



# CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

*January 2003*

## ***President's Report***

The year 2002 ended on a high for DDSC. It rained. Pam Kurstjens set a world record for speed around a 100 k triangle. Rod Henshaw gave us some welcome publicity on ABC radio in Brisbane. We had a highly successful pylon race and Christmas party. We saw a new glider delivered to DDSC. To cover all these great events in more detail.

On Saturday 14 December Pam Kurstjens set a women's world record by flying her Nimbus 4T around a 100 k triangle at 159 kph, beating the previous record of 151 kph. Congratulations Pam! I'm not sure if a world record has been set out of McCaffrey Field before, but this record will help to put DDSC on the world soaring map.

A couple of days later it was great to hear Pam being interviewed by Rod Henshaw as she and Gerrit planned their joint attempts on the world distance records. Unfortunately the weather did not cooperate and the records were not broken, well not yet anyway.

As many will know, Rod Henshaw is 'leaving' his breakfast show position with ABC radio. Over the last 2 years Rod has done so much to publicise gliding and the activities of DDSC in particular. It all began 2 years ago with the publicity for the first RAFGSA expedition. As a result, Rod joined the club and resumed his gliding career. Thank you Rod for all you have done for our club and for gliding in

general over the last 2 years. Hopefully we will see you on the field more often from now on.

As indicated by Pam's record flight, flying conditions on the day of the Christmas party were excellent. The Pylon race was well supported by members and was very successful. Jeremy Thompson was the ultimate winner with a speed of 123 kph. After the race, Santa arrived and delivered lollies and presents for the children. Santa and Shane McCaffrey put on an aerobatic display in the Grob that would have been beyond the limits of Santa's sleigh.

More than 50 members and friends then enjoyed Christmas dinner thanks to Di and Peter Bell. The party seemed a little subdued this year, possible due to the absence of the RAFGSA pilots who have been with us the last 2 years, or possibly because everyone had had such a great day's flying. David Hughes was the star of the night, receiving special thanks for his efforts in organising the cross-country week and because the following day was his 50th birthday.

We had more than 2 inches of rain in the previous week, which has turned the airfield a strange green colour that we have not seen for a long time. More rain on the Saturday night meant that the field was unusable, for the first time since Easter from memory.

Saturday 14 December also saw the arrival of a truck carrying a container with two Duo Discus's in it.

Unfortunately one of them has since been taken south to Victoria to join the fleet of the Victorian Motorless Flight Group at Bacchus Marsh. The other one VH-JSR is a Duo Discus Turbo and will be staying here. After the club decided last January not to buy a high performance two-seater, a couple of us got together and decided to buy one privately. It has taken less than a year from paying the deposit to receiving a wonderful early Christmas present. We decided to buy it unfinished, which saved us the better part of \$10,000, so we have a little bit of work to do before we go flying. However, we should be flying some time in January. As they say in the Schempp-Hirth advertising material the Turbo 'is primarily intended to overcome dead air conditions and to avoid tedious retrieves'.

The cross-country week held back in November was a great success and clearly expanded several pilots' horizons. Thank you to David Hughes and Alan Latemore for organising and running the week. We have had some fantastic thermalling weather lately and it was great that so many people were able to make the most of it.

I would like to reiterate Jenny's thank-you in the last Chaotic to all those who contribute to Chaotic. It is one aspect of our club that has really improved out of sight over the last year or more. It is great to have so many people contributing.

Over the last two years our Treasurer Richard Hoskings, has been assisted by Megan in looking after the club's finances and they have both done a great job for us. For the last two years Richard has 'absorbed' the cost of Megan's time, which we always knew would not be sustainable in the longer term. From the start of this financial year we are paying Megan for the work she does for us. The scale of our operations makes it essential that we

have efficient and effective accounting if we are to continue our professional image and the success that comes with it. However, it is important that we are not paying Megan for things that we should be doing. The duty pilots' role is a vital link in the chain and our duty pilots must ensure that the flight sheets are neat, accurate and easy to understand. Megan is very clever but she is not clairvoyant. If there is something unusual, please write a note and fax it through with the flight sheets. Of course all of us need to our bit by making the duty pilots' job as easy as possible. A little bit of effort from everyone, and the whole system works well.

And so to 2003. What will it bring?

Firstly, there will be some new aircraft in our skies with the Duo Discus Turbo, another Nimbus 2C and possibly others to follow. One or two new hangars will be built where the trailer park is, forcing the relocation of some of the trailers. The Cessna is up for sale, to be replaced with most likely another Pawnee to give us the launching capability we now need. The Cessna has served us well as we have grown, but our level of operations now requires a full two-tug capability.

We will progress the strategy we adopted at the end of last year. We are looking at the options to buy some GPS flight recording gear to make it easier for pilots to fly cross-country and claim all their award flights.

As Alan outlined in last month's Chaotic we want to give greater emphasis to cross country training. The aim is to use the Grob mainly for cross-country training on Saturdays, and mainly for passenger flying on Sundays. On both days it is unlikely that it will be required all day for either of these activities so there will still be ample time for training, conversions and other use.

We want to continue upgrading our clubrooms. We have gained a lot of 'new' furniture over the last year, but there is still much room for improvement.

We want to continue upgrading the skill and capability levels of our members. More cross country days, training for DI, radio and Official Observer status, all designed to enable members to get more enjoyment and fun out of their flying. We must also continue to support and encourage each other in our flying. We have a very positive attitude around the place and we want it to continue.

It is only four months till the Easter Comps at Dalby. This is a great opportunity for all members to do some cross-country flying at a low-key competition. DDSC strongly supported the competition last year and we want to do the same this year.

*Ralph Henderson*

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### **Achievements**

- Jo Davis - Hornet Conversion
- Paul Bart - DG101 conversion
- Sarah Tromp - Initial Cross Country

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### **World Record!!**

On Saturday 14 December, Pam Kurstjens completed a 100km FAI triangle world feminine record.

Claim details as below, currently pending:

*Pilot:* Pamela Kurstjens-Hawkins

*Glider:* Nimbus 4T

*Nationality:* British

*Place:* McCaffey Field Australia

*Date:* 14th December 2002

*Performance:* 100km Triangle Speed  
159kph

*Category:* Feminine

*Class:* DO

*Record Claimed:* World and UK national feminine speed over 100km triangle, Open class

*[Interesting snippet is that her takeoff time was 4PM]*

Tony Lake caught the takeoff on camera:



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### **Tug Master's Report**

All goes well with our tugs at present, except for a small problem with SWR's starter, (for the newer tuggies) if the starter stays engaged when the engine fails to start, restart engine and the starter will disengage. Always wait until the prop is stationary before engaging starter again. It will not disengage by turning the prop- it must be restarted. When starting the Pawnee, cycle the throttle once and start on left maggie— it works for me 99% of the time.

Many thanks for those who assisted me with the tugs and well done to our tug pilots for the thousands of safe launches over the last year.

*Bob Keen*

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### ***Xmas-New Year Flying***

After the enormous success of the recent Awards Week, the Club is planning another in the week from 30 December to 5 January. Allan Latemore has kindly volunteered to run the week with briefings, Official Observer, etc. All aircraft bookings should be made through Peter Bell on 07 46637133. If you'd like to participate, please let me know.

*Brian Hoffy* - 3215 1264 b/h  
3378 1668 a/h; 040 777 99 50 Mob

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### ***Cross Country and Award Week***

DDSC's Cross Country and Award Week (18-22 November) was strongly supported with 21 pilots taking part in cross-country training and/or award flights. Listed below are the formal achievements.

Tony Lee	Open Category X/C; Silver C
Paul Bart	Silver C
Ray Colley	Silver C Height Gain and Duration Legs
Robert Hart	500km Diamond Distance, 300 km Gold Distance
Karel Kazda	300km Diamond Goal and Gold Distance
Fran Ning	Initial Category X/C; Silver C
Mark Hughes	B Certificate
David Hughes	300km Diamond Goal and Gold Distance
Keith Allen	Initial Category X/C; Silver C Height Gain and Distance Legs
Brian Wade	500km Diamond Dist
Phill Downey	Open Category X/C

The weather was generally 10 - 15 knot easterly winds with wind shear and broken thermals at two levels below 7000. This together with Glider South Alpha airspace limitations meant that

the return legs of all tasks flown were into challenging head wind conditions. Distance awards were well and truly earned. Alan Latemore's daily weather briefings were much appreciated by all. Special thanks to the following people who made the week possible:

- Alan Latemore, Peter Bell and Robert Hart for supervising operations and/or instructing;
- Russell Bennett for assuming airworthiness duties and keeping club aircraft flying;
- Alan and Russell for preparing and donating A3 flight declaration sheets;
- Tug pilots Marty Hurst, Richard Green and Denis McCaffrey - Marty particularly carried out 43 launches and two aero-retrieves during the week.

Without the above contributions none of the training and achievements would have been possible.

The Club aircraft flew 140 hours over the 5 Days.

*David Hughes*

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### ***Hangarage Interest Sought***

In the last edition of CHAOTIC, we noted that another Nimbus 2C will be on the field in January. The owners intend building a hangar and are seeking interest from other parties to share the hangar. Please contact Robert Percy.

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### ***Please take more care!***

Unfortunately, three of our aircraft have been damaged recently. Our aircraft belong to all of us and we need to look after them as if they are ours. We have

an excellent fleet that is the envy of many clubs and all our aircraft are extremely well maintained. We need to take a lot of care with them.

All members need to remember that we have a \$500 excess on our aircraft insurance policies. When an aircraft is damaged, the member responsible will normally be required to pay the cost of the repair, or the insurance excess, whichever is the lesser. If we have to make a claim, we also lose our no claim bonus and the cost of all our glider insurance goes up.

So, the simple message is - please take more care!

A lot of pilots have been enjoying some great flying at high altitudes lately, but it all gets a bit harder when gravity takes over and we get close to the ground. This is when it all becomes critical that we make good safe decisions, and make them early. This is not a time to be over confident. While in New Zealand last month, we learnt a memorable saying:

*If you only think you can do it,  
you can't.*

*If you know you can do it,  
you probably can!*

Again, please take care and fly and land safely.

*Ralph Henderson*

***"Some days are diamonds, some days are stone....."***

*The stone*

For years I have been promising myself another attempt at a diamond distance flight. The last attempt, over 15 years ago, DSC-Chinchilla-Wallumbilla-DDSC ended at Dalby A/D.



The recent Caboolture x/c week seemed to be an ideal time to try again. Encouraged by Allan Latemore I prepared the glider and although the day didn't look particularly promising, I set off to try a double out and return 500km flight.

After release from the tug, it was soon apparent that if the day was going to develop, it would be a bit later in the morning. At this stage any movement in the direction of Miles would be a bonus, so off I set tip-toeing in the direction of Dalby and on one glorious occasion managed to pick up a 3kt thermal (the best of the day so far!). Having reached Dalby without managing to get higher than 3000ft agl, I received some assistance from Robert Hart in 'Alice' who was marking a thermal for me. After reaching the dizzy height of 3500 agl, I again set off towards Macalister picking up little bubbles of lift from dams and the occasional road junction.

However, just east of Macalister, the expected thermal bubble from a dam wasn't there and things were not looking good. As I continued to lose height I decided that there was little point in carrying on as I had only managed to average 50 kph so far and it didn't look as though the day was going to develop into the strong day needed for the task.

One of the great features of the DG101 is that without water ballast it has a very low wing loading and climbs in very weak conditions. Water ballast dumped, I was on base leg at 700ft agl ready to turn onto final for a ploughed paddock on the junction of the Warrego highway and a road to a farm, when the port wing lifted a little. Its amazing how the prospect of having to 'phone for a trailer retrieve can concentrate the mind and improve your low level thermalling techniques!

Having 'dug myself out of the hole', I started back towards Dalby only to find that the dam that had failed me on the way out, was working on the way back. Oh, cruel fate!

The end result was that when I got back to abeam Kommamurra, the thermals were starting to work (Murphy again!) but the day was abandoned as far as I was concerned.

On the positive side, at least I got back home whereas three others, who for the sake of their reputations will not be named, out-landed and had to be aerotowed or trailered home.

### The diamond

Late on Saturday evening, 30 November, I had a 'phone call from Allan Latemore saying that he felt that Sunday 1 December was a Diamond Day. My immediate reaction was "That's what you said last time" but 'fortune favours the brave' so early to bed and up to DDSC early Sunday morning.

This time after release from the tug, and a photo of DDSC from the east, it's off towards Dalby. Abeam Bowenville I ran into an 8 kt thermal to 8000 QNH. This seemed to a good omen so off I set towards Miles. Beyond Dalby, things were starting to look good although a very thick haze cut visibility to about 25 km. Cruising between 80 and 90 kts and accepting lift at 8kts or better I worked between 8,000 ft and 11,000 ft to the other side of Chinchilla. It's only when you see the country first hand out that way that you realise just how tough it is for the property owners out west. I have never seen such terrible conditions.

Beyond Chinchilla the country changes and for some reason the thermals were now in the 6000 ft to 9000 ft band but still over 6-7 kts and cruise was still in the 80+ kt range. As I passed Rywung rail crossing I couldn't see Miles but the

GPS said it was up ahead so 'Onward, ever Onward'. It was at about this time that I realised that the last time I had taken turn point photos was over 15 years ago! I thought "This is a hell of a time to start practising steep turns pointing wingtips at a ground feature!" To be safe, and to make sure I was well within the sector I flew a few km beyond Miles silos and took photos from there. Using the same technique at Mocattas Corner and Rywung, I realised that I had actually penalised myself by about 18 km (3 km beyond and 3 km back at each turn-point) which could have been embarrassing if I didn't quite get home.

On the final leg, at Macalister, the day was dying so on the principle of 'late in the day, get high, stay high' I worked the last thermal all the way to the top at 8500 QNH and started home. Now it was time to 'change gear' and cruise at best l/d (ballasted) plus 5 kts for the head wind (SSE) component. Water was dumped east of Dalby and 'change gear' again down 5 kts on the speed on the basis that heavy sink was most unlikely this late in the day but there just might be some traces of gentle lift to help me on the way.

Time to start picking paddocks from Kommamurra onwards and heading towards the highway to make any retrieve easier. After 20 minutes of brinkmanship it looked as though I might land in Shane's back garden but a little 'bubble' gave just enough height to manage a straight-in approach and, I'm happy to say, one of my smoother landings 5 hrs 54 mins after take off.

So what has been learned from all of this?

1. Plan your task well in advance
2. Prepare your aircraft to give yourself half an hour to relax before take off.
3. Have a few long flights to make sure you are still comfortable after 5 or 6 hours.
4. Practice turn point photos from left

and right turns with camera and film. Try photos from high up, at least 6000 ft agl, angles look quite different at altitude – suggest Formartin crossroads and Shane's house as possible 'targets'. (Two things to look for, where is the camera aiming, above or below the wing, and is the port mount at the same angle as the starboard mount?).

5. Adjust your speed to match the conditions (talk to a x/c instructor).
6. Take plenty of water and suitable energy food.
7. Be bold but not foolhardy.

Sincere thanks to Allan, without whose encouragement this might never have happened, and to all the others who helped on the day.

Good Luck on your attempt.

*Russell Bennett*

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### ***The Bumpy Flight from A to C***

I'd always been a frustrated pilot who's feet were firmly planted on the ground , apart from being a paying passenger on commercial flights. Flying model aeroplanes made me wish for more, but I was happy to be in my comfort zone.

All was fine until the Darling Downs Soaring Club held a fly-in at Jimbour House in mid 2001. (I live in the Jimbour district). A short air-experience flight over my farm and I was hooked. I knew I wanted more. It still took 4 months and 2 "watching" visits to the DDSC field at Jondaryan for me to get the courage to join for 3 months and give gliding a go.

My first training flight in a Puchacz in OCT 2001 was with Tony Cavanna. I fought my "STABLE FLYING PLATFORM" through the sky and felt rather seedy. This left me with the thought that gliding couldn't get much worse, so I

had better come back the next weekend. With regular weekend visits and many patient instructors, I found the progressive stages of learning soon had me doing the whole flight.

Russell Bennett sent me solo on my 27th flight in early December. Learning to fly up to the solo stage would have to be the most exciting time any pilot could experience. Talking and just listening to other pilot's experiences while waiting at the pie-cart is extremely valuable.

Flying solo was great and confidence really soared. A very rough landing in the Grob (poorly planned circuit) robbed me of all that confidence. I felt deflated, unsure and about 12 inches tall. The comment that the landing after my fourth bounce wasn't too good, was quite correct. Fortunately two members took me aside later and talked it out with me and did 2 check-flights. If they hadn't been concerned enough that day and let me go home without talking it through, I probably would have gone back to flying models.

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Several months went by where landings were a real challenge to me.

Perhaps this is a post-solo problem many pilots go through. The best advice I can give to an early post-solo pilot is to talk it through with an instructor. If ever you don't feel you can handle something-like a windy day or cross-winds, have a check -flight. Check flights aren't wasted money. If you're still not happy try flying another day.

It's taken me about 12 months to advance through A,B and C certificates but I preferred to be happy with my flying before taking each step. There are a lot of highs and a few setbacks along the way.

On 1st Dec 2002 Alan Latemore passed me for initial cross-country flying. Where would gliding clubs be without those with the commitment to happily share their many years of knowledge to newer members? This shared knowledge and constructive criticism when needed will hopefully make safer and better pilots of those of us new to this exciting sport.

*David Ferguson*

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### **First general meeting and working bee of 2003**

The first general meeting for 2003 will be on Saturday 11 January, starting at 7.00 pm. Lets get the new year off to a good start and talk about what we want to achieve this year and how we are going to do it. There are so many opportunities available to us. We need to talk about where we want to concentrate our efforts.

On Sunday morning 12 January there

will be one of our regular working bees. It's a while since we have had one and the place needs a bit of a tidy up. No big projects, just a general clean up. The fridges will be cleaned out. There is a lot of food in there that doesn't seem to belong to anyone. The rain has made the grass and weeds grow so we need to tidy up the grounds as well.

A couple of hours work by 10 or 20 people and we will be able to open the hangar doors by 11.00 am and go flying.

*Ralph Henderson*

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### **From the Canteen**

- Frozen steaks can be purchased from the bar.
- New member packs are available for purchase at \$50 each. (These are normally sold and sent to members when they join)

*Libby Matuzszak*

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## **DDSC Events Calender at 27 December 2002**

Xmas Holiday Period		
26 Dec-5 Jan	Xmas Flying	McCaffrey Field

2003		
11 Jan	General meeting	McCaffrey Field
12 Jan	Working Bee	McCaffrey Field
25 Jan	Cross Country Day	McCaffrey Field
15 Feb	Committee meeting	McCaffrey Field
15 Mar	General meeting	McCaffrey Field
12 Apr	Committee meeting	McCaffrey Field
18 - 26 Apr	Qld Easter Comps	Dalby
10 May	General meeting	McCaffrey Field
14 Jun	Committee meeting	McCaffrey Field

12 Jul	General meeting	McCaffrey Field
9 Aug	Committee meeting	McCaffrey Field
13 Sep	AGM	McCaffrey Field
20 Oct – 9 Nov	RAFGSA III	McCaffrey Field

<b>Ins truc tor, Tug Pilo t, &amp; Dut y Pilo t Ros ter</b>	<b>J a n u a r y</b>	<b>Day</b>	<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
		Sat 4	M Codling A Wetherspoon	J Knox DCramer	K Allen H Hofmeister
Sun 5	K Senz R Hart D Hughes	D Gerschwitz D Baartz	A Midwood C Hall		
Sat 11	Jenny Thompson R Henderson	N Kranenburg L McQueen	D Burrell D Dudley		
Sun 12	P Bell J Grosser B Daniel	Jenny Thompson R Keen	R Percy J Davis		
Sat 18	S McCaffrey B Kruyssen	R Muir M Robertson	R Sundell S Tromp		
Sun 19	R Bennett B Hofmeister	R Green D McCaffrey	Jol Parslow D McEvoy		
Sat 25 (Cross Country Day)	Jeremy Thompson T Lake	A Garrone J Geddes	B Rolfe F Ning		
Sun 26	T Cavanna C Jordan	M Hurst B Ward	P Bart R Armstrong		
Mon 27	A Garrone B Keen	Volunteers	L Matuszczak J Somerville		
<b>F e b r u a r y</b>	Sat 1	S McCaffrey B Hofmeister	J Knox P Kurstjens	P Bart R Armstrong	
	Sun 2	R Bennett T Lake	R Green M Robertson	J Somerville Jeremy Parslow	
	Sat 8	T Cavanna R Henderson	D Cramer D McCaffrey	L Day P Downey	
	Sun 9	Jenny Thompson A Wetherspoon	R Keen D Baartz	J Grosser A Flaherty	
	Sat 15	M Codling C Jordan	Jenny Thompson M Hurst	D Ferguson D Gliddon	
	Sun 16	K Senz B Kruyssen J Grosser	N Kranenburg Jeremy Thompson	J Robinson P Blackmore	
	Sat 22 (Cross Country Day)	A Garrone D Hughes B Daniel	T Barker D Gerschwitz	D Edwards N Muspratt	
	Sun 23	Jeremy Thompson R Hart B Keen	L McQueen A Garrone	K Allen H Hofmeister	
<b>M a r c h</b>	Sat 1	R Bennett T Lake	M Robertson R Keen	A Midwood C Hall	
	Sun 2	T Cavanna B Hofmeister B Keen	J Geddes P Kurstjens	D Burrell D Dudley	
	Sat 8	Jenny Thompson R Henderson	R Muir M Hurst	R Percy G Gillmore	
	Sun 9	Jeremy Thompson D Hughes	B Ward D McCaffrey	R Sundell S Tromp	
	Sat 15	S McCaffrey A Wetherspoon	J Knox M Robertson	Jol Parslow M Russell	
	Sun 16	P Bell B Kruyssen	Jenny Thompson D Baartz	D McEvoy M Dullens	
	Sat 22	A Garrone C Jordan	L McQueen D Gerschwitz	L Matuszczak G Valler	
	Sun 23	M Codling J Grosser	R Keen R Green	C Gillmore J Somerville	
	Sat 29 (Cross Country Day)	P Bell B Daniel C Downs	A Garrone N Kranenburg	P Wetherspoon M Hartmann	
	Sun 30	K Senz R Hart	T Barker D Cramer	R Flood G Hennessey	

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

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