



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

September 2003

My third and final year as club president is rapidly drawing to a close as I write my last president's report. In writing my monthly reports I have tried to achieve a number of things. Firstly, to always be positive, try to give the impression that things are happening at the club, even when they aren't, and that you are missing out if you are not there flying. Of course the flying is always good and will only be better next time you are out there. I have tried to thank those who have done something extra for the good of the club. My philosophy has been to be open with you about where the club is at, what our financial situation is and what challenges we face.

The role of president is incredibly rewarding and at times, quite challenging. There is the opportunity to make a real difference to the success of the club and ensure it is in a good position for the future as we together face the inevitable challenges. There has been the opportunity to get to know so many club members and to get to know a fair number of people outside the club.

Hosting the British expeditions, the state comps and Easter comps have been special times and have again been the opportunity to get to know some great people.

It's interesting to look back on what has changed over the last three years. We have added the Astir Jeans and the Ventus to the fleet. We refurbished the Grob twin, and refinished the LS7. We have built a new club hangar and the Kurstjens hangar and the new hangar next to it have been built. There have been a number of additions to the private owner fleet and only one private glider has departed.

I have had the pleasure of working with many people on the committee. Thank you to all those people, many of whom have become good friends. A special thank you to Shane, Peter and Richard, who have all have been on the committee throughout my three years, for all their time, effort and wise counsel, especially when it was needed most. And of course thank you to Dudley for twisting my arm three years

ago and convincing me that I should nominate for president.

When I stood as a candidate to be club president three years ago and was elected, I had a single goal in mind for the club. That was, to be the best cross-country soaring club in Australia. So at the end of my term the question remains, are we the best cross country soaring club in Australia?

In reality there is no way of knowing as it is impossible to measure, but there is little doubt that we are certainly one of the best. We have fantastic weather and the Darling Downs black soil to trigger thermals for us. Nowhere else but in Queensland are there such good year round soaring conditions. We own our own airfield, unlike the great majority of clubs, and therefore control our own destiny. We have a great fleet of gliders that offers a varied and orderly progression and meets almost all our members' needs.

We have hangars for all our fleet, both club and privately owned. We have one extremely good tug and another that will soon be replaced with something better. We have ground facilities that have 'character' and have served us well and will continue to do so. We have a long and proud history that has enabled us to build up our \$800,000 worth of assets that are as good as debt free. In short we have all the elements needed to be the best club.

But all these things are mere physical assets. They are not what makes a club. What makes a club are the people, the club members. We have a wonderful group of people in our club. Some fantastic competition and cross-country pilots, great instructors, hardworking tow pilots, perfectionist engineers and so many people that put so much voluntary time and effort into the club. And then there are so many people that maintain the clubs reputation for being a fun, friendly, positive and supportive place to be. We have a great group of people who together can achieve anything they want to. All these people collectively make us an extremely good club.

In my 30 years of gliding I have been a member of 10 gliding clubs. In my mind there is no doubt that DDSC is simply the best!

Ralph Henderson



Thankyou to the Tow Pilots

Recently I experienced a couple of launches from the spare seat in the Cessna. It gave me a real appreciation for the skill and commitment these people provide to those of us waiting to go soaring. We'd have a pretty boring time playing cards if the tuggies never turned up on our flying days. When flying gliders we just line up and wait our turn and hope for a good flight. A lot of the time when we release we've got a head start. Our tow pilot has been studying the sky and observing the thermalling of gliders already airborne. The fact that the tuggie has left us more often than not in lift is a sign of their skill and not just good luck. From the Cessna passenger seat I realised that it isn't easy to see the ground signals on launch. Good definite signals from the ground crew help. Once airborne the tow pilot is very busy flying, observing the glider

behind as well as lookout ahead. Visibility is a bit limited so a lot of care is taken especially when other gliders are below 2000 ft agl. As well as this they are searching for lift and get us there safely. We often take the tuggies for granted and don't appreciate their dedication to our sport. We rely on them. So next time you fly, have a think about the work the tug pilots do for us.

Dave Ferguson

Dave's article has reminded me to thank Bob Keen once again for his efforts flying the Cessna when I was launching in the Jeans. After experiencing engine troubles at the end of the strip and no time to indicate he has having troubles he released me. The fabulously quick thinking had me landing in a comfy soft McCaffery paddock rather than running short of options with powerlines, fences and dams. Thanks Bob (and all the other tug pilots).

Jo Davis

Duty Roster Volunteer

Thanks to Neil Muspratt for volunteering to put together the Duty Pilot Roster.

Jo Davis

FOR SALE

¼ share in Nimbus 2C GAW

Price negotiable; Sale due to owner currently residing in England.

Contact Darian Jenik by email on d.jenik@qut.edu.au

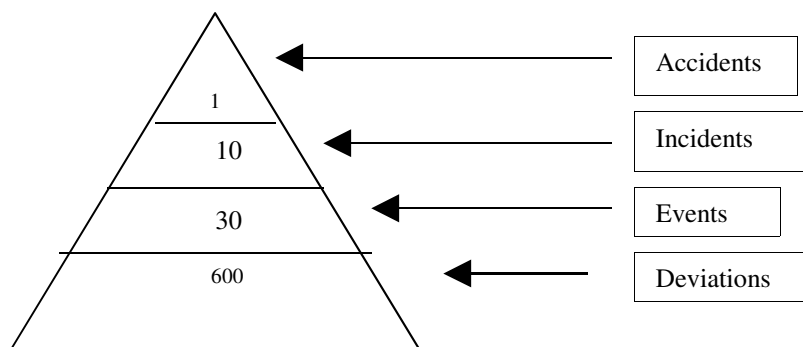
The Triangle Explained

At the Easter Comps, held at Dalby this year, a feature of the daily briefing was an address each day on safety. One such subject revolved around a triangle not too dissimilar to that below, with the accent on having an accident, rather than the proactive attitude of using the data for accident prevention, which is the manner in which it was intended by the researcher.

The triangle has its origins in a study by the Boeing Aircraft Company conducted in the 1990's to develop accident prevention strategies, which may be employed on a day-to-day basis in aircraft operations. The idea being that it is better to develop a strategy to prevent accidents than it is to focus attention on the "**last accident**", and then use the causes of this accident as a future accident prevention tool. Better not to have an accident than to have an accident and then work out why it happened.

The values in the triangle can be easily allied to the club scene, both to deliver a self taught safety lesson to the individual pilot, and to indicate to management a measure of total club safety health.

The basic philosophy revolves around recognising **any** deviation from rules (intentional or unintentional), and that such a recognition should be a wakeup call not to deviate in the future. To deviate from rules repeatedly will inevitably lead to an accident. Notice that the emphasis is on, *not deviating from rules*, rules which have been developed over many years through the school of hard knocks. This of course requires a measure of self-discipline.



Event to Accident Ratio

In the Event to Accident Ratio diagram above it has been shown conclusively:

- That for every 600 times that there has been a **deviation** from some rule or standard procedure, there will be 30 events. A deviation is any occasion where, for whatever reason, you didn't operate in accordance with a club, GFA or Regulatory rule. (Read this as 600 safety lessons which offer opportunities to prevent 30 future events, 10 future incidents and 1 future accident)
- The 30 **events** that will be experienced from 600 deviations are situations where you give yourself a little kick in the backside and say to your self (irrespective of what you say in the bar that night) "Shit I wish I hadn't done that". (Read this as 30 safety lessons which offer opportunities to prevent 10 future incidents and 1 future accident)
- The 10 **incidents** that will surely come from the 30 events are occurrences that would probably have resulted in an accident, except for some stroke of good luck. (Read this as 10 safety lessons which offer opportunities to prevent an accident)
- If you as an individual, or the club management as a group, do not recognise the hundreds of signs that are presented in their various ways, statistically you can be sure that an **accident** is going to occur. (I'm afraid you have now run out of safety lessons which would offer an opportunity to prevent the accident)

How can we apply this reasoning to ourselves as an individual? Every time you feel uncomfortable (or if you **know** you have broken a rule **and still feel comfortable**) you should recognise the

circumstances and think of it as an opportunity to improve your adherence to the rules and hence the risk of an accident.

How can management apply this reasoning in assessing club safety health? Every time somebody turns the wrong direction in a thermal, taxis up behind other gliders or fly's a low circuit etc, it should be recognised for what it is; a breach of procedures and that the occurrence is a "safety lesson" and that an opportunity has been presented to make a correction and so improve our already high level of club safety health.

Charlie Downes

With thanks to the Boeing Safety Program and Mr Frank Bird for the philosophy.

A tale from the Safety File:

The more that a pilot believes that he is not over confidant, the more confidant you can be that he is.

From the Instructor Panel

Are you current?

The chart below is taken from the instructors' handbook. Where do you fit in?

Hours Per Year	Launches Per Year	
25	35	Your currency is good, but take care. Watch particularly for bad approaches, sloppy cockpit checks and lack of preparedness for launch emergencies.
20	30	
15	20	
10	10	You are not as good as you think you are! Be very careful, especially in difficult weather conditions.
5	5	
0	0	You are rusty! Your currency is unsatisfactory. Seek advice and have a check flight before flying.

If you compare that chart with the out minimum requirements for time between flight checks (90 days if you have more than 75 and 30 days if you have less than 75 hours) we can see it is possible to have a low level of currency and just having a yearly check. Is this really satisfactory? If you find yourself in this position consider taking a check flight more regularly, particularly if the conditions are difficult. Recognising marginal currency in marginal conditions and acting on this by taking a check is to be regarded as good airmanship.

Please bear in mind that all criteria we set regarding currency and hours or experience (when converting) are minimums. Reaching the minimum for a conversion to another type does not automatically qualify or compel a pilot to move up next glider in the fleet. There is no pressure to convert. Why not get comfortable with what you are currently flying? You'll feel more confident with the future conversions. If you are interested in competition or achieving your best in some other way, sticking with a glider and getting to know it how to fly it well is more rewarding than continually moving up through the fleet in search of a better glide angle.

Finally, when aerotowing we position the glider just below the slip stream (or just above if we are in the high tow position.) This is our primary reference. Once established we can then identify our position relative to the tug and maintain this. If you are too low you, may find it more difficult to keep rope taught.

A Caboolture Blast from the Past

I was cleaning out some old files in the Caboolture Web site folder, and came across the following:

MEMBER TRAINING PERIOD EASTER
2001

Friday 13 Apr to Monday 16 Apr

During the four day Easter break we did a total of 177 flights, with a "high" of 54 launches on Friday. Of these, 158 were member flights and 19 were air experience flights for visitors.

Operations proceeded smoothly on all days and were without incident thanks to the excellent cooperation of all concerned, including duty pilots, tug pilots, instructors and participants.

Congratulations to the following:

First Solo:

Andrew Bell

Hugh Hofmeister

Brian Hofmeister

Bob Behrndt

George McBurney

Conversion to IS-30:

John Sharman

Phil Downey

Tug Endorsement:

Jenny Thompson

And to Mark Jeffries, who went just so close to going solo, but was beaten by the clock!

My, haven't some come a long way since then :-)

Brian Wade

2003 - 04 Events Calendar

as at 10 September 2003

Date	Event	Place	Contact
9 Aug	Committee meeting	McCaffrey Field	Jenny Thompson
11 – 15 Aug	Course Week, including Brisbane Show Day	McCaffrey Field	Peter Bell
23 Aug	Cross country day	McCaffrey Field	Shane McCaffrey
6 Sep	DDSC AGM	Toowoomba	Jenny Thompson
13 Sep	GFA AGM	Melbourne	Ralph Henderson
20 Sep	GFA safety seminar	Boonah	Peter Bell
20 Sep (tentative)	Committee Meeting	McCaffrey Field	Richard Hoskings
21 Sep	GFA safety seminar	Gympie	Peter Bell
27 Sep – 4 Oct	QLD State Championships	Warwick	Michael O'Brien
11 Oct	General Meeting	McCaffrey Field	Richard Hoskings
18 Oct	Cross Country Training	McCaffrey Field	Shane McCaffery
6 - 28 Nov	RAFGSA III	McCaffrey Field	Ralph Henderson
8 Nov	Committee Meeting	McCaffrey Field	Richard Hoskings
15 – 22 Nov	NSW State Championships	Lake Keepit	Harry Medlicott
13 Dec	General Meeting	McCaffrey Field	Richard Hoskings
28 Dec – 9 Jan 04	Multi Class National Championships	Gulgong	Ralph Henderson
2004			
11 – 23 Jan	Club Class National Championships	Waikerie	Ralph Henderson
9 – 17 Apr	QLD Easter Competition	Chinchilla	Ralph Henderson
25 Sep – 2 Oct	QLD State Championships	Kingaroy	Ralph Henderson
4 – 15 Oct	Multi Class National Championships	Dalby	Ralph Henderson

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 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

	Day	Instructors	Tug Pilots	Duty Pilots
Sep tem ber	Sat 6 th . DDSC AGM	S Mc Caffrey R Hart R Hoskings	F Ning TBA	B Flood G Hennessey
	Sun 7 th .	T Cavanna J Grosser B Hofmeister	B Ward M Robertson	F Ning G Valler
	Sat 13 th .	M Codling R Henderson C Downs	L McQueen A Garrone	R Armstrong P Bart
	Sun 14 th .	P Bell B Daniel	R Keen D Baartz	P Blackmore C Booth
	Sat 20 th .	Jenny Thompson B Keen	D Cramer J Geddes	L Day D Edwards
	Sun 21 st .	Jeremy Thompson E Matuszczak	D McCaffrey Jenny Thompson	D Gliddon C Hall
	Sat 27 th . QLD Comps Warwick	A Garrone T Lake	J Knox R Green	J Somerville A Straume
	Sun 28 th .	K Senz A Wetherspoon	P Kurstjens Jeremy Thompson	S Tromp G Gillmore
O ct o b er	Sat 4 th .	Jenny Thompson B Keen	A Garrone D Gerschwitz	B Rolff R Sundell
	Sun 5 th .	K Senz J Grosser	F Ning J Thompson	P Wetherspoon R Percy
	Sat 11 th .	M Codling T Lake	L McQueen T Barker	K Allen J Davis
	Sun 12 th .	S McCaffrey C Downs B Hofmeister	P Kurstjens D Baartz	M Dullens D Ferguson
	Sat 18 th .	A Garrone R Henderson	B Hoffmeister B Keen	A Midwood N Muspratt
	Sun 19 st .	P Bell A Wetherspoon E Matuszczak	D Cramer B Ward	L Matuszczak J Parslow
	Sat 25 th .	Jeremy Thompson R Hart	J Knox M Robertson	P Gliddon M Hatrman
	Sun 26 th .	T Cavanna B Daniels R Hoskings	R Green	H Hufmeister G Todhunter
N ov e m b er	Sat 1 st .	K Senz J Grosser	F Ning B Keen	Koji Masuda David McEvoy
	Sun 2 nd .	M Codling R Henderson	B Hoffmeister R Green	Phillip Downey Joan Robinson
	Sat 8 th .	J Thompson B Keen	L McQueen D Baartz	Charles Gillmore Greg Valler
	Sun 9 th .	R Hart B Hofmeister	R Bradley TBA	Paul Blackmore Clive Booth
	Sat 15 th .	P Bell E Matuszczak	J Geddes Jenny Thompson	Bob Flood Graham Hennessey
	Sun 16 th .	T Cavanna R Hoskings	B Ward P Kurstjens	Leslie Day Gordon Gillmore
	Sat 22 nd .	J Thompson B Keen	J Knox T Barker	Richard Armstrong Paul Bart
	Sun 23 rd .	A Garrone A Wetherspoon	Jeremy Thompson TBA	Dominic Edwards Jim Somerville
	Sat 29 th .	J Thompson C Downes	M Robertson D Gerschwitz	David Gliddon Andrew Straume
	Sun 30 th .	K Senz B Daniels	A Hurst. TBA	Chezhan Hall Sara Tromp