



## CHAOTIC NEWSLETTER OF THE DDSC

JULY 2013

Editor Leon Moran [leonrmoran@yahoo.com.au](mailto:leonrmoran@yahoo.com.au) Ph 07 3261 3902 / 0415 432 204

A very full issue of CHAOTIC this quarter. The club has been quite busy most weekends I have been around at the club and this is good to see.

The clubhouse is looking great and this has been carried out by many with Chad leading the charge.

There are some very interesting stories in this issue I have read them lots of times already so I hope you all enjoy them.

### THE ROSTER FOR THE NEXT 2 MONTHS

Aug	2013	Level 2	Level 1	Coach/AEI
Sat	3rd	Bob Flood		Peter Richards (AE)
Sun	4th	Jenny Thompson		
Sat	10th	Leon Moran		Allan Barnes (C) Steve Harris (AE)
Sun	11th	Denis Lambert		
Sat	17th	Jeremy Thompson	Paul Bart	Jenny Thompson (C) David Nash (AE)
Sun	18th	Peter Hastings		
Sat	24th	Peter Bell		Mike Codling (C) Richard Armstrong (AE)
Sun	25th	Chad Nowak		John Ennis (AE)
Sat	31st	Richard Hoskings		Jo Davis (C) Geoff Price (AE)

Sept	2013	Level 2	Level 1	Coach/AEI
Sun	1st	Bob Flood		David Nash (AE)
Sat	7th	Jenny Thompson		Jenny Thompson (C) Greg Valler (AE)
Sun	8th	Leon Moran		
Sat	14th	Denis Lambert		Allan Barnes (C) Steve Harris (AE)
Sun	15th	Peter Bell		
Sat	21st	Richard Hoskings		Jo Davis (C) David Nash (AE)
Sun	22nd	Peter Hastings		Richard Armstrong(AE)
Sat	28th	Chad Nowak		Mike Codling (C) John Ennis (AE)
Sun	29th	Jeremy Thompson	Barry Daniels	Jeremy Thompson (C)



## A new position of importance at the club

As you all may be aware, given the seeming decline in the popularity of the sport of gliding GFA has been concerned about the longevity and non-sustainability of some of our soaring clubs around the country. In an attempt to reverse this trend they have placed human resources into specific development and marketing roles both at national and regional levels. Also it was strongly suggested by them that each club appoint a Development Officer to interface with them in this process and for them to be responsible for marketing the club's brand as well as lifting the general awareness and public profile of flying sailplanes. I was asked if I

would be interested in performing this role and was glad to accept the position accordingly. It is very early days for me but nonetheless I've been working in conjunction with others to do what we can in the shortest time frame possible. Already I have introduced myself to both the National GFA MDO (Terry Cubley) and Queensland Gliding RDO (David Kinlan) to let them know that we have moved forward with their request. At this point we have identified many key points and issues where we think that we can make a difference to the gliding experience for not only new inductees but existing club members to get more enjoyment also. All current and lapsed members between the ages of 16 to 26 were eligible for an application to a Queensland Young Adventurer Scholarship of \$2,500.00 and more than 50 of them have been contacted and made aware of this opportunity to advance their gliding skills at minimal cost to themselves. In the very near future my intentions are to contact all lapsed members regardless of age to try and get them back to having fun at the club and flying again. Perhaps you could assist with this on an individual basis if you know any past members who fall into this category or just as importantly any of your family and friends that have indicated to you that they wouldn't mind having done some flying in our gliders. Bring them along on a day that you're at the club and show them what happens as I'm sure that many of the general public have no idea about exactly what is possible when extracting the energy and thermal lift from the environs around us or that a glider can fly for many hours on end and travel quite some distance before returning back to the field. Another idea at some stage sooner rather than later is to have something similar to an open day at McCaffrey to provide TIFs/AECs and invite various groups, locals or others to enjoy some flying with a provided BBQ lunch. Do any of you remember the esteemed CAGIT and WDWIT trophies? Maybe we could be more pro-active with these and create better relationships to stimulate some friendly rivalry with our neighbouring and not-so-neighbouring gliding clubs? Lastly if you would like to assist me in this quest or have some ideas about what we can do to re-identify and reinvigorate the club to strengthen its brand in the current marketplace please feel free to contact me on 0439 757 838 or my email kerry.klzin@bigpond.com. Any ideas and concepts will be received with gratitude. May the sun be always shining on your face and the wind at your back! Swift, safe and sweet soaring to all."

The program so far

October 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 State Comps (Warwick)	2 State Comps (Warwick)	3 State Comps (Warwick)	4 State Comps (Warwick)	5 State Comps (Warwick)
6	7 Labour Day DDSC Cabooture Week	8 DDSC Cabooture Week	9 DDSC Cabooture Week	10 DDSC Cabooture Week	11 DDSC Cabooture Week	12 Committee Meeting and Mini Comp (DDSC)
13	14 Multiclass Nationals (Kingaroy)	15 Multiclass Nationals (Kingaroy)	16 Multiclass Nationals (Kingaroy)	17 Multiclass Nationals (Kingaroy)	18 Multiclass Nationals (Kingaroy)	19 Multiclass Nationals (Kingaroy)
20 Multiclass Nationals (Kingaroy)	21 Multiclass Nationals (Kingaroy)	22 Multiclass Nationals (Kingaroy)	23 Multiclass Nationals (Kingaroy)	24 Multiclass Nationals (Kingaroy)	25 Multiclass Nationals (Kingaroy)	26
27	28	29	30	31		

## November 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3 DDSC Kiwi Week	4 DDSC Kiwi Week	5 DDSC Kiwi Week	6 DDSC Kiwi Week	7 DDSC Kiwi Week	8 DDSC Kiwi Week	9 DDSC Kiwi Week DDSC Dinner and Minicomp
10 Minicomp (cont)	11	12	13	14	15	16 NSW State Comps
17 NSW State Comps	18 NSW State Comps	19 NSW State Comps	20 NSW State Comps	21 NSW State Comps	22 NSW State Comps	23 NSW State Comps
24 NARROMINECUP	25 NARROMINECUP	26 NARROMINECUP	27 NARROMINECUP	28 NARROMINECUP	29 NARROMINECUP	30 NARROMINECUP

## December 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14 DDSC Dinner and Minicomp
15	16	17	18	19	20	21
22	23	24	25 Christmas Day	26 Boxing Day	27	28
29	30 Solo Quest Course	31 Solo Quest Course				

## January 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Solo Quest Course	2 Solo Quest Course	3 Solo Quest Course	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18

# How to build a “NEW” glider tow-plane

By Bob Ward

In about 2005 an article appeared in one of the gliding magazines describing a homebuilt dedicated glider tug aircraft which had been built in Finland and was in regular service with a Finnish gliding club. I managed to locate a web site describing the project and my interest was further stimulated. Our gliding club along with probably most aero towing clubs had often discussed the possibility of an alternative to the ageing Pawnee with its 60 + litre per hour fuel consumption. DDSC briefly considered following the lead of the Kingaroy Soaring Club and equipping one of our Pawnees with an automotive engine. However our club committee finally decided that the risk of committing club funds to a project such as this was too great to take.



*The tail section showing tail wheel, fin structure and tail plane mounts note the tow release in the back of the frame under the rudder*

I have considerable homebuilding experience having built a wooden sailplane in the late sixties and also completed my Vans RV7A sports aircraft in 2004. In addition I had recently sold my manufacturing business and was considering taking on a retirement project.

I was in Europe during 2008 and decided to take a side trip to Finland to evaluate the Pik 27 homebuilt tow plane as a possible retirement project for myself with the intention that the finished aircraft would be operated by DDSC as a replacement for one of our Pawnees.

I was quite impressed with what I saw in Finland so decided to place my order for a Kit. This aircraft has conventional fibreglass wings and tail surfaces and requires the constructions from plans of a steel tube fuselage. The fibreglass wings and tail surfaces must be built in the factory moulds and come as closed structures but needing extensive work in the fabricating and mounting of root hardware.

I had expected that I would complete this project in two years as I had done with both my sailplane and my RV7A. However drawings and instructions for building the steel tube fuselage were delivered piecemeal more slowly even than I was able to build and it took some years before I had enough to be able to realistically complete the project.



*The engine installation, if it looks familiar it is a derivative of a Subaru automotive engine installed backwards allowing the accessories to be at the back and the drive at the front.*

The wings and tail components were delivered in a timely manner and almost all of the work is now complete on these and they have all been mounted to the fuselage. The wings are delivered as two wing halves with only spar caps protruding from the root rib. They have been joined together while mounted to the fuselage with the required angle of incidence and dihedral. They are then removed from the fuselage for the fabrication of the wing shear webs the result is a one piece wing. This is attached to the fuselage by pins which go through fuselage bushes and then to wing root hardware similar to a composite glider.

The completed one piece wing is now finished and painted, and is in storage at DDSC, awaiting the completion of the fuselage, and then final assembly.

Previous articles on the progress of this project have described the fitting of the engine, and the building of the cowlings.

I now have the engine installed again and am working on fitting the instrument panel and connecting engine electrics to the panel control system and instrumentation. When all engine systems have been fitted the engine will be removed again so that the finished and painted steel tube fuselage can be fabric covered. Then it will be a matter of transporting the fuselage and tail surfaces to my hangar at the gliding club, for final assembly, followed by inspection and finally test flying.



*A pair of wings and a good look at the tube steel fuselage compare this to the Pawnee to see it's built strongly.*

Yes it has been an enormous undertaking but I finally have the end in sight. When I started the project I had hoped that a successful completion of an Australian example of a Pik 27 could possibly give gliding clubs sufficient incentive to follow with further examples. Certainly further Australian examples would benefit from the experience that I have gained and at least a reasonably complete set of drawings and instructions now exists, which was certainly not the case when I started. I am in close contact with the builders of the Beaufort Gliding Club project and now believe that the path that they have chosen has been easier than mine (That's the Hornet GT they almost have flying they have had a team on it as well Bob makes the problems easier!! Ed). It will certainly be interesting to evaluate these two options when both are finally flying.



*A picture of the prototype PIK-27 first flight was December 23<sup>rd</sup> 2006. (pic from designers web site)*

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## *From The CFI*

### Your Pilot Emergency Parachute (The thing you sit on)

There is no question that a parachute can save your life during an emergency bailout situation. But, before you strap on that life-saving device you need to familiarize yourself with your parachute. It is important to insure the proper fit of a parachute, know how to store the parachute, familiarize yourself with riggers who will maintain your parachute on the ground and understand how to use the parachute in an emergency situation.

The size of a parachute is very important. Your parachute should be a size that can handle your weight and not specifically the stated size of the parachute canopy. Some of today's 24' and 26' canopies will descend at a slower rate than the older and larger military parachutes. The correct size is absolutely mandatory when insuring safety.

Another important factor in familiarizing yourself with your parachute is knowing how to store the parachute. The longevity of your parachute is your responsibility and is almost entirely dependent on the proper maintenance and storage. When not in use store the parachute in a bag in a well-ventilated area away from direct exposure to sunlight, oils and or acids. If you find that your parachute has come in contact with any unsafe conditions including wetness have it inspected by a qualified rigger immediately while on the ground. Besides good storage habits get to know your parachute rigger. If you don't have a local rigger get referrals from a fellow pilot or the manufacturer of your parachute. Make sure that the rigger is familiar with your parachute and has the proper packing and instructions manual before having it repacked. At the time of the repack ask your rigger to go over your parachute with you. Put it on and pull the ripcord. This will insure your awareness of the force it requires. (A 22 pound pull is all that the TSO allows.)

Establish a preflight routine of inspecting your parachute. The condition of the parachute can be directly related to your safety. A small oversight could create a safety hazard. Check the fabric for stains or wear and mildew. Inspect the hardware to be sure snaps function properly and check for corrosion. Look for fraying or nicks in the webbing and inspect for broken or missing stitches. Do a pin check on the ripcord by lifting the pin protector flap and making sure the pins are straight, and extend through the closing loop at least 1/2" inch. Make sure that the handle extracts from the pocket easily. There should be no kinks or dents in the housing. Finally inspect the packing data card. Check the last date of the inspection and repack. Australian Air Navigation Orders require an emergency or reserve parachute to have been inspected and repacked in the preceding six month. This preflight routine is mandatory to maintain the safety of your parachute.

During an emergency is not a good time to start thinking about emergency procedures. Plan in advance and know the three most important variables in the decision to leave your aircraft: attitude, altitude, and airspeed. Attitude is not only the attitude of your aircraft but also your personal attitude can affect your egress. A tumbling aircraft can be difficult to exit. Altitude is

important because a higher altitude means a better chance of having a fully deployed parachute before impact. A general rule of thumb is if you have pack opening above 1000 ft. AGL, you will have a fully deployed parachute before hitting the ground. Airspeed will also determine your exit. 160 KPH is ideal for a fast parachute opening, however if you can trade off airspeed for altitude do so.



*What a 28 foot parachute looks like deployed.*

## General Information

The primary cause of most unsuccessful bailouts are waiting too long to make the decision to bailout and not being prepared. Using your parachute is most obviously your last option. Be familiar with your particular aircraft escape procedures and practice them often until they are second nature. You must be able to react instantly to save valuable time, altitude, and your life. If you don't have an emergency egress procedure for your aircraft the best time to develop one is before your next flight.

Once you have exited the aircraft, you will most likely be tumbling. The most important thing to do is pull the ripcord immediately and throw it away. It takes approximately 2-3 seconds for the parachute to fully deploy. Altitude used for complete deployment at terminal velocity is approximately 300-500 feet. That is not the altitude to initiate emergency procedures, but the distance required for deployment and opening. Once the parachute is open, it is time to think about steering.

Guiding an open parachute safely to the ground is a twofold operation. The newer parachutes on the market today are steerable and they have control toggles installed on each riser. To turn left pull down on the left toggle and to turn right pull down on the right toggle. The forward speed of a round parachute is approximately 3-5 MPH and the 360 degree turn rate is about 6-10 seconds. First, use this forward speed and control of heading to manoeuvre away from any life threatening obstacles such as power lines or water hazards. Second, use the forward speed of the canopy to reduce ground speed at landing by facing the canopy into the wind. Your rate of descent will increase during a turn so be careful not to make radical turns below 100 ft. AGL. Make only small corrections below that altitude to maintain heading. Square parachutes have a much higher turn rate, faster forward speed and are more manoeuvrable. They require that you face into the wind and flare (similar to an aircraft) for landing. Handled properly they land much softer than a round parachute.

Landing is the final act in the bailout and it is important to follow these instructions in order to avoid injury. Steer into the wind and don't attempt any radical turns below 100ft. Look out towards the horizon and hold your knees and feet together tightly. Keep your knees slightly bent with your toes pointed down. Put your arms above your head holding on to the risers and as you contact the ground roll in the direction you are moving when you land. Try to avoid obstacles if possible. If you are going to land in a tree or power lines keep your knees and feet together and present the smallest possible profile to the obstacle. Also, turn your face to the side.

In the event of a water landing prepare for a regular landing except land downwind so your parachute will land out in front of you and not on top of you. Unfasten the leg and chest straps and swim upwind away from the parachute so as not to get entangled in the lines.

If you land during high winds after landing roll onto your back and deflate the parachute by pulling in one; or two adjacent lines hand over hand to spill the air from and collapse the canopy. Also jettison the parachute harness and cover the parachute as to not re-inflate it. There is a lot to remember in a bailout so it is important that you plan ahead and review your plan of action in case of an emergency. Parachutes may seem like expensive cushions that we carry needlessly on our back or sit on without regard. That cushion, however is a highly specialized life saving device and is vitally important to your air safety. Get to know your parachute and soon you will realize what an ally that cushion can be and why you should never leave the ground without it.



*What your parachute might look like when fitted (wish I was that skinny Ed).*

### Before Each Flight You Should Check:

1. Ripcord and housing for tackings, damage, proper seating and / or obstructions.
2. Ripcord pins, cable, handle and pocket for proper seating, wear and / or damage.
3. All harness webbing and hardware for wear or damage.

### Note:

If any wear or unusual condition is found, consult a qualified parachute rigger immediately!

### After Putting Your Rig On, Check:

1. Ripcord handle secure in its pocket.
2. Chest strap is properly threaded and running end secured.
3. Leg straps are properly threaded and running ends are stowed.

### Wearing the Parachute

There may be up to five points of adjustment on the harness.

1. Shoulder adapters (two): Should be adjusted prior to donning the harness.
2. Chest strap (one): With either adjustable v-ring and snap hardware or thread through adapters.
3. Leg straps (2): With either v-ring and snap hardware or thread through adapters.

## Note:

**Conventional Harness:** The pad on the left side of the conventional harness is designed to prevent the chest strap from being threaded through the ripcord handle. When threading the chest strap with the buckle on the right side of the harness, be aware that improper threading could result in it being impossible to pull the ripcord.

## Fitting

The parachute should be above all else comfortable. But the real reason any pilot or passenger in an aircraft is wearing a parachute is in case an emergency bailout becomes necessary. If that should happen the person using the parachute will reduce the risk of problems during egress and opening if the harness is worn snugly around the body. Take the time to properly adjust the fit of your parachute whether for yourself or for a less experienced passenger. The following steps should be taken to ensure proper fit.

## Putting on a Conventional Harness

1. Place the harness over the shoulders and hold each of the two (2) leg strap snaps snugly at each hip. If the main lift webbing is correctly adjusted, the shoulder adapters will sit just in front of the shoulder below the collarbone. The wearer should be able to stand erect and the container should not sit low on the back.
2. If necessary, remove the parachute to make any adjustments to the shoulder adapters and be sure to stow any additional riser exposed during adjustment.
3. With the parachute back on your shoulders bend forward and grasp the bottom of the container; raising the container so that it rests high on the back.
4. Reach between your legs and take hold of one of the leg straps.
5. Identify that it is either left or right. Remove any twists and fasten the leg strap v-ring adapter to the appropriate snap. The snap should "Snap" shut. Be sure that no clothing or other obstructions are caught in the snap.
6. Repeat steps 4 and 5 with the opposite leg strap.
7. Now stand erect and fasten the chest strap; either with the thread through buckle or with snap and adjustable v-ring. Tighten the chest strap but not so much as to distort the main lift webbing. Stow any free-end excess in the elastic band.
8. Reach down and grasp both leg strap free ends and tighten the leg straps. Stow any excess leg strap free-end in the elastic keeper.

Snug while standing erect is sufficient.

When you sit down in the aircraft the harness will now feel loose and comfortable.

**Note:** This information is adapted from a parachute manual and is of a general advisory nature. For detailed information you should refer to the Owners Manual of the parachute that you use. Both the Softie and the Parachutes Australia Slim Pack Parachute manuals contain good information about the parachutes and their use.



*Now that's what I call a glider parachute!!*

Cheers

Denis Lambert

CFI DDSC

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## Preventing Incidents and Accidents

Cross Country Accident Casual Factors or How to Fly Cross Country Safely

Some years back the GFA ops panel did an analysis of the factors that contribute to cross country accidents. They seem as relevant today as I assume they were then. They are set out in the sequence of how things go wrong.

Pre flight

- Lack of current gliding practice
- Lack of experience on type
- Inadequate flight planning or preparation
- Unauthorised cross country

### In flight

- Failure to observe terms of flight authorisation
- Flying over unsuitable landing area when below 2000 ft agl
- Not having a suitable landing area selected by 1000 ft agl
- Decision to break off the flight to reach the circuit joining area made too late
- Failure to make a correct assessment of wind strength and direction prior to joining the circuit
- Failure to maintain safe speed near the ground when below 800 ft agl
- Thermalling below 800 ft agl
- Failure to recognise or recover from a spin below 600 ft agl
- Failure to observe obstructions on the approach to the field
- Failure to avoid obstructions on the approach or in the field
- No recent out landing check or practice
- Deliberate ground loop to avoid hitting a fence following a gross undershoot or overshoot

### Post flight

- Attempting an aero tow retrieve from an unsuitable paddock

The following additional contributing factors were also considered relevant:

- Poor thermalling technique
- Pilot fatigue
- Speed ring setting too high
- An in-balance between pilot ability, glider performance, thermal strength and task length

So what do we do with this information now? Pre flight is easiest to deal with. This is when we have time to make decisions and others to talk to in a stress free environment. Currency on type and in the prevailing conditions is simple. If we don't have them, then we should fly locally until we have the requisite currency and confidence. If in doubt on any of these things pre flight, talk to an instructor or experienced cross country pilot on the ground while you have time.

In-flight is much more difficult. There is nothing new in the list of factors and nothing that we haven't been trained to do or not to do. But when we get low on a cross country our decision making may not be all it was back in the briefing room before the flight. Chances are we will be stressed, we may also be dehydrated and tired, all of which make good decision making more difficult.

How do we reduce the stress levels and make better decisions? There are two simple ways, give ourselves more time to make the critical decisions and reduce the number of decisions to be made. For example assessing wind strength and direction should be on-going throughout the day. By the time we get low we should be pretty sure what the wind is and just need to check local conditions. Making the decision to break off the flight and selecting a paddock with enough height and time to do all the things we need to do before landing is obviously critical. As always currency helps. After that it should be pretty much a circuit and landing as normal with the critical factor being safe speed near the ground.

The main points to take from this is that as you get lower the flight focus should change from cross-country to staying airborne and when that is no longer possible then the conduct of a safe outlanding is your number one priority. Position yourself in the circuit joining area, select and stick to a lower safe height limit and once you get to that height focus all your attention on a safe landing.

Plan ahead and fly safely.

Denis Lambert  
CFI DDSC

Article acknowledgement to Ralph Henderson Chaotic 2006

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# To Gympie for a visit

*By Chad Nowak*

*Recently I ventured to the Gympie Gliding Club with a number of DDSC members to enjoy a couple of days scenic soaring on the sunshine coast and to also get some experience launching from a winch. While not knowing what to expect or how long (or if) it would take to get my winch endorsement I took along KYF as I wanted to use the CG hook for what it was originally designed for and probably hadn't been used like that in a very long time. I also wanted to explore the XC possibilities around Gympie.*



*They must be the cu's he is talking about.*

*The duration of my stay ended up being Saturday through to Monday before work interrupted my fun. Although there was a short window for flying in the middle of the day, Saturday was washed out with rain. Sunday however was a perfect day for training and saw me get my winch endorsement in the club K21 under the watchful eye of CFI Trevor Bourke. On Monday I rigged KYF and set off to explore the surrounding countryside under a sky of wispy CU going to 5000ft.*



*Pushing into the ranges west of Gympie.*

*While not on the same level as the Darling Downs, XC flights from Gympie are easily possible if care is taken and although not all directions offer landing options, reasonable tasks can still be achieved. A big plus about flying from Gympie is the beautiful scenery and the possibility of the some ridge flying in suitable winds which is only about 10km from the airfield.*

*The gliding club itself is a lovely little club with great inviting members and nice clubhouse. On Saturday night we were entertained by a guitarist and a Jazz trumpet player of some talent. They even had room for a number of guest gliders to be hangared. Sleeping arrangements were simple and I just set up my bed in the clubhouse along with some others staying there as well.*

*I must say that I really enjoyed my trip to Gympie and can't wait to go back. I have already spoke to Trevor about coming back during the soaring season to do some XC flying with him as he regularly ventures away from the airfield on better days. In the future there will be more trips organised to Gympie and if you are interested about learning to fly from a winch (which is great fun) or flying from a beautiful coastal site you should plan to go.*



*You never know what might fly over at Gympie.*

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## *Why we do all the training we do*

A Not So Speedy Jeans Solo

By Kerry Kline

“Most who were in attendance on Sunday June 30th 2013 would attest that it wasn’t a particularly glorious day in “outback Jondaryan” as the usually uplifting sky gods were in a serious combatant tussle with the earthbound water and sink gods for most of the late morning to midafternoon with the later of the two eventually winning over the former by a huge margin. However as we probably all agree anytime flying is better than time spent elsewhere by a long shot particularly at the office, indoors or gravity bound to Mother Earth. I had driven to the field from Toowoomba that cold morning and performed the usual scrutinising Daily Inspection (DI) on the Astir Jeans to ready it for its daily mission to climb aloft on the soft atmospheric rungs of nature where it passed as fully serviceable instrumentation included with flying colours. We then positioned it to the Western end of the airfield in preparation for flight. After several training flights had come and gone from the grid before us it was our time to hurtle skyward and see what we could make of this somewhat “character building” day. The pickings were slim but I managed to stay aloft for approximately forty minutes or so of uneventful and joyful aviation up and down a few times to the cloud base of nearly 4,000’ indicated at all times being mindful of the position of other aircraft in my vicinity and manoeuvring, when necessary, due to rain droplets sometimes blocking my clear forward vision out from the canopy. Seeing that the rain, which was coming in quite intense waves from the East, was getting relatively close to the airfield I thought it best to head back for a landing before it would become too much of a struggle, uncomfortable or even worse (The “O” word). I tracked a few kilometres back towards the Eastern side of the strip from abeam nearby Bowenville deciding to run reverse parallel at a slight distance to the path that I would take after joining the crosswind leg of the circuit with what I thought was ample height at that time. Unfortunately with the advancing wall of water this route

took me through some light rain showers and immediately I noticed the performance of the aircraft deteriorating significantly. I decided to do my FUST checks on this reverse crosswind leg to ease the workload just in case it got sticky at some stage soon and in doing so noticed that the airspeed indicator was unusually indicating around 30 knots and slowly on the decline. Have you ever tried setting 60 knots safe speed near ground with the needle clinging to 30 knots and falling along with an air of rapid decent toward earth upon you? As my attitude hadn't changed much it didn't take me long to realize that the instrument had become unserviceable when flying through the rain shower as up until that point it had been working perfectly for more than forty minutes. Just for clarity please note that at no time during the next few minutes had I considered that I was such a dexterous aviator as to have directly rammed water droplets or a bug into the airspeed system to make it fail. At this point I called on the radio as I initiated my crosswind leg and flew a relatively tight and modified shorter than normal left hand circuit to bring the sadly sinking machine safely back to ground. Sometime shortly after arriving back on terra firma I advised Jenny and Chad of the problem with the airspeed indicator and Jenny kindly took over a flying role so that Chad and I could set out to discover what had happened to the Jean's speed reading device. Upon further investigation by disconnecting the tubing from the indicator we found that the pitot static system piping was blocked from the rear of the instrument panel back to the vertical stabiliser. Using the club compressor from the hanger we gently blew the system clean (after isolating the delicate indicator) and found that the remains of an old mud wasp nest, located in the brass entry section near the aircraft tail, had been re-activated by the rain to seal off and close the airway sensing input.



*Snug as a bug in a Pitot is the new term. (Photo from [www.euroga.org](http://www.euroga.org))*

From the events encountered above and the experience that followed I have certainly grown a little as a pilot even though I consider myself a relative novice in the scope of things and wanted to share this with others purely for the educational value. Upon additional reflection about my training I recall times where I really didn't understand why anyone would ever need to fly without instruments like altimeters and airspeed indicators because in my limited flying history they never failed but I think that the above clearly shows the reason for their inclusion into the syllabus and I'm pretty glad that they were covered too just quietly. Naturally people had said to me over a few beers and in jest since I started flying earlier this year that the Puchacz and Jeans "don't go too well in the rain" due to their thicker wing chord but until one experiences this firsthand it is sometimes not given the focus nor attention that it deserves. Needless to say that the deterioration in performance is really very

noticeable when flying the Jeans wet even for a novice like the author because of the disturbance to the laminar flow of the wings airfoil section. This is something that I won't forget in a hurry also. From the above I have learned a couple of valuable lessons and I will respectfully share them with you also:-



*An unusual but very effective Pitot cover (Photo from [www.euroqa.org](http://www.euroqa.org))*

1. Regardless of how lame it looks in the first instance, accept what is being taught in the training syllabus as some day you may have to utilize that training when you may least expect it,
2. As the instructors tell you fly predominately by visual attitudinal references and cues (e.g. where is the horizon when cruising, turning, thermalling and landing?) as there may be a time where you won't have confirmation from an instrument for either speed or height and don't always believe the instrument blindly - judgment in these instances is critical,
3. Always utilise your in-built human sensory inputs to guide and assist you when soaring in conjunction with the instrumentation to ensure safe flight in all circumstances (e.g. comfort, control stick feedback and external wind noise),
4. Personally I will make every attempt in my future flying adventures to stay well clear of storms, rain and showers as the effect on the aircraft's ability to fly doesn't warrant the risks, and
5. Always ensure that when the aircraft is hangared for the evening that all "Remove Before Flight" tags are serviceable and correctly positioned to stop insects invading spaces that can cause problems."

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## President's Report

Firstly, when at the Club during recent months, one gets really positive feelings; increasing activity socially and operationally, with volunteers and working bees contributing to visible improvements.

DDSC has always had a great **Club spirit**. We have enjoyed sharing **10 Dinners** and social evenings (including the Wine and Cheese night with George Lee) since the last AGM. That brought many of us together somewhat like a big family. Two more Dinners are scheduled before the coming AGM

**Thank you to Libby, Sue and their helpers** for consistently devoting their time and effort preparing for these evenings and cooking such tasty meals.

Along with the Dinners 12 Pilot Handicapped Minicomp days were scheduled but uncooperative weather cycles only provided 6 suitably flyable days with valid scores, so far. That didn't seem to matter; on numerous days those who had arrived hoping to compete banded together in **working bees** and seemed to enjoy that too.

On one such scheduled Minicomp day, 17 volunteers were seen all doing their bit, on the strip, around our buildings, in the workshop and hangar. We are all the beneficiaries of this enthusiasm. There will be one more Minicomp, the decider, in this Annual series. We hope the weather will cooperate this time, for **Minicomp number 7, on Sat, Aug 10th.**

**Your 10 Committee members**, of diverse backgrounds and diverse broad aviation experience, have been busy this past 9 months and with more tasks in progress before the next AGM on Sat 14<sup>th</sup> Sept.

Committee meeting minutes are on the Club website, available to all members.

This Committee has met 8 times with some meetings as long as 3 hours and considering more than 20 items at the average meeting.

Obviously many decisions are regularly made on your behalf. The aim of each decision is, to ensure availability of safe, affordable, enjoyable soaring and progressing of our great Club, DDSC.

Both your Committee and myself, care about each member and our Club as a whole so we try to be sensitive to effects change may have on any members. Ideally, most of our decisions and admin activities should go almost unnoticed so that the Club continues to run smoothly and make steady progress. With so many decisions; occasionally it seems we inadvertently make one that is not universally popular; that inconveniences some individuals or makes others uncomfortable. Please be assured this is unintended and regretted. I apologise for any rare, unexpected impacts of these friendly intentions.

**Committee Meetings** are scheduled regularly, planned in advance for the whole year, for each month except January. At the Club rooms meetings are on the second Saturday of every even month, while in odd months we meet in Brisbane on the Wednesday before the second Saturday of the month. Brisbane meetings focus primarily on major items, Strategic Planning, Policy, Major events etc. For example; the planned Wellcamp Airport, only about 20 Nm East of us.

Unfortunately, **Charlie Downes has resigned from Committee** and as Secretary for personal reasons. We thank him for his contribution to date and wish him a full recovery after his visits to Hospital. At present he can't type with his arm in a sling.

**Thank you to Gerhard**, for stepping into the casual Committee member vacancy. Our appreciation also goes to **David Nash for taking on the important role** of your new Secretary.

Gerhard, who has numerous skills and talents, has quietly done much for us all in the past year. David immediately started demonstrating how capable and proactive he is as our Secretary. They both clearly have your Club's interests at heart.

Regarding our **AGM, to be in the Briefing room 8.00 PM Saturday 14<sup>th</sup> Sept.**

All Committee positions will become vacant: President, Treasurer, Secretary, Airworthiness Officer, Tugmaster and 4 Committee members. The CFI is elected by the Training Panel and is ratified following GFA process.

So now is the time for you to **consider nominating** a fellow member or accepting a nomination yourself. If you consider that you have the ability, motivation and time for one of these roles, please step forward soon. A fresh perspective can be good.

Best to be aware though of the **time commitment required** to help administer, maintain and grow a volunteer organisation like DDSC. I admit that I wasn't and it initially surprised me. A quiet week could have me concentrating on Club matters for about 10 hours; on numerous weeks it has exceeded 20 hours and my guess is that some of the other roles may be even more demanding of our volunteers' private time.

If you may not be able to make the AGM, you can give your **written proxy** to another member. Each person at the AGM may only hold one proxy.

**A Big Weekend ... September 14<sup>th</sup>/15<sup>th</sup>** Before the AGM will be the **Annual Dinner** and immediately after the AGM will be the **Awards and Presentation Evening.**

That weekend, the first rounds of the **next Annual DDSC Pilots Handicapped Minicomp Series** will also be flown on the Saturday and Sunday. You are encouraged to join in the fun. Pilots of all experience levels have a fair chance due to the pilot handicaps ranging from 4X to 1 X. See you, your friends and family, including children, there to share in a great weekend together.

Jenny Thompson and Kerry Klein are working cooperatively, in complimentary roles, to **help DDSC progress and also provide great opportunities for existing members**. Their roles are not Committee positions but I consider them to be amongst the most important to our Club.

Jenny is Convenor/Coordinator of a subcommittee for Courses, Midweek Ops and Special events. Kerry, similarly as Club MDO, leads regarding Marketing and Development. This covers existing and potential members, including 'flying the DDSC flag' for us all: in the 'olden days' that may have meant 'Membership Officer'.

All members are welcome to contact Jenny and Kerry directly with related questions, suggestions or offers of support.

With a number of new members, the Club's main hangar is approaching comfortable capacity. During a number of meetings Committee has again considered the issue of **increasing hangarage capacity**. As the purchase of new land is not currently progressing, Committee has considered alternatives.

Committee has now decided to invite proposals from members regarding possible new private or Club owned hangars. A group is developing guidelines for Committee to consider, in case new private hangar proposals are received. Please contact David Nash or myself directly with questions, ideas or expressions of interest re this.

There are numerous club members, **volunteers**, too many for me to acknowledge here. Thanks to you all from us all. In particular to Chad for his energetic and focused work on the bunkhouse and clubhouse with a great team of helpers; and to Peter Richards and supporters for consistent and repeated hours on the slasher.

Also our Tuggies and Training panel members are often silent heroes.

**Communication** is an ongoing issue and important to our operations- between members, between committee & members and between members & the Public (potential members). The officers involved in this are Sarah as website administrator, Leon as editor of Chaotic newsletter, myself as President, our Secretary and everyone else who contributes to communication about our operations, airworthiness and social activities via Chat. I see this matter (improving communication) of the utmost importance. Communication breakdowns can lead to inefficiencies, misunderstandings, stress and even increase the risk of safety issues.

**Weatherproofing our operations** is an ongoing challenge. We are looking at options for improving the runway with drainage, better soil/materials spread, and/or different vegetation. Also looking at alternate airfields in case of long term flooding of our field.

**Ordering supplies, paying bills** is a big and complex job for our club volunteers. Thanks to Barry Jeffrey for his skilled work as our Treasurer and all those who are involved in accessing supplies and assisting with deliveries of things to and from our club. Simply registering a trailer can take a big part of a day - vehicle inspections for roadworthiness, time spent at the Dept of Transport and sometimes repeat visits to complete the task. Thanks to those who have performed this tedious activity.

One big cost is the Pawnees. \$3500 is a cheap 100 hourly and we had one recently more than \$10,500.

Also a new drinks fridge was purchased as we could no longer keep the 2 old ones running economically. Drinks sales and power savings will help recoup the outlay of over \$2,000

Fortunately our **volunteer Form2 Inspectors**, lead by Chad, have saved members a huge amount of money by performing most annual inspections of Club Gliders in our workshop.

**Presidents' meeting at Archerfield**- I attended this interesting, day long, meeting hosted by Gliding Queensland. Presidents of 7 Clubs and other representatives Attended. It was an opportunity to discuss and share common issues. I was elected Gliding Queensland Assets Officer. Amongst numerous other matters; A 2014 Nationals bid for Goondiwindi, proposed to be run by a team from combined clubs. Complete minutes of the meeting are on the Gliding Queensland website.

I also represented you at the **GFA Forum day in Brisbane**. In attendance were GFA Councillors, Board members and other officers. I reported to committee about this. A full report on this Forum is available from GFA.

The following items are little more than **dot points; below**. This doesn't mean they are any less important. Simply, limitations of space and Chaotic deadline have stopped me covering more in this issue and I apologise to the people responsible for the matters below. I suggest you approach the people mentioned, for more details.

**SMS. Safety Management System:** In keeping with the importance of safety in our sport, GFA and each club are developing more formal documented Safety Management Systems. This involves a process of consultation. In our club Jenny is leading this. She has contributed to SMS at GFA level..

**Wellcamp update:** A number of club officers have invested a significant amount of their time into developing a submission from our club regarding this, to minimise the effects it will have on our operations. To date it appears that this has been worthwhile and there appears to be some reason for a degree of optimism. For more information contact Denis, Jo, Mike, Charlie, myself, or any committee member.

**Air League Visit:** This was extremely successful for all concerned and everyone appreciated Chad's great contribution. Further visits are planned

**Gympie Winching Excursion:** A number of us spent some enjoyable days at Gympie Visitors Winching Week. Some of our members people took their first solo winch launches. For more information, including a repeat, contact me.

**Accommodation and Clubhouse revamp** bedding and flyscreens, furniture etc: Without having exact figures I believe that the whole upgrade of the club rooms and bunkhouse would have cost us less than \$4000, possibly significantly less. We owe Chad and a band of helpers our gratitude. Anyone of us who visits the club will immediately notice the difference. Christmas in July raised a worthwhile amount towards future floorcoverings for the clubrooms

**Tractor Repairs:** Peter Richards, Rob Gould, and others have put a lot of time into repairs on the tractor and slasher which is essential to keeping our grass short so we can continue to fly. On the 10<sup>th</sup> of August we will need a number of volunteers as we plan to collect our extra tractor wheels from Shane's place; they are very heavy. We thank Rob Gould for offering the use of his large trailer.

**Financial review ... Running costs of the club ...** Barry is driving a very comprehensive review of our whole operation and breaking it into discrete cost centres. This will be used to help our club to operate in a financially efficient way. It will help us to maintain competitiveness with other clubs and set a fair level of charges to our members for all products and services that the club supplies.

**TIFs / Air Experience Flights.** These provide valuable income to our club and are one of the best sources of new members. We are all ambassadors for our club; especially the duty pilot and anybody else at the takeoff point when visitors arrive. Also, it would be good for us to keep in mind that our family, friends, and colleagues could all be considered as someone who might enjoy a TIF or a flight as a passenger friend. Kerry has some good ideas about this.

**New Students for June/July** – Once again we had a very successful course. Thanks especially to Jenny and all of the instructors and tug pilots involved. A number of young people soloed and other course participants have continued their training and are progressing well. Discussions are underway regarding a possible further course in the foreseeable future. Congratulations to our new solo pilots, two of whom placed in the top 10 at our most recent mini comp.

**Membership drive:** Simply to maintain membership numbers as a result of people moving away or retiring from the sport, all members need to bear in mind that successful gliding clubs are continuously operating a membership drive. Kerry Klein, our new membership officer; entitled DDSC Marketing and Developing Officer has done a huge amount of work already formalising this approach.

**Upcoming Events:** Jenny and Kerry are working together regarding a number of plans. Unfortunately one cannot put all the details here but those already decided can be seen on our club calendar on our website.

**Lake Keepit Trip:** Early January next year a significant convoy from the club will be making an expedition to Lake Keepit. Our thanks to David Nash for coordinating this.

**Kiwi Week:** Ralph once again is leading another visit from our Kiwi friends.

Also we thank Ralph for the visit from **TMS Consulting**, a great corporate sponsor of our club and our international teams. This visit by about 16 staff of TMS consulting will take place this coming Friday and Saturday. They will have their own program separate from our club members' activities.

**Gympie Visitors Week:** This will occur in early December and follow a similar format to the enjoyable and successful visit we had from Gympie members last December. I thank Ray Parker, President of Gympie Club. Please contact Jenny or me for more details.

**Caboolture Visit:** Caboolture Club has regularly visited us for Cross Country flying once or twice a year. This year they will come for the week between the Warwick State Comps and Kingaroy Nationals.

That week has been **renamed DDSC Visitors Week** and has been advertised on the GFA calendar to attract pilots with their own aircraft between the Warwick State Comps and Kingaroy Nationals. Again contact Jenny or myself for more information.

**CAGIT/WDWIT Trophy reminder:** What are these? Somewhat forgotten, but worthwhile trophies, which encourage a friendly level of interclub rivalry and promote cross country visits to other clubs. The first is the **'Come and Get it Trophy'** which is currently held at Gympie waiting for us to collect it. More than 30 years ago Barry Jeffrey, in a Bocian, collected it from Kingaroy after taking off near Gatton.

The **'We Don't Want it Trophy'** is goodness knows where but you can be assured that if someone flies in with it, one of us will visit another club with it ASAP.

Please contact Kerry Klein re this or with any other ideas that may be fun and encourage enthusiastic participation by for our members.

**There is more** but time and space prevents me sharing it. No wonder I and everyone else involved has been so busy this past 6 months or so. Satisfying also to see the Club really humming lately including Puchs flying almost until last light.

**Thanks everyone** for your understanding and support. I wish you plenty of safe, enjoyable soaring.

All the best,

John E      President, DDSC

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## CFIs Update

Well it appears winter this year has been a real mixture of terrible and brilliant weather with some weekends lost completely while others have had fantastic weather not unlike typical Sep/Oct weather. You just have to take the risk and be there when it is good.

**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.

The TP has had a number of new additions and upgrades. Please welcome Peter Hastings as a new Level 2 Instructor while Paul Bart is being trained to Level 2, David Nash is being trained to Level 1 and new member David Vitters (Level 2 Canberra Gliding Club) wil soon be joining the TP.

**Future Events** – We have a busy calendar in Sep/Oct so please have look at the club calendar (on our website or contact a committee member). Our Lake Keepit trip in Jan already has 14 pilots attending with the LS7 and the Hornet already booked, so if you are interested get in touch with David Nash quickly who has taken up the challenge and put it together.

Our Duo Discus is also heading off to the State Comps with Alain Potier, Steve Harris, Steve, McMahon and Sara Thomson sharing the flying.

**Courses** – We had a very successful midweek course in early July, despite the weather costing us almost two full days, with seven students eventually attending for various time. Three students were sent solo, one of which was Bob Floods first solo student, so congratulations are in order to Bob. It's interesting to see how the wheel turns as I took Bob for his first flight back in 2002 at Jimbour House. Two of the students, Isaac and Lachlan came back next weekend and did some more flights with both logging long flights of around an hour each. We have also started another student, Henry Fraser on a weekend course which is now in it's second week as of 20 Jul. Jenny Thomson did a great job putting all of this together as did the instructing team in getting the students as many flights as they did due to the weather. Thanks to the Alain Potier, Bob Flood, Paul Bart, Chad Novak and Jenny for Instructing and Pam, John Knox, Fran, Lex and Jeremy for all the towing. If you know of anyone wanting to do a course please let Jenny know and when Jenny asks for your assistance or involvement please help when you can.

**Safety** – Emergency Procedures – We often practice and revise our emergency procedures and towing procedures during training, but how often do we practice and revise them after we go solo? While all pilots would mentally rehearse their options prior to each take-off and tow, how often do you actually carry out those actions. Ask yourself when was the last time that you either practiced or had an emergency to deal with. While the actual occurrence is rare, when it does happen it happens so quickly that unless you have mentally rehearsed and have a plan you will have a very exciting couple of seconds while you work out what to do. While my average is about one event every 450 flights, I still anticipate a problem every take-off and plan accordingly. It is especially important to remain focused and plan your options and not believe that just because an airfield has few natural or man-made obstacles that there is not a danger there during take-off. You need to always look at your options and take that mindset with you when you fly elsewhere from areas that have more obstacles. Also take the opportunity during a check flight to practice slipstream boxing, release failures, high tow and descent on tow. There all good skills which sharpen your flying. I have also put together an article about the use of parachutes, after the issue was brought to my attention by Alain Potier. The intent is to inform and get you thinking about parachute usage, it you need more detail then please get an owner's manual for the parachute that you use (they should be online) and have a read.

We are also looking at focusing on a Safety Management System for the club. Jenny Thomson is currently developing this process and will be looking for additional help to progress this. Please help where you can with this initiative.

**Trophies and Award** – I attached a table showing the various awards that club pilots are able to aim towards. If you've done a flight that might be eligible for one of these awards please send me the details. The cut-off for me to receive the flight details will be two weeks before the AGM.



Go for gold and win a trophy

DARLING DOWNS SOARING CLUB - TROPHIES AND AWARDS				
Name of Trophy	Person Donating	Reason Awarded and Conditions under which Awarded	Who Awards	Presenter
Presidents Trophy	President	Most Improved Pilot. An award for the pilot who has shown the most improvement from one year to the next. Can be awarded to anyone.	Training Panel	President
Albatross Trophy	John Moore	Longest Flight Distance	Training Panel	John Moore
The Frostbite Trophy	John Moore	Greatest Height Gain	Training Panel	John Moore
The CFI Trophy	CFI	Fastest Speed Out and Return to Warwick, (Open Category Pilots)	Training Panel	CFI
Alan Latamore Trophy	Alan Latamore	Fastest Speed Out and Return to Jimbour, (Initial Category Pilots)	Training Panel	CFI
100 Km Triangle	Wally Mills	Fastest Speed, Handicap, FAI Rules	Training Panel	Libby
300 Km Triangle	Dennis McCaffrey	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
500 Km Triangle	Colin Norman	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
750 Km Triangle	Colin Norman	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
1000 Km Triangle	Colin Norman	Fastest Speed, Handicap, FAI Rules	Training Panel	CFI
Ian Young Trophy	Ian Young	Most outstanding early pilot. An award for the early pilot who by their flying ability has shown themselves to be an outstanding pilot. Only awarded to early pilots.	Training Panel	CFI
Club Service Award	DDSC	Member who contributes most to the Club. An award for the pilot who by their enthusiasm and attention to club duties, has contributed most to the smooth running of the club.	Club Committee	President
Murray Noble Trophy	Murray Noble	Most Improved Cross Country Pilot	Training Panel	CFI
Two Seater Trophy	I and Reg Trevor	Fastest 150 Km Triangle (Puchacz)	Training Panel	CFI
For Continuing Trophies the recipients have the option of having an identical trophy made for their own use.				
Details will be collated prior to the AGM				

Enjoy you flying and stay safe.

Denis Lambert  
CFI DDSC

That's it for a few months. The next issue is planned for October 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, well at the legal distance from it anyway.