there. Good working relations with both the Council and Air Traffic Control are very important to our future and it was great to have these people as our guests. It was also good to see the publican wearing a Warrego Wanderer shirt. A vote of thanks must go to the RAFGSA pilots for adding to the funds in our Youth Development Fund.

Ron Brecknell has regrettably decided to resign from the club and has donated the funds remaining in his flying account to the Youth Fund.

Thank you Ron and best wishes for your 'retirement'.

The end of the expedition has provided time to reflect on what we need to do to continue to attract groups of visiting pilots. As we all know, we have a pretty good set up and our operational capacity has increased significantly over the last couple of years. There seem to be three areas that we need to improve on.

Firstly, the availability of a high performance two seater was important in attracting the RAGSA back. For both the British Army and the RAGSA, the DG 500 that we cross-hired was one of the gliders that was flown most. If DDSC had owned such an aircraft we would have made thousands of dollars more as a club.

Secondly, we do not have an all weather strip. Last year we suffered from excessive amounts of dust, which was unpleasant and expensive in terms of aircraft maintenance. This year we lost a number of flying days because although the weather was fine and the thermals were working, our strip was too wet to operate.

Thirdly, the standard of our accommodation, both the clubrooms and the bunkrooms, are below the standard of other clubs and we must continue to improve our buildings and furnishings. These three items will all be up for discussion at the next general meeting at the clubrooms on Saturday 12 January. Please come along and have your say. We will be operating with only one tug for a couple of

weeks. The Boonah club's hangar was damaged in the severe storms on Saturday night 23 December which led to damage to their tow plane and to the DG 500 that we had been cross-hiring. We received a request for help on Christmas Eve, and if we had not been able to help, the Boonah Club would not have been able to operate. Given the operational limitations of their strip and the ratings held by their tow pilots we decided it was better to send the Pawnee and for us to operate with the Cessna at McCaffrey Field.

I realise this may inconvenience some, but when a neighbouring club faces misfortune we try and help out. This sort of cooperation is what enabled us to cross-hire the DG 500 for six weeks for both the expeditions. Of course, should anything untoward happen to the Cessna we have reserved the right to recall the Pawnee.

The LS7 will be away until the 12th or 13th of January as Denis Lambert and Peter Bell will be flying it in the Inter-service Competition at Leeton in NSW. The Blanik will be staying at McCaffrey Field as Kevin Senz has bought it and it will continue to be available for club members to fly. Best wishes and happy soaring in 2002.

Ralph Henderson

A high performance two-seater for DDSC

We have been talking about the possibility of DDSC buying a high performance

two-seater for a while now and the interest seems to have intensified over the last few weeks. To help inform all members of some of the things we need to consider, I have put the following notes together. All members need to be fully informed before we decide, and if we proceed, highly committed to the decision.

There are some basic questions we need to ask.

- Why do we want one?
- If we do want one, do we buy new or used?
- What type?
- When?
- How do we pay for it?

Why do we want one?

Advantages

- To continue to develop as a club.
- To maintain our pre-eminent position as a cross-country soaring club.
- To provide better cross-country training opportunities for members.
- To provide better mutual cross-country soaring for members.
- To provide competition-flying training.
- To attract expeditions without the need to cross hire such a glider.
- To keep up with Kingaroy, Benalla and other gliding clubs.

Disadvantages

- We would need hangarage for it.
- It could limit our ability to fund other developments.
- It could consume all our spare cash for say 5 years, meaning that we may have to retain our current fleet for that time.

- It could limit our ability to have a sealed and/or irrigated strip.
- We don't want to end up having to have a fire sale of aircraft to meet our debts and putting the club back 5 years, as has happened to other clubs in recent times, i.e. Waikerie and Benalla

Questions

- Do we continue to cross hire the Nimbus and Open Cirrus?
- Do we sell another glider to help pay for it, which could be the Grob or a single seater?
- Would a club syndicate buy say the Grob and hire it back?
- If we buy one, can we make it work hard enough to pay its way, by organising expeditions, cross country training courses and flying it ourselves?
- How suitable would it be for other uses such as passenger flying?
- How do we also pay \$30,000 for the Cessna engine and ongoing expenditure on our buildings?
- What if we have a bad year with no expeditions, lots of rain, and low flying hours?

New or used?

The options for a new glider will all cost around \$160,000. Are there cheaper used options available for maybe closer to \$100,000?

What type?

- If new, it seems to be a Duo-Discus or a DG 1000.
- List prices are DM 134,000 for a Duo-Discus and DM 143,000 for a DG 1000.

- The Duo is well proven and popular, while the DG 1000 is relatively new.
- Handling is critical, the Duo is good, but less is known about the DG 1000.
- The DG 1000 has a larger cockpit with more storage space for long flights.
- The DG 1000 has better 'gel coat' than the Duo, which would need to be refinished after a couple of years.

When?

Delivery is available from December 2002, or we could get it later if we wanted to save some money first

How do we pay for it?

Operating costs

Assume a purchase cost of \$160,000 and a worst case of no savings. We could finance it with \$100,000 of member advances, which is \$1,000 per member on average, and a \$60,000 bank loan. The following figures are indicative only.

Insurance at 4%	\$6,400
Members rebates at 6%	\$6,000
Bank interest at 10%	\$6,000
Form 2 and maintenance	\$1,000

Total \$19,400

Which is \$373.80 a week, which at \$1 a minute is 6.15 hours of flying a week, assuming no reduction in the rate for long flights.

To look at it another way, 300 hours per year, at an average of say 85 cents per minute, is only \$15,300, a loss of \$4,100.

Decisions

If we decide to buy new, then the key decision is to commit

to the deposit, \$8,000 by mid January 2002.

We could make this decision at the January general meeting if there is support, and then work on the financing plan. We could then look at ways of reducing the price or sourcing other funds such as grants?

We could write to all members seeking their support and a commitment of funds on the basis of 6% interest, or maybe no interest for the first year, with progressive repayment over 5 years.

Ralph Henderson

General Meeting

There will be a club general meeting at the clubrooms, McCaffrey Field on Saturday 12 January, starting at 7.00pm and finishing by 9.30pm.

This meeting will be an important opportunity for all members to contribute to the discussion on the future of the club, in particular whether we purchase a high performance two-seater and how we develop an all weather strip so that we can continue to attract visiting groups.

There will be no Instructor Panel meeting in January.

Ralph Henderson

Why do we include a base leg in a circuit?

The object of circuit planning is to position the glider so that the approach will clear

obstacles at the end of the landing area by approximately one wingspan. Let's consider some of the disadvantages of not including a base leg in a circuit.

If you fly downwind, too close to your chosen landing area to do a base leg, timing the final turn on to approach becomes critical particularly if the wind is strong. If the final turn is left late in this circumstance, a long shallow approach may result - not good in a strong wind. A shallow approach will also make it difficult to identify a developing undershoot. An under-shoot is always more difficult to identify than an overshoot.

Now let's consider what happens when a base leg is included. First we get much more time to judge whether the approach is going to be right. If it looks as if we will be too close the base leg can be moved out (not too far we don't want to end up doing a long approach.) If we are too far away the base leg can be moved closer so that we meet our intended approach path.

How do we ensure that we do a base leg of adequate length? - by the correct positioning of our downwind leg. Don't forget both the downwind and base legs in a circuit are adjustable and must be adjusted as necessary to ensure a safe approach.

Instructors' Panel

Congratulations

First Solos:

- David Ferguson
- Sarah Llewelin
- Sara Tromp

Please let me know of your achievements, or those of others so we can put them in the newsletter. Email them to Jenny at: libelle@optushome.com.au, or alternatively, ring me on 07 3883 3139 (home).

Membership Updates

Enclosed is a form for updating our membership records. Please fill it out and send back to the Club by the end of January. It is important we receive information about your privacy concerns.

Music Man

Thanks to Murray Knight for donating a CD player for the clubrooms.

New members

I've been a bit remiss in welcoming new members over the last couple of months, however we do welcome the following new members:

- David Ferguson
- Martin Hurst
- Enco Casagrande
- Karel Kazda
- Vince Everett
- Peter Stephenson
- Ian Campbell
- Andrew Logan
- Roy McLaughlin
- Gerrit Kurstjens
- Mark Ramsay
- Ray Colley
- Koji Masuda
- Frances Ning
- Keith Allen
- Jo Davis

- Glen Toddhunter

Ralph Henderson

From the Tugmaster

Thanks to the tug pilots for the great service they have given over the past few months, for without their special effort, the visitor and Xmas flying would not have happened. With two pilots rostered per day for the 5 weeks of Army and RAF flying, this equated to something like the equivalent of 70 pilots. Special thanks to those that stepped into the breach at very short notice, given the unreadable weather we had to deal with, Also, a big thanks to Des Cramer and Tony Barker making a very early start to carry out our dawn launches on the 15th December.

Tuggies – please note that a tug pilots meeting will be held at 6:00pm on the 12th January at the Clubrooms, before the General Meeting at 7:00pm.

Safe Flying,
Bob Keen

Jimbour Flyaway

There is good support for the weekend in March, both internally & externally. Some ten DDSC members have volunteered their organising services & the necessary gliders will be allocated as the time draws nearer & demand firms up. If you are interested in coming, &/or being part of the organising, please contact Murray Knight. There is interest, if not commitment,

from the radio controlled model helicopter club, a hang gliding club, two war bird operators & a sky diving centre. The event is on the 16th & 17th March.

PS The hangar at Rainbow Beach has been repaired & is now usable. The bare sand patches on the runway have been sprigged with African Star Grass & should provide a firmer surface next time we visit.

Murray Knight

Aircraft Bookings in January

Whilst Peter Bell is away Tony Cavanna will be taking glider bookings.

Tel: 3262 1961, or email: tonycavanna@ozemail.com.au

Revised Standard Operating Procedures

Standard Operating Procedures have been revised, and are effective 1st January 2002. The Procedures will be available

on the Club website, and printed copies will be available in the pie cart.

Certificates for Air Experience Flights

Shortly, we will have certificates available in the pie cart, and on the club computer (for printing out). Can all duty pilots please fill these out for all AEFs and also make a note on the flight log of visitors who could be potential members, and we can follow their visit up with a letter.

GFA Material

The Club has a supply of log books, Basic Gliding Knowledge, Instructors Manuals, DI Manuals, etc. If you require any of the above, email Jenny at libelle@optushome.com.au or phone 07 3883 3139 (home). They will be charged to your account at cost.

News from the Field

A visiting pilot from Cairns visited us with a powered Monerai, and was able to show some wonderful photos

and video of the morning glory cloud at Burketown.

There was some remarkable weather at DDSC on 22nd Dec - Very hot with a front approaching. Others and I tried to go x-country and only could get to 5000 odd. A visiting Dutch pilot took the Jeans to the south and with great perseverance in poor climbs got to 9800. We could see the clouds but just not get the climbs. Even thought it

was very hot and unstable the lapse rates were not very helpful and the thermals very disorganised - a good lesson in pre-frontal flying.

Many of us would benefit learning more about the macro weather – would anyone with this knowledge be able to write an article of a continuing nature for CHAOTIC, or for the chat?

Also, a weekly report on the net of the possibilities for the weekend would be good. Any starters?

Robert Percy

Events Calendar 2002

There will be NO Instructors Panel Meeting in January	12 Jan: 6:00pm Tug Pilots Meeting Bob Keen	12 Jan: 7:00 pm General Meeting Jenny Thompson
Feb 8: 7:00pm Instructors Panel Mtg Peter Bell	Feb 9: 7:00pm Committee Meeting Jenny Thompson	March 16-17 Jimbour Fly-away Murray Knight

Darling Downs Soaring Club

Instructor, Tug Pilot, & Duty Pilot Roster January 2002 – February 2002

January 2002	Instructors	Tug Pilots	Duty Pilots
Sat 5	S McCaffrey A Wetherspoon	A Garrone L McQueen	R Percy P Bart
Sun 6	K Senz M Codling	Pam Kurstens D Cramer	L Matuszczak R Armstrong
Sat 12	T Cavanna R Henderson	T Barker D Gerschwitz	R Henderson P Downey
Sun 13	Jeremy Thompson C Jordan	Jenny Thompson B Keen	B Hofmeister N Muspratt
Sat 19	D McManus B Keen	J Geddes M Robertson	C Hall S Tromp
Sun 20	G Brown M Codling	N Kranenburg R Muir	D Hughes P Hughes
Sat 26	P Bell R Henderson	J Knox D Baartz	B Rolfe K Houghton
Sun 27	D Lambert C Jordan	R Bradley D McCaffrey	J Hook D Pinel
Mon 28	P Bell A Wetherspoon	L McQueen D Cramer	J Somerville J D'Arcy

February 2002	Instructors	Tug Pilots	Duty Pilots
Sat 2	S McCaffrey B Keen	M Robertson R Muir	A Barker H Hofmeister
Sun 3	D McManus C Jordan	J Geddes D Baartz	R Percy K Allen
Sat 9	T Cavanna M Codling	T Barker D Gerschwitz	Jim Knox D Burrell
Sun 10	Jeremy Thompson R Henderson	Jenny Thompson N Kranenburg	L Matuszczak F Ning
Sat 16	D Lambert T Lake	J Knox L McQueen	P Hughes D Ferguson
Sun 17	G Brown A Wetherspoon	M Robertson D McCaffrey	A Barker R Sundell
Sat 23	P Bell M Codling	Pam Kurstens B Ward	R Henderson P Hyde
Sun 24	K Senz R Henderson	R Bradley B Keen	C Hall A Sim

CONTACT DETAILS

Postal Address - Darling Downs Soaring Club PO BOX 584 Toowoomba QLD 4350

Airfield – McCaffrey Field Masons Rd Bowenville 4404

Clubhouse Telephone (07) 4663 7140 Fax (07) 4663 7228

Website – www.ddsc.org.au

email - info@ddsc.org.au

Newsletter – chaotic@ddsc.org.au

Queensland's Premier Soaring Club



Darling Downs Soaring Club 2002

27 Dec – 11 Jan	Interservice Championships	Leeton
31 Dec – 11 Jan	Club Class National Championships	Temora
12 Jan	Tug Pilots Mtg & General Meeting	
13 – 25 Jan	FAI National Championships	Narromine
2 Feb	QSA General Meeting	Caboolture
8 Feb	Instructor Panel	
9 Feb	Committee Meeting	
8 Mar	Instructor Panel	
9 Mar	General Meeting	
16 – 17 Mar	Jimbour House Flyaway Weekend	Jimbour
29 Mar – 7 Apr	QLD Easter Comps	Dalby or Chinchilla
12 Apr	Instructor Panel	
13 Apr	Committee Meeting	
10 May	Instructor Panel	
11 May	General Meeting	
14 Jun	Instructor Panel	
15 Jun	Committee Meeting	
12 Jul	Instructor Panel	
13 Jul	General Meeting	
10 Aug	Committee Meeting	
14 Sep	Annual General Meeting	
28 Sep – 6 Oct	QLD State Comps	McCaffrey Field

Darling Downs Soaring Club

Membership Details Update

January 2001

Privacy Policy

This information is used to provide members with information and for invoicing purposes. The Treasurer, President, CFI, Membership Officer, and Secretary access the membership list, and information in this list is not disclosed to others without their permission.

The list is posted on the Club Website, which is password-protected. If you would prefer not to have this information posted on the Website, please indicate below. Also, you can choose not to allow this information to be provided to other members.

I do not want my membership information posted on the Club Website

I do not want my membership information to be made available to other members

Last Name		First Name	
Postal Address			
Suburb		Postcode	
Home Address			
Suburb		Postcode	
Home Phone		Work Phone	
Mobile		Fax	
Other Number		Email	

Please Post to:
 DDSC Membership Update
 Darling Downs Soaring Club
 PO Box 584
 TOOWOOMBA QLD 4350