



CHAOTIC NEWSLETTER OF THE DDSC

APRIL 2013

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STOP PRESS Things recived late that you need to know.

- General Meeting at the club on Saturday evening the 11th of May
- Ab-initio course planned for NSW/QLD School holiday period 1-6 July. (Queries to Denis Lambert/Jenny Thompson.)
- Gympie Gliding Club has invited DDSC members to enjoy gliding over their very scenic region in the period of late May/early June (John Ennis is point of contact)
- WELLCAMP UPDATE:- Wagner's Cement is a wealthy locally based family-owned company involved in cement, concrete, steel & transport amongst other things. They sold their quarries including Malu quarry (just across the highway near Jondaryan) a couple of years ago to Boral. They apparently have money burning holes in their pockets. They are putting millions into the development of a privately owned airport at Wellcamp, to take 737's and even larger aircraft.

Toowoomba Regional Council gave planning permission without impact assessment, to the dismay of the many owners of horse properties around the site. They had no consultation with Oakey or CASA about airspace, and the site is just inside Oakey's airspace to the south west of Toowoomba.

They are sinking a lot of money into this, and are doing so with the blessing of TRC.

McCaffrey's Field is about 37 km, 20nm, from Wellcamp Airport.

CASA held a meeting at Darling Downs Aero Club recently, to get feedback from local operators over the current airspace situation and to help them develop airspace ideas to suit the new airport. Charlie Downes and Denis Lambert were there to speak for DDSC and handed in a written submission.

The meeting was crowded with private and commercial operators, and representatives from Oakey.

Certainly, aircraft approaching from the north west will go over or close to DDSC, just as traffic for Toowoomba does at present.

we await developments.



Pam

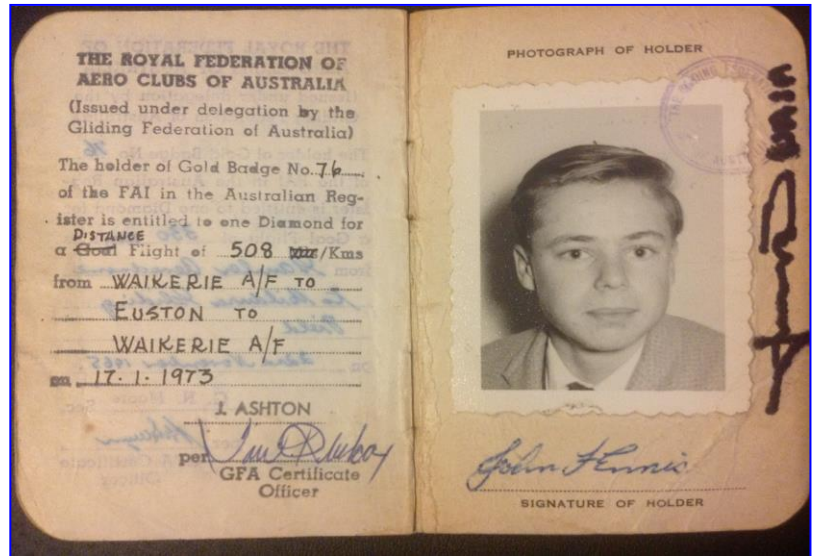
From The President

This issue we have a personal story from John Ennis our president about how he got into gliding just a few years ago.

How I started gliding (John Ennis)

I started gliding when still at High School, in early January 1962 (I wasn't born yet 'Ed'). I had been aero-modeling since I was 11 years old, and some of the aviation books I read in those primary school days had bits about gliding, mainly slope soaring but no mention of it existing in Australia.

A more skilled friend and I built and flew some model gliders, of our own design, off the sea slopes near Halletts Cove in SA. We lost some of them as they went up out of sight in coastal thermals.



A John Ennis from some years ago

One day on a family drive, looking at the sky near Parafield airport I saw a graceful aircraft silently circling. My father confirmed my thoughts that it must be a glider but commented that they were little more than sticks covered with strong paper (probably true of the gliders when he was a kid) and that anyway I would never be able to fly one (not being courageous, a sporting type, physically active nor generally being a high achiever).

So, the next weekend I showed him. I Took the train from Brighton to Gawler (for those not familiar with Adelaide this is similar to Cleveland to Caboolture 'Ed') and walked Easterly out of town towards the hills looking for a likely slope launching site when someone stopped to offer me a ride they told me that the gliding club was at the airport to the West of town so I walked back over there (around 5 kms from the station to the airfield 'Ed').

That day I was told I needed a note from my parents, not being 21. A few weeks later I went out there again on the train and had a passenger ride (I think for 10 shillings) flying with Klaus Endler. It was a very low cable break but Klaus turned steeply for a while and eventually climbed all the way up to 800 ft AGL. We had about 5 minutes and came down because that was apparently normal for a passenger ride then and numerous other passengers were waiting. Among the passengers that day were Charlie Suter, Carmen Suter and Sue Suter (later Sue Martin) who, as a young gentleman, I let fly before myself. We all joined the club within a few weeks, all went solo and 3 of us became competition pilots within a matter of years and later bought our own aircraft. Sue became a National Champion and flew in international competitions.

My training was in the, club built, ES49's



An ES 49 similar to the one John learned to fly in (from SAGA website).

and my first single seater was the Grunau (Baby).



A Grunau Baby (from SAGA website)

My recollection is that I flew about 85 hours in it within a year or two gaining my Silver C and Gold height in it, directly over Gawler clubhouse.

The first Nationals I attended was at Benalla, possibly around Christmas 1963 or 1964. One or two years later the nationals were at Benalla again and I took the brand new K13 of ASC and flew it alternate days with other ASC members, possibly

Bob Foreman and Andy Wosniakowski. My navigator was Jane Philcox, daughter of Tom and Kath, sadly we will both share sad memories of those comps forever. At those Nationals, one day, they continued to launch about 50 gliders even though there were very few thermals and the tops were not much above launch height. The inevitable happened and there was a fatal collision between a KA6 and an ES59 Arrow, killing Ralph Chapel in the Arrow. It could easily have been us we had very narrowly avoided several collisions only minutes before. Straight after out of fear, we immediately headed off on task despite the conditions being so unsuitable. There was no radio in our gliders back then and after a long hard day of battling we completed a quadrilateral of about 300km, returning just before sundown we then learned the sad news. Since then I have been uncomfortable in gaggles and never really enjoyed serious competition, preferring to make long flights alone.

Even so, the next nationals were at Waikerie and I flew one of Adelaide's two Ka6s, mainly because that was what one was expected to do in order to fly the flag for one's club, etc. Back then a Ka6 was for competitive pilots. In those days some 500km FAI triangle flights were done in them and much longer flights to goal etc. In fact, if I recall correctly, the second 500km triangle in Australia was flown from Waikerie, by popular ASC member, Dick Deane, in ASC's original Ka6Br aircraft.

There are several references to Gawler, ASC, Adelaide's in this article all refer to the Adelaide Soaring Club which has operated from Gawler since 1950 'Ed'



A Slingsby T35 Austral VH-GFX, John recounts a day he flew 20 TIF's in this actual aircraft it appeared to be a poor day however as he apparently beat the Tiger Moth tow plane down several times! It is also thought to be the only known T35 Austral ever to exist 'Ed'.

Photo from Australian Gliding museum website.

From The CFI

How the CFI has seen the last few months.

Easter Comps - As I'm sure you're all aware the Easter Comps were recently run at Goondiwindi over the Easter holidays. This was, by all reports, the largest fleet ever seen at a Qld Easter competition with over 50 gliders attending. The weather behaved itself for the most part with only two days being lost (apart from the practice day) to weather. One day due to rain and one day due to overcast conditions. The site is exceptional with good options in all directions and no serious airspace obstructions. For the first time in a number of years a strong two seater class was also run, which added to the interest. The comps organisation was slick, very safe with the only real issue being the problems with scoring which took some time to rectify. DDSC was very well represented by at least 21 pilots with another three pilots involved with towing, a great effort. DDSC also had a number of pilots notch up individual 1st place days wins as well, which was a great effort for those involved. Of particular note was the performance of Leon Moran who performed very well throughout the week in his first comps and won a string of awards and enough deck chairs to outfit the Queen Mary.



My count is 49 gliders ready to launch. The 50th is DDSC's Geoff Pratt and his PIK20E self-launcher at the front for a sniffer (WGC photo)
Well done to all involved.

Training Panel (TP) – We have a large group of experienced and dedicated Coaches that are prepared to help you with your flying progress, however you need to also help yourself by approaching them to assist you as they can't help you if they don't know about. If you're unsure about whom to speak with please contact me and I'll put you in contact with a Coach or Coaches. It is hoped that we will be able to set up a more structured program of coaching that will assist pilots to achieve their aims and improve their performance. Please make use of their expertise and experience to improve your cross country performance and general flying.

The TP has had a number of new additions and upgrades. Please welcome Allan Barnes to the TP as a Coach, while Jenny Thompson has also had the role of Coach added to her list of credentials. Both pilots bring a wealth of experience to this role and it is anticipated that they will be able to pass that knowledge on to up and coming pilots.

The role of the Coach in accordance with MOSP 4, para 3.4.1, is to supplement the training provided by the instructors, with particular emphasis on cross country and competition flying and assisting pilot to obtain their Glider pilots Certificate (GPC). The training provided by the Coach supplements that training provided by the instructor's manual. Coaches are also responsible for the promotion of higher standards of cross country and competition flying among Australian pilots, up to and including international competition.

If you're unsure about what occurs with Coaching or the benefits from it please have a read of MOSP 4 on the GFA website, Section 3.4 and /or speak with one of our Coaches.

Club Website - If you're after information about what is required to obtain that next rating or qualification, or what hours you need to upgrade to the next glider, please have a look at the Standard Operating Procedures (SOPs) on the club website or contact me for a PDF copy. The website has a wide range of helpful information about courses, aircraft hire costs, flight manuals, safety documents etc that you will find useful. Try to take the time to have a look as the answers to many of your questions concerning gliding can be found there. By all means feel free to contact me if you cannot find the information that you require about aircraft, instructional or safety related issues.

Achievements – Please congratulate Robert Gould on achieving his Silver C Certificate in the one flight recently in the Jeans. The day was good but not brilliant and Rob had to work hard to achieve his five hours. Jamie Walker also completed all three Silver C requirements in the one flight and is currently awaiting ratification of his claim. New club member Kerry Klein also achieved his solo rating during a recent training week run by Charlie Downes and has now converted to the Jeans as well. Ralph Henderson once again ran a successful Kiwi week supported by some fantastic weather on a number of days. Our club President John Ennis has also been running a series of mini-comps, which have not had the best run of weather, however they are great initiatives and deserve your support. Please support these types of events as more support will lead to their continuation.

Future Events – Flying from other sites is a great way to expand your horizons (literally), increase your level of experience and meet other club members in a relaxed environment at a new site. In the past the club has operated from sites as such as Millmerran, Rainbow Beach, Jimbour House and Watts Bridge. Examples could be Watts Bridge ridge soaring in winter, Bunya Mountains ridge soaring in winter, Murwillumbah around the Mt Warning crater area, flying out of the airstrip at the bottom of the Toowoomba range, flying along the main range north of Cunningham's Gap or a Lake Keepit trip. It only takes someone to come up with the idea and then put the plan together. That someone can be anyone. Please don't wait for someone to organise it, be that someone.

Courses – Jenny Thompson has taken up the challenge of managing the requirements for mid-week course and flying during the year. The aim of this is to provide additional training and flying opportunities for club members and pilots from other clubs. Please support this great initiative if and when Jenny asks for your assistance or involvement.

Safety – I have put together an article about incident/accident causation which I hope should explain how they occur and more importantly how to avoid them. Correctly assessing your fitness to fly on a particular day is one of the best defences that a PIC can use. If it feels wrong or looks wrong, think hard about your decision to fly or continue to fly. Follow the procedures and processes that are in place. They are there for a reason. It's a sport and in the end your safety and the safety of other pilots that you fly with is of a paramount importance. (See this article further on in Chaotic 'Ed')



If the CFI is looking at the camera I hope the man in the back seat (Alain Potier) is flying!! (WGC photo)

Enjoy you flying and stay safe.

Denis Lambert

CFI DDSC

350 KMS in a Pooch

A story of how you can go somewhere in a Puchacz by Gordon Reddek (Gympie Gliding Club)

13 December 2012

The Pooch and the 350km Saga.

This story goes back to the 24th Jan 1987. I went solo at the Gympie Gliding Club and John Ennis was one of the instructors at the time. My logbook tells me that John checked me out in the K13 on 26th Jan 1987 and the check flight was "OK". Twenty five years later we were to meet again at Caboolture Week at the DDSC and I was VERY keen to meet him because I had heard that the DDSC owned a Duo Discus and what better place is there to renew an old friendship than in a Duo, an aircraft I had only heard and dreamed about.

To cut a long story short, inclement weather cut Caboolture week short by a few days and John and I had not managed to get into that Duo. On the last flying day however a Pooch was free so John and I decided to grab the opportunity to give this cross-country thing a burl in the Pooch. My longest flight had been a 168km Silver C attempt at the Cunderdin Club in WA.

We set ourselves the task DDSC - Millmerran - Jandowae - DDSC. John wanted to get at least 300km in if we could. If I remember right we were the third aircraft to launch that day. I had done the DDSC - Millmerran stretch with Peter Bell the day before so I was brimming with confidence and was keen to see the Dalby side of the area. I took my new Oudie along hoping to master it on the trip.

Cloud base was about 8000ft and it was a bit hazy so we set off in a south westerly direction towards Millmerran. I was just beginning to pick up some sort of proficiency with map navigation and was pleased to be able to pick up the Toowoomba - Cecil Plains road, Cecil Plains in the distance, and the two branches of the Condamine river. John let me do a lot of the flying and when we approached Millmerran it became clear that we were getting uncomfortably low. I was looking around for paddocks. John asked me to fly to an area of good paddocks to the west of the town. His expectation was that we would find lift there, which we did. I proved to be good at getting into the lift and then dropping out of it. When I got to my second circle in sink at this low altitude John very politely requested me to hand over control and proceeded to demonstrate the fine art of clawing back up into the sky with what can only be described as tenacious thermalling.

We had planned to by-pass the town to the mine on the south side but the slow progress in the weak thermal and the wind drift ensured that we got a good look at the town. The lift was clearly fading in this part of the world so when John had recovered sufficient height we decided to head back north to the friendly cu's we had come from. In the stretch from Millmerran to Dalby I was introduced to the fine art of NOT thermalling in lift under clouds until you have determined that you are not in fact in a street. There were near whole suburbs of streets up there. The reprimand was swift when I did thermal or dolphin in lift and did not immediately increase speed when we entered sink. My usual habit of wafting in and out of lift for ages at thermalling speed is clearly a

bad one. There was a lot of insistence on having a good plan on how to fly, and sticking to it, coming from the back seat.



A pretty picture of the Puch looking like a low pass here (picture from the wikimedia website)

We arrived at Dalby on speaking terms and close to cloud base. Gazing out along the Dalby-Jandowae road we could see Jandowae in the distance basking in heavenly sunlight under a beautiful blue summer sky. To the right we were presented with a long line of lovely fluffy cumulus clouds stretching all the way to what the map called "The Dividing Range". For some odd reason John seemed to lose interest in Jandowae at this point and showed a distinct interest in pursuing the "street" to the mountains on the right. There were mutterings like: "I really DO want to get three hundred in on this one" etc. taking place in the back seat. As much as I would have loved to see Jandowae from the air I decided that a good old trundle along the street from Dalby to the Bungle Bungles (or whatever they call that range) and back again would be just as much fun. So off we went to the mountains. On the way I did notice that that street wasn't exactly a highway. More like short stretches of sealed road followed by long stretches of dirt road with a surprising number of traffic circles. Anyway the going was OK. I flew, and whenever my concentration flagged too badly I found I could rely on the back seat to "sort it out". The change of terrain was interesting. There was not the abundance of tablecloth sized landable paddocks I had become used to seeing up to this point. There were more handkerchief-sized paddocks nestled amongst a lot of very landing unfriendly trees. We clearly did not want to get low here. When we got to the range, I found that it was not exactly the Swiss Alps I had expected. From high up even mountains look fairly flat. John was happy when we got more or less level with Jandowae, and like myself seemed keen to now ride that superhighway back to Dalby.

As we turned to face Dalby the great power of evaporation presented itself to us. Only moments earlier there had been a super highway of cumulus all the way to Dalby, there was now only a smattering of cauliflower clouds. At this point John turned his attention to the Oudie, and wanted to know the distance to the field. We tippy toed from cloud puff to cloud puff with John extracting every inch of lift he could find under each one of them. Slowly, ever so slowly, we moved away from the mountains into better terrain and ended up very close to Dalby at close to circuit height. John's conversation now included phrases like "I recon we only have a 50/50 chance of getting back" and "What does the Oudie say about how far we are from the field". At one point I was instructed in the politest way to be quiet and John went into intense air feeling mode. He found what I considered to be little more than a bump and turned into it. What followed was a superb weak thermal recovery. I must admit to being very impressed. Starting with only one knot of lift he tenaciously rode that thermal all the way up to about 6000ft. It took ages, and in the process we drifted so far south east of Dalby that the town just about vanished. When we got to the top John was a different man. Totally rejuvenated now he wanted to know how far we had flown (on the Oudie) and how far we were from the field. Suddenly it was "With this height we can do 350km lets go to Oakey". I would have been the happiest little Vegemite just to land, at this point but John was on a high so we overflew the field and headed off in the direction of Oakey, me continuously reciting "the distance flown" and the "distance to the field " from the Oudie. When the two numbers added up to 350km, John must have sensed that I had had enough and despite the fact that we were a few kilometres short of Oakey, reluctantly turned the Pooch around and headed back to the field. We had heaps of height to spare so I was subjected to comments like "You know we could have got to Oakey with this height." I was allowed to do the circuit and land. We were the last to get home, and in slowly fading light. We had been in the air for six hours and seven minutes. So ended one of my most memorable flights



A real Puchacz its polish for the Eurasian Eagle Owl (From the wikimedia website)
Cheers,Gordon Reddek.

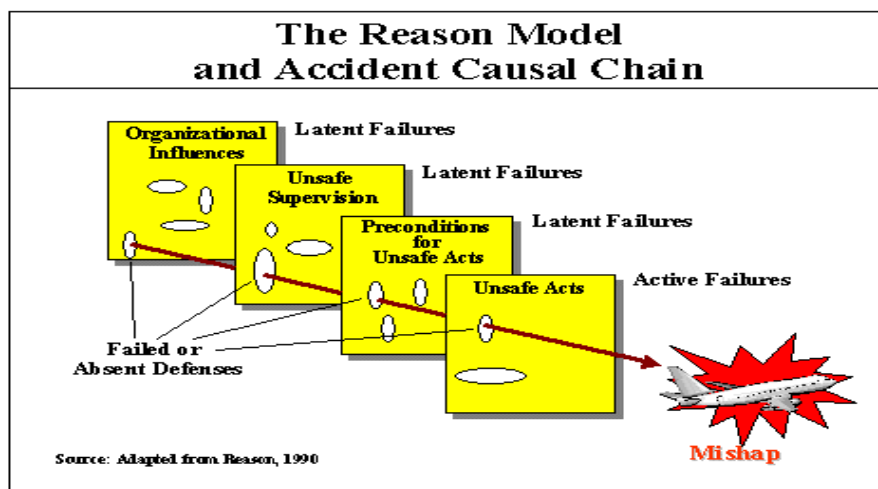
Preventing Incidents and Accidents

The **Swiss Cheese model** of accident causation is a model used in the risk analysis and risk management of human systems, commonly aviation, engineering, and healthcare. It likens human systems to multiple slices of swiss cheese, stacked together, side by side. It was originally propounded by Dante Orlandella and James T. Reason of the University of Manchester (Reason 1990), and has since gained widespread acceptance and use in the aviation safety industry. It is sometimes called the **cumulative act effect**.

Reason hypothesizes that most accidents can be traced to one or more of four levels of failure: Organizational influences, unsafe supervision, preconditions for unsafe acts, and the unsafe acts themselves. In the Swiss Cheese model, an organization's defences against failure are modeled as a series of barriers, represented as slices of Swiss cheese. The holes in the cheese slices represent individual weaknesses in individual parts of the system, and are continually varying in size and position in all slices. The system as a whole produces failures when all of the holes in each of the slices momentarily align, permitting (in Reason's words) "a trajectory of accident opportunity", so that a hazard passes through all of the holes in all of the defences, leading to a failure.

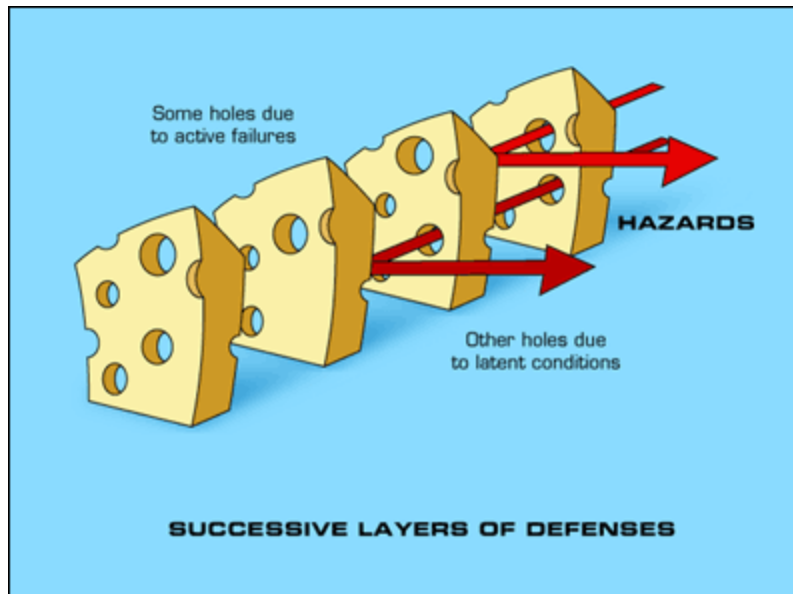
The Swiss Cheese model includes, in the causal sequence of human failures that leads to an accident or an error, both **active failures** and **latent failures**. The former concept of active failures encompasses the unsafe acts that can be directly linked to an accident, such as (in the case of aircraft accidents) pilot errors. The latter concept of latent failures is particularly useful in the process of aircraft accident investigation, since it encourages the study of contributory factors in the system that may have lain dormant for a long time (days, weeks, or months) until they finally contributed to the accident. Latent failures span the first three levels of failure in Reason's model. Preconditions for unsafe acts include fatigued air crew or improper communications practices. Unsafe supervision encompasses such things as, for example, two inexperienced pilots being paired together and sent on a flight into known adverse weather. Organisational influences encompass such things as reduction in expenditure on pilot training in times of financial austerity, reducing courses lengths or pilot standards. Figure 1 below illustrates how these failure modes align.

Figure 1: - The Reason Model and Accident Casual Chain

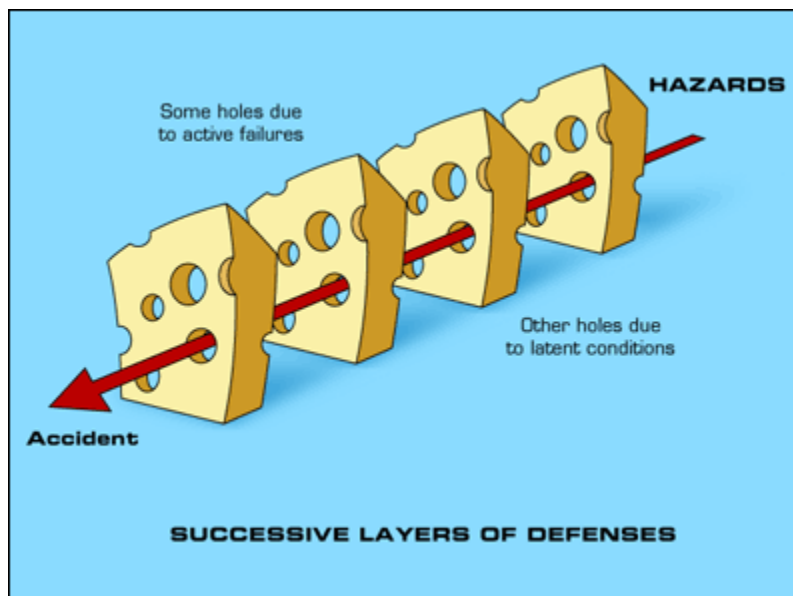


A simple example is shown below:

Every step in a process has the potential for failure, to varying degrees. The ideal system is analogous to a stack of slices of Swiss cheese. Consider the holes to be opportunities for a process to fail, and each of the slices as “defensive layers” in the process. An error may allow a problem to pass through a hole in one layer, but in the next layer the holes are in different places, and the problem should be caught. Each layer is a **defence** against potential error impacting the outcome.



For a catastrophic error to occur, the holes need to align for each step in the process allowing all defences to be defeated and resulting in an error. If the layers are set up with all the holes lined up, this is an inherently flawed system that will allow a problem at the beginning to progress all the way through to adversely affect the outcome. Each slice of cheese is an opportunity to stop an error. The more defences you put up, the better. Also the fewer the holes and the smaller the holes, the more likely you are to catch/stop errors that may occur.



Now lets look at an example:

A club pilot has been away overseas for several months for work, is very keen to fly and is just inside the 90 day requirements (currency). Our pilot arrives at the club half way through the briefing (rushed) as it's been a hard week at work (tired) and one of the pilot's young children has been in hospital during the week due to an illness (stressed). At the briefing the pilot hears about a new procedure that has recently been put in place (new process) but misses some key points earlier in the briefing about NOTAMs (the instructor is now too busy with students to provide all the details and is focussed on them).

The pilot goes to the private hangar and realises that the hangar keys are still at home (more stress), so a trip back to the bar for the spare set will have to be done. Getting to the aircraft to do the DI the pilot discovers that the rear wheel is flat (more stress). By the time that the tire is fixed the day is moving on and other aircraft are already launching. The DI is quickly done, including a quick scan of the MR. The pilot notices that the wheel brake is U/S but is not noted as a Major U/S and accepts it. The pilot also notices that the Hotelier couplings were regreased after the last flight but misses the key information of a missing second signature on the attached sign-off sheet.

The pilot does a quick walk around but fails to conduct a control check on the ABCD due to an ongoing discussion during the pre-flight checks. On the take-off roll the left aileron disconnects and the aircraft veers to the right. The pilot actuates the wheel brake only to find that it works very sluggishly and cannot prevent the aircraft impacting the side of the hangar. Fortunately no one is hurt but the aircraft is damaged.

How could this accident have been stopped?

The Pilot:

A serious self assessment of the pilot's currency, fatigue levels and stress levels could have led the pilot to the conclusion that a dual flight would be a better option, or failing that, not fly at all. Being informed of a new procedure and then missing some key points concerning the NOTAM could place doubt in the pilot's mind as to what information had changed or was missing. The pilot has continued to place pressure on themselves to fly, despite the obstacles stacking up against them. This pressure clouds good judgment and decision making. Ask yourself the question – Am I mentally capable and ready to fly. If the answer is no, don't, if you're not sure then the answer is also no.

The Instructor:

Good supervision and communication with the pilot could have addressed the new procedure, the NOTAM and would have also allowed the instructor to make an assessment of the pilot's state and ask if maybe a dual flight might be an option.

Documentation/Procedures:

A thorough reading of the MR should have alerted the pilot to a possible issue that required further investigation. This would have led to the discovery of the incorrectly connected control. The controls moved during the DI, however during the rough tow out to the flight line the aileron disconnected. A correct ABCD check without interruptions would have alerted the pilot to this.

Unsafe Acts:

Accept the wheel brake is U/S and don't fly the aircraft. The deliberate act by the pilot to accept the wheel brake U/S, given all the other circumstances, was a poor decision and proved the final hole in the accident process.

The example above is extreme but it illustrates what could and does, occur as we all have very busy lives and try to fit in flying when we can. Be self critical and assess your ability to fly on any given day.

Aviation can be unforgiving, therefore you need to be on your game. If you can see that a certain chain of events is stacking up against you, please re-assess if you need to fly or whether a dual flight might be a better option.



Don't let yourself be a crash test dummy (Photo from the D&G website)

Safe soaring.

Denis Lambert

CFI DDSC

That's it for a few months. The next issue is planned for July this will give you all some time to write some stories. If I could get some PICTURES that would be SUPER any suggestions just contact me.

See you at cloudbase just not too close the Nimbus is no sports-car!