



Web Site [www.ddsc.org.au](http://www.ddsc.org.au) OR [www.gogliding.org.au](http://www.gogliding.org.au)

**Chaotic**

**Darling Downs Soaring Club**

**Newsletter November & December 2008**

**Editor: Dave Holbrook [holbrookw-ddsc@yahoo.com](mailto:holbrookw-ddsc@yahoo.com)**

### **Photo competition –**

Last month, we had a Musterle a high performance plane from the late 20s pictured below soaring at a famous German site.



The question was – over which city did it soar in 1931? The answer – New York.

No competition this time, but a proposed new launch method...



### **CFI's report**

Congratulations to Shane Roberts on his first solo and to Leonid Motin on achieving his initial cross country rating.

I said last month that we had become busy again, and it is good to see that it has continued on. I would like to start by saying thankyou to all the duty crews for the long hours they are putting in almost every Saturday and Sunday. That includes the instructors, coaches, tow pilots and duty pilots. And while the people rostered are putting in a lot of effort so are a lot of volunteers who are helping out when not rostered and are keeping our operation going.

None of us like to see members going away at the end of the day disappointed with the amount of flying they have been able to do, and it takes effort from all of us to make the day run smoothly and efficiently.

There are great benefits for everyone from the club being busy again. Activity seems to lead to more activity, it's a positive cycle. The more members fly the more money comes into our club's coffers and we can start being able to afford that long list of things we would all like. Being busy means that members are doing more flying. That means they are gaining more experience, their confidence is building, they are progressing faster, flying for longer or further and faster, all of which is a good thing. The other positive outcome is that members are current. Generally the more current people are, the safer they will be. It also means that people are enjoying their flying more and

getting great satisfaction from the investment of time and money we make weekend after weekend.

The training panel continues to look for ways to make members progress easier through the post solo stage through to initial cross country and open cross country. There is a lot to learn in this phase and there are a range of skills to be developed. This is an iterative process. In the early flying days most of the theory that pilots need can be covered in couple of texts and in good pre-flight briefing. But as we progress further we need more and more knowledge. With this knowledge we can work on our skills and abilities, after which we need more knowledge so that we can develop further.

There is a range of information and knowledge sources out there for us to access. There are web sites, our own [www.ddsc.org.au](http://www.ddsc.org.au), the GFA website [www.gfa.org.au](http://www.gfa.org.au), and another good one is James Cooper's from WA [www.jamescooper.com.au/Gliding](http://www.jamescooper.com.au/Gliding). There are also some very good books out there including Reichmann, Brigliadori, Eckey and many more. Go to [www.glidinginternational.com/book-shop](http://www.glidinginternational.com/book-shop) or [www.egliders.org/index.php](http://www.egliders.org/index.php) and other gliding websites.

If you can't access any of these sources by Google please ask an instructor or coach.

We have rostered instructors over the Christmas New Year week in the hope that we can all get as much flying as possible over the next few months.

Ralph

Editor – I forgot to put the following in last month, so for those not on 'chat':

I am pleased to advise that Jo Davis has been appointed as a level 1 coach. As such she will join the club training panel and the Queensland State Coaching Panel.

I am also pleased to advise that Mike Codling and Robert Hart have been upgraded to level 2 coaches.

John Grosser has stood down as a coach given his limited availability due to other commitments.

Our club coaches are now Mike, Robert, George, Shane, Jeremy, Peter, Jo and myself.

Our club coaches are available to help all of us improve our flying skills, please feel free to seek their good advice.

At the state level, I continue to be the State Head Coach, now with Mike Codling and Greg Schmidt (KSC) as Assistant Head Coaches.

Since I took over from Lisa Trotter as GFA National Coaching Director in February I have had to spend some of my time dealing with national issues.

Despite this, my number one coaching priority continues to be that DDSC has the best coaching programs of any club in Australia .

If you have any suggestions on how DDSC can improve its coaching, and the flying skills of its members, please contact me or one of the other club coaches.

Ralph

## **President's Report – Pam Kurstjens**

At the AGM in September there were several changes to the committee. We are all here to serve the members, so please don't hesitate to come forward with comments and suggestions. Keep an eye on the committee meeting minutes on the website, and keep up to date with the running of the club.

### **Your new committee is:**

President: Pam Kurstjens

Secretary: Richard Armstrong

Treasurer: Bob Flood

CFI: Ralph Henderson

Tug Master: Lex McQueen

Airworthiness: Barry Daniel

Committee members: John Moore, Jo Davies, Paul Bart, Shane McCaffery.

A club is only as good as its members, and we have a very strong club which is very well supported. Whatever your talents may be, instructors, tug pilots, duty pilots, and everyone who helps in every way, thank you for your hard work, for your time and energy.

### **Current topics before the committee:**

#### **Club Brochure:**

We have a splendid new brochure designed and printed with the help of Lex McQueen. Thanks to Lex who has sponsored the entire production run of 2000 brochures plus the artwork. Anton Grishin contributed almost all the photographs. These brochures will be placed in local tourist offices, and in the clubhouse. These brochures will be placed in local tourist offices, and in the clubhouse.

**Roadside Sign.** We will soon have a new sign on the left as you come through Jondaryan heading west. This will be

back to back with a sign for Jondaryan Woolshed, and has been a joint project with Jondaryan Council over the last year or so.

#### **Clothing review:**

We have recently ordered new hats. These are bucket hats in a lightweight fabric, in a choice of beige or blue, with the club logo, and I hope they will prove popular. A review of club shirts is under way.

#### **Website:**

Tony Cavanna manages the website. Paul Bart is currently reviewing the text and content. If you have noticed anything that needs to be changed, or have any suggestions, please contact Paul.

#### **Tug Hangar:**

Unfortunately, making little progress. Members may remember a 'Notice of Development Application' sign at the entrance to the field a year ago. We did all the paperwork, but the application failed on a technicality. Subsequently, we tried a lesser application for a building approval. That was rejected a couple of weeks ago, and now we have to go through the full planning application process again! It is very frustrating. We can't just go ahead and build it, even though we are itching to get the structure up. It just shows you how a simple plan can take so long to bring to fruition. Although we are in a rural location, we are zoned as 'Outdoor Entertainment' which makes it more difficult. Another setback was the failure of an application for a grant from Queensland Dept of Sports and Recreation, which would have helped a lot with the cost.

#### **Security:**

All the club hangars are now locked and the same key fits all, with different keys for the tug shed and fuel bowser. All keys must be in the safe under the sink in the

kitchen through the weekdays. The combination is the same as the password for members' areas of the website, but is entirely numeric, so you need to convert the first three letters into the equivalent numbers using your mobile phone keypad as a guide.

### **Competitions:**

We will host and run the Queensland State Championships in late September/early October 2009, at DDSC. We will run the 2010 Nationals, at Dalby.

### **New Members:**

I would like to welcome new members Grant Harper, Dimitri Saulov, Andrew Klos and Mark Leahy.

Now a timely article that is probably a repeat. If you get stuck with the big words or numbers just skip to the recommendations.

### **Dehydration in Flight**

#### **Dr Ken Wishaw**

M.B.,B.S. F.A.N.Z.C.A.

Dehydration is an often forgotten factor in safety and performance in our sport.

As a medical specialist (anaesthetist), fluid physiology and fluid management is a central part of my practice every day.

Commonly I hear people only using water to counteract their fluid loss from sweating on hot days, obviously not realizing that strict adherence to water only may in fact degrade performance to the point of being hazardous.

A few facts needed to be understood as to why this is so. If basic arithmetic and technical details turn you off, skip to the recommendations!

Our blood and body fluids normally contain 135-150 millimoles (mmols) of sodium and 100 mmols of chloride per litre.

We probably sweat at around ½ to 1 litre per hour on a hot day while gliding. Additionally we lose water at high altitude from breathing air that has a low water content.

What we lose in sweat depends partly on our genetic makeup, but more importantly on whether we are acclimatized. The more acclimatized we are the less sodium and the more potassium we lose in our sweat. Sodium losses for a person that is well acclimatized is of the order of 5-30 mmols per litre. For someone who is not acclimatized (say an office worker who flies one or two days a week) sodium losses in sweat may be of the order of 40-100 mmols/litre.

(As a crude way of gaining an appreciation of these figures, one level teaspoon of table salt, which is just sodium chloride, dissolved in a litre of water equals approximately 100 millimoles per litre).

We do possess a very sophisticated sodium control system in our bodies that works well providing we are sufficiently hydrated to produce reasonable amounts of urine. Most of us readily excrete excess sodium in our urine. Conversely we also have a specific salt appetite. Glider pilots with low sodium levels often love salty foods at the end of the day!

Ingestion of water to replace sweat losses will decrease the sodium concentration in our blood, as we are not replacing the sodium that we are losing. Severe acute decreases in blood sodium (say 10%) may cause headaches, lethargy, apathy and confusion. Severe acute decreases

(over 15%) may cause convulsions. While this is extremely unlikely to occur in our sport, cases of convulsions occurring in top athletes who only use water replacement are documented. Suffice to say even the mild symptoms are highly undesirable for a pilot!

Potassium losses may cause low blood pressure and weakness.

Small amounts of sodium and potassium in rehydration fluids increases the rate at which the gut can absorb the fluid. Drinking only water, apart from leaving you still dehydrated (because you haven't absorbed the fluid) can make you feel bloated and nauseous.

Pure water ingestion tends to shut off the thirst reflex, even when we are dehydrated.

Taste is a critical factor on whether athletes drink adequately during exercise. Some people love pure water, others loathe it.

High carbohydrate drinks such as energy drinks, fizzy drinks and fruit juice contain 10%-30% carbohydrate. Levels of carbohydrate over 8% inhibit intestinal absorption of the fluid. None of these are appropriate for rehydration during flight.

Sports drinks are not excessively high in sodium. At recommended strengths they contain 10-25 mmol/litre. They are also designed to replace potassium losses. They do contain carbohydrate but this is of the order of 6% which will not impede absorption or cause large fluctuations in blood sugar levels.

## Recommendations

Guiding principles (on the basis that you are essentially fit and healthy) should therefore be

- Do not take off already dehydrated. Remember ground preparation is sweaty stuff
- On short flights whether we drink water or an electrolyte replacement is not critical.
- On longer flights (say over two hours) we should be aiming to replace what we are losing. Sports drinks are appropriate for this. As we are a "light physical activity in a hot environment", some dilution from the recommended concentration can be used if this makes it more palatable. Which one is not as critical as what tastes good to you.
- The carbohydrate (sugar) content is not harmful. Carbohydrate ingestion could only lead to a problem if a large carbohydrate load is taken at widely separated intervals, with the risk of insulin over secretion and low sugar levels occurring some hours later.
- Never take high sodium loads such as salt tablets.
- Food will help contribute to electrolyte intake
- Heavy coffee and tea drinkers are prone to severe headaches on acute withdrawal. Recent studies have shown that caffeine is not deleterious to sport performance and a small amount on the long flying day before or after the flight is OK.

- For the technically minded or undertaking long flying you should meet these three criteria at the end of the flight. Body weight loss should be less than 5%, urine colour should be pale (drugs and B vitamins can alter this) and urine volume should have exceeded 0.5 (ideally 1.0) mls per kilo per hour.

By way of example I undertook two seven hour mutual flights on successive days in a Super Dimona motor glider. Both days were hot and dry, and the tasks were identical.

On the first day I stuck to a water regime. By the end of the day I was nauseous, bloated had a severe headache, and mild dizziness. I opted to let the other pilot (and aircraft owner!) to do the landing. My urine output was very poor.

The following day was identical except that I used a half strength sport drink. At the end of the day I had none of the effects of the previous day (and a far healthier urine output). We flew and landed safely under my control!

For further reading on this subject there are excellent fact sheets at

[www.sportsdietitians.com](http://www.sportsdietitians.com)

Thanks to Peter Stephenson from Caboolture for forwarding this. Peter read my article on my 300k flight which was also my 5hr flight. I mentioned a headache problem despite drinking 3L of water. And thanks to Ken Wishaw for writing the article. I think I should try some of those funny powders, the yellow ones also have tartrazine (E102), yummy.

**The Weather.**

I'm sure it will not have escaped peoples attention that we've had a few storms.

I received these pictures smuggled out of McCaffrey field in an imitation platypus bravely carried by hopelessly lost Tibetan Sherpa, Afling Modung Atchu. Actually I took them off Chat – I think Shane posted them. Quite a flow!



### **Call for Articles:**

Just a reminder that if you have something you have written, then forward via email or fake platypus to [holbrookdw-ddsc@yahoo.com](mailto:holbrookdw-ddsc@yahoo.com).

And on lake McCaffrey – the truth about those strange operatic sounds you thought were coming from the far caravan... He won't sell many ice creams here.



And the cause of all this? A spider in the hanger!

Thanks go to Barry for sending the picture in.

### News from the President.

The weather has been 'Boom and Bust' recently. Great soaring conditions on some weekends have brought a spate of good flights. On 15<sup>th</sup> November, Allan Barnes and Barry Daniel launched early and flew 638km and 701 km respectively, on a declared 800km task, with climbs to 10,000 ft. Unfortunately, the weekends before and after were washed out by tropical rains. The grass is growing well on the strip.

The working bee on 8<sup>th</sup> November was wet but plenty of people turned up and a lot of work was done, and there was a fully attended committee meeting as well. We sat listening to torrential rain for hours!

Ralph ran the coaching week at DDSC from September 22<sup>nd</sup> to 26<sup>th</sup>. This was well attended and everyone enjoyed a very well run week with plenty of flying. Narelle and Kay took care of the catering and raised \$1300 for the club, which will go towards a new, larger, 6-burner stove. Thanks to Brad Anstey for towing.

Robert Hart took charge of both the Caboolture week and Kiwi week at the end of October. Thanks to Des Cramer and Gary McMahon for towing.

We plan to fly for two weeks over Christmas and New Year.

**Congratulations** go to Kyle Lambert, Peter Richards and Shane Roberts on their recent First Solos.

**Congratulations** go to Allan Barnes on winning the Club Class Championship at Kingaroy, with Mike Codling close behind in third place.

They have both been selected to represent Australia at the World Club



One windsock replaced. (I think the one on the hanger blew away in the last storm, so ...)

Also there was a recent traffic jam at the hangers – this however is a proper traffic jam...



Class Championships in Slovakia in 2010.

**Congratulations** go to Jo Davies, for winning the Tasman Trophy at the Club Class Nationals, keeping it in Australian hands once again.

Pam Kurstjens

### **Duty Pilot Roster:**

Leonid Motin	6/12/2008
Bart, Paul	7/12/2008
Anton Grishin	13/12/2008
Armstrong, Richard	14/12/2008
Bill Smith	20/12/2008
Sundell, Roly	21/12/2008
Valler, Greg, Michaela	27/12/2008
Hook, John	28/12/2008
David Nash	3/01/2009
Davis, Jo	4/01/2009
Holbrook, Dave	10/01/2009
Barnes, Allan	11/01/2009
Allen, Keith	17/01/2009
Ian Lesh	18/01/2009
Matuszczak, Libby	24/01/2009
Harris, Steve	25/01/2009
Flood, Robert	31/01/2009
Hennessy, Graham	1/02/2009

Instructor and Coach Roster on Next Page.

### **Bunya Wave.**

Allan Barnes already posted this on chat, but for those who don't see that here it is reproduced.

Hi all,

just thought I'd give you an update of my flight from 18<sup>th</sup> may - one of my more memorable. After Bob Ward's wave prediction on Friday, I packed my gloves and longjohns into my weekend kit before driving up to the club (thanks Bob!). On

Sunday morning, more thanks were due to Jeremy (for clarifying the airspace situation) and Gary (for agreeing to tow me and Robert in such challenging conditions).

Robert launched first in Alice. My launch certainly kept my attention focussed but was uneventful. I had in the back of my mind that a diamond height gain might be on, (16,250ft) and with the airspace limit at FL185 this meant I had to have a low point in the trace of FL2.25 or 2250ft. With the airfield at FL1.25 on Sunday, I had to have a low point below 1000 ft. So I came off tow fairly early and dived down to about 750ft to make sure. Then it was a tricky scrape away from there until I finally felt comfortable at about 4600ft. Robert and I then headed towards Kaimkillenbun, with me topping up at every opportunity. My Winpilot was showing winds of about 20-22kts from the SW so I didn't want to be low in those conditions!

I got the best thermal climb of the day just downwind of the town, this took me to 7300ft and I decided not to bother trying to ridge-soar the bunyas but just to dive straight over the back. The sink was severe, even at that height, but I found a lee-sider that took me back up to 6300. In hindsight I think I missed an opportunity to get into the wave from here, but I couldn't find a transition from the top of the thermal.

Eventually, I drifted further and further downwind, just trying to maintain station, getting lower all the time. This phase of the flight lasted over an hour, with me working weak thermals, and pushing back upwind to try and find another. I called my retrieve, Dave (thanks Dave!) to let him know I was still airborne but would almost certainly be landing at KRY. I was now directly over Kingaroy airfield at 1200 ft

and setting up for a downwind call when I got another thermal that got me back up to almost 5000ft. With that my enthusiasm returned and I began working back upwind towards the bunyas. I found another thermal between Kingaroy and Nanango that got me up to just over 7000, and here I contacted what turned out to be the tertiary wave.

This took me to just on 10000 (yeeha!) but it was already 15:20 so I knew I had to get into the primary wave pronto in order to have a chance at my diamond. I pushed forward and found a weak secondary which I could only take to about 8700ft, then pushed on towards the mountains. I was down to 6300 when I finally hit the primary. Not particularly strong, but I worked it up for the next hour, finally topping out at 15620ft! I had easy glide back to DDSC from here, but my retrieve was already almost at Kingaroy! I'd made several attempts to contact Dave as I climbed, but couldn't get any phone reception. So with the sun only 15 minutes from setting, and a 45 minute glide back to DDSC,

I decided that Kingaroy made more sense. I looked back at Kingaroy airfield, which looked 45 degrees below me, turned tailwind, opened the brakes, and made my inbound call - *traffic Kingaroy, glider Mike Fox, inbound from the south, 10 miles, descending through 15,000 ft, estimated circuit area 7 minutes*. And I made it! Dave was just pulling up with the trailer as I landed and the sun disappeared. Even though I didn't get close to my diamond, it will certainly go down as one of my most memorable flights.

Allan Barnes

Wow – thanks for that Allan. Now as Allan had no pictures, I've found some earlier

pictures, taken in wave while we were hang gliding. One picture has Allan in it.

### Wave Pictures –Dave Holbrook

I found these old pics a while ago. The originals are somewhere in a box and these were scanned for a website originally. However I have the images as I took them off the website before it got removed.

After Allan's wave flight, I thought perhaps you'd all like to see some wave pics taken from hang gliders. If not, turn away now.

The first picture is taken at a well known wave site for hang gliding and paragliding in the Yorkshire Dales. The site is Wether Fell, a wether being a castrated ram, presumably from slipping off the edge of the hill. The wave sets up usually quite gently and we have flown with paragliders up to about 4000' asl in wave here. In fact I have seen it waving here with less than 2knots of wind on the hill. (In those situations it picks up very slowly as you climb, but definitely is wave; for example you gain 10 feet on each 600' beat).



This is myself going through the cumulus cloudbase. Often flying at this site can be rough when wave and thermal combine. Once through the thermal layer it gets

nice, and you can push the bar out (pull the stick back), sit on stall and go up...



This is approximately above Kettlewell I think, I was descending after flying at 5000' above cloudbase for 1hr when I spotted a photo op' as this bar formed.



Looking down on Ribbleshead Viaduct (famous railway). If you can see it you're doing better than me. I had tried to push into wind, but found that out of the bounce the headwind was about 30kts. In the bounce of course all the wind is going upwards!



This is Allan (Barnes) in my glider, taken by Simon (waveman) Scott. I unfortunately was at work. Doh! Allan, also unfortunately didn't know I'd removed the hang-strap off my glider (not sure why). So here you see him hanging by a roof-rack tie. Only a couple of years later those same ties broke from UV degradation as I was doing them up...



Magic Mountain - Omarama

Of course we have had some wave flights in NZ, but not this time. We tried to get into it, it looked possible, but never was... A fantastic cloud though. It is sitting above 'Magic Mountain' near Omarama otherwise known as Ahuriri. Driving down Magic Mountain is extremely scary and the nearest person after outlanding has to go and get the 4WD.

I have some other good wave pics but they are still in a box in Vic. The lowest we ever contacted wave (and took it to the lenny), was on a very cold snowy day at Whernside in Yorkshire which is near the Ribbleshead Viaduct.

We went through 1700foot per min average sink to reach the primary bounce. And we hit the bounce at no more than 200' from the deck I reckon. We were looking directly at the back of Ingleborough hill in 1000 fpm, smooth as!

So I went from legs out and trying to land safely in a rocky paddock, (in about 15 seconds) to skying out! The glider rocked, shook, then went BANG – and started screaming upwards.; giving me time to breath calmly and let my trousers dry out. (From the snow on take-off I mean).

Here are some scenic shots of Lake Ohau near Omarama.



Western end of Lake Ohau

### **And Finally...**

I have padded out this issue a bit to make up for the fact that I may not get a full issue out in December as we will be away. It just depends on my time and internet access at Naromine.

**Christmas Party on Sat 6<sup>th</sup> Dec. Let Libby know if you're coming please.**

**Instructing Roster:**

DUTY ROSTER December 08	
Date	Coach/Instructor
Sat 6	Jeremy Thompson (L2/Coach) Pearce Mitchell (L1)
Sun 7	Jenny Thompson (L2) Paul Bart (AE)
Sat 13	Ralph Henderson (L2/Coach) Chad Nowak (L1))
Sun 14	Denis Lambert (L2) Steve Harris (AE)
Sat 20	Mike Codling (Coach) Richard Hoskings (L2) Bob Flood (AE)
Sun 21	Tony Cavanna (L2) Barry Daniel (L1)
Fri 26	Richard Hosking (L2)
Sat 27	Jo Davis (Coach) Peter Bell (L3/Coach) Greg Valler (AE)
Sun 28	Charlie Downes (L2) Keith Allen (AE)
Mon 29	Denis Lambert (L2)
Tue 30	Jeremy Thompson (L2/Coach)
Wed 31	Jenny Thompson (L2)

**November Tug Roster:**

Sat 6 <sup>th</sup>	Pam Kurstjens Brad Anstey
Sun 7 <sup>th</sup>	Gerrit Kurstjens
Sat 13 <sup>th</sup>	Jeremy Thompson
Sun 14 <sup>th</sup>	Brad Anstey
Sat 20 <sup>th</sup>	Andrew Straume
Sun 21 <sup>st</sup>	Andrew Straume
Fri 26 <sup>th</sup>	
Sat 27 <sup>th</sup>	Gary McMahon
Sun 28 <sup>th</sup>	Gary McMahon
Mon 29 <sup>th</sup> – 30 <sup>th</sup>	

**DUTY ROSTER**

**January 09**

Date	Coach/Instructor
Thu 1	Peter Bell (L3/Coach)
Fri 2	Ralph Henderson (L2/Coach)
Sat 3	Jeremy Thompson (L2/Coach) Chad Nowak (AE)
Sun 4	Jenny Thompson (L2) Paul Bart (AE)
Sat 10	Ralph Henderson (L2/Coach) Barry Daniel (L1)
Sun 11	Tony Cavanna (L2) Steve Harris (AE)
Sat 17	Peter Bell (L3/Coach) Keith Allen (L1))
Sun 18	Richard Hoskings (L2) Bob Flood (AE)
Sat 24	Mike Codling (Coach) Ralph Henderson (L2/Coach) Greg Valler (AE)
Sun 25	Denis Lambert (L2) Pearce Mitchell (L1)
Sat 31	Jo Davis (Coach) Charlie Downes (L2) Bob Flood (AE)
Sun 1	Tony Cavanna (L2) Paul Bart (AE)

DUTY PILOT ROSTER ON PAGE 8 – I will try to get them all on the same page in future.