



# CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

May 2001

## President

The Easter comps are over for another year. This year's competition was a very successful, well run, safe and incident free event. It was organised by Michael O'Brien, Val and Bill Wilkinson and Lisa Turner and we thank them for their efforts. Competitors flew seven days out of eight.

The event was very successful from a DDSC perspective. We had a high level of participation and a high level of success. At least 20 members were involved in competing, towing and running the event.

There were many notable achievements for DDSC members. John Buchanan won the sports class in the ASW22BLE (BB) and won the six days he flew. Craig Jordan and Andrew Barker won day 4 in the two-seater class. Four members achieved daily second places in the sports class behind Butch, Bob Ward in the Ventus 2CM (BW) on day 1, Peter Griffiths and Dennis McCaffrey in the Nimbus 4DM (XY) on days 2 and 3, Peter Bell in the Hornet (MV) on day 4 and David McManus in ASW20C (KO) on day 5. Shane McCaffrey in the Ventus (GH) made it a DDSC trifecta on day 4 with a third place.

At the end of the competition DDSC had taken six of the first eight places in the sports class with John Buchanan, Peter Griffiths and Dennis McCaffrey, Peter Bell, Shane McCaffrey, David McManus and Bob Ward.

David McManus took out the QSA Easter Comps Trophy for the highest placed pilot flying in his first Easter comp. David flew very well to win this trophy, aided just a little by having an excellent glider, but I may be a little biased in that view. In winning this Trophy David followed in the footsteps of some other notable club members including Des Cramer, Des Baartz and Andrew Georgeson. The tasks were POST tasks every day and David also won the scorer's 'plastic spoon' award for using the most turn points during the competition.

Other pilots giving the result sheet a DDSC flavour were Josh D'arcy, Dudley Waters, Denis Lambert and Peter Hastings. The towing duties were shared by Dennis McCaffrey, Bob Ward and Des Cramer after Trevor Bange put in a lot of effort arranging tow pilots for the comp and for Easter at McCaffrey Field.

Not only did DDSC achieve a reasonable raid on the trophy cabinet but at the end of the comp we had five more pilots with competition experience and enthusiasm, David, Chez Hall, Andrew Barker, Steve Harris and Craig Jordan. Steve, Andrew and Chez took turns in the Grob with Peter Bell and Craig providing guidance from the back seat. Andrew's aero towing experience has increased markedly as he the aero tows from McCaffrey Field to Chinchilla and back again with me, behind Des Cramer in the Cessna.

The dinner on the last night was well attended and it was pleasing to see so many family members there supporting the pilots who had competed. This comp was notable for the number of young pilots taking part. A marked reversal from many previous competitions. DDSC contributed its share of young pilots and it was good to see two of last year's Youth Scholarship pilots participating. At the dinner John Buchanan gave an excellent speech on the importance of continuing this resurgence of youth involvement in our sport. It is a challenge for all us and one that we must continue to work on.

While the contest was an excellent outcome for DDSC, one area we need to work on for next year is the two-seater class where Kingaroy Soaring Club claimed both first and second places in the K21 and K13 respectively.

If you're beginning to think that you missed out on some good flying and some great fun you may be right. One of the good things they did at the pilots meeting was to introduce some forward thinking into the planning for future Easter comps. While there is a little confusion

about the decisions, my understanding was that the Easter comps will be held at Chinchilla every second year and at other venues in the intervening years. There was some interest in having another competition at Dalby and it is likely that next year's comp will be at Dalby and then back to Chinchilla in 2003. So if you want to have some good flying, a lot of fun and learn about flying competitively, plan on going to Dalby for next Easter and the following week.

With Dalby being so close to us, and the need to put in a serious challenge for the two-seater trophy we should consider moving our whole operation to Dalby for the comps. We could then enter all three two-seaters, which would give a number of low hour pilots the chance to experience cross country and competition flying with an experienced pilot in the back seat.

The week before Easter, many of us had the pleasure of flying in the first pylon race we've had for a little while. Denis Lambert deserves a big thank you from all of us for taking the initiative and organising the day. A lot of flying was done that otherwise would not have happened on what was a pretty average sort of a day. A number of low hour pilots got to do some challenging flying in the Puchacz while the hot shots did a few laps of the course. I still think it's a bit suss when the organiser and scorer wins the competition, but thank you Denis for organising the day. Thank you to Bob Ward for towing all day, to Peter and Di Bell for catering dinner and to all those who participated.

The Easter Comps and the Pylon Race have reminded me of why we are all members of DDSC, to get up in the air, do some good flying and have a lot of fun. Some times we get a bit bogged down on other issues and it's important to remember that we're all in it for the fun of some good, safe and challenging soaring. We have the privilege of being able to enjoy one of the most challenging and exciting sports there is and we are all members of one of the best soaring clubs there is. We need to make sure we are getting the fun out of flying that we should be. The Easter Comps and the Pylon Race have proved again what a lot of fun there is to be had up there in the sky.

A few personal mentions are due. Farewell to Owen Jones and his family and the Diamant (EC) who have moved from Brisbane to Alice Springs. I have known Owen for many years since we flew together at Waikerie Gliding Club in South Australia. We wish them all the best in Alice Springs where there are plenty of high thermals. Owen was a good club member and a very good pilot, as anyone will know that has tried to out thermal him.

We welcome Des Cramer back to full flying duty after sorting out some medical matters. Our best wishes to Ron Muir who will be out of action for a few weeks, we wish you a speedy recovery. It was good to have Shane Andersen back at McCaffrey Field over Easter, all be it briefly. Despite his far western location, Shane continues to keep the communication channels open by editing Chaotic and looking after our website.

Thank you to Rod Henshaw for giving gliding the profile it deserves on ABC radio. For those members who don't live in Brisbane and don't get to hear Rod on the radio, gliding gets a regular mention when Rod talks to the duty forecaster at the met office in the mornings.

Thank you to Trevor Hamley for providing the signs in the toilets. As we have mentioned before in Chaotic, it is important that pilots are adequately hydrated when flying and these new signs are an excellent initiative.

We have been having one or two tug problems of late, which have been complicated a little by both tugs requiring 100 hourly checks. Thank you to Tugmaster Trevor Bange for organising the work and to Des Cramer for doing the ferrying to and from Dalby. A special thank you is also due to Des who put in some very long hours on both SWR and CMN over the last couple of weeks. Without Des' efforts we would not have had both tugs operational for Easter and could not have met our commitments to the comps at Chinchilla and operated at McCaffrey Field.

*Ralph Henderson*

## **Flight Operations**

A competition finish starts not as you are approaching the airfield but some distance out. Why? You need to consider where you are going to do your high-speed pass. It is preferable to do this on the inactive side of the airfield. Think about your circuit too. Once you have pulled up you will have less time than if you had executed a normal circuit. Once your finish has been

planned call the field at least 10 km out stating where you will be doing your pass and your circuit intentions. Do not cross the strip below 500 feet. You will need sufficient speed to pull up to do a circuit with a safe speed at an adequate height. Remember that flying near the ground can give you the illusion that you are flying faster than you really are. Pull up carefully; you may well be flying at a speed above the maximum maneuvering speed and rough air speed of your glider. Finally don't forget your pre-landing checks and NEVER be low and slow.

A few reminders:

According to our records about 70 pilots are overdue for an annual check or medical. If you are one of these pilots you may not fly in command of a glider until you have had an annual check flight. The club's minimum currency requirements are:

- Annual flight check on or before date of renewal.
- If you have less than 75 hours then you will require a check if you have not flown for 30 days.
- If you have more than 75 hours then a check is required if you have not flown for 90 days.
- You must have an up to date logbook on the field.

If you are recently solo and have not completed the radio course. Please contact Peter Bell.

Please make every effort to get your glider off the runway after landing as soon as possible.

*Tony Cavanna*

## **Treasurer**

Thanks again everyone for the more easy to read and well reconciled flight sheets. The new system of faxing the sheets to me and keeping originals on site is working well most of the time, except when a light coloured pen is used - then I can't read the fax.

So please use very dark blue or preferably black.

Thanks especially to all the duty pilots, and those who make sure I get the faxes at the end of every flying day. And thanks Tony Cavanna, David Hughes, Ralph Henderson and Paul Owens for delivering the money to me in Brisbane each weekend.

*Richard Hosking*

## **Towing Operations**

The Cessna's propeller oil leak has been fixed and a 100 hourly carried out. At the time of this work two minute metal particles were discovered in the oil filter. Urgent oil and metal sampling was carried out, confirming piston ring metal and oil containing large amounts of dirt and silica. Compression tests were low and investigation revealed unusually worn piston rings, worn valves and valve seats, and worn gudgeons. New gudgeon bushes were manufactured and line bored, new gudgeon pins fitted along with new big end bearings. New piston rings were fitted and some valve guide repairs were carried out.

It was evident that dust had caused the damage. There was no problem with any of the induction systems, as had happened to the Pawnee some years previously. A thick dust build up in the induction system downstream of the air cleaner was found. This specialised air cleaner had been replaced at the last 100 hourly and it was evident that it had been "washed out" with petrol. This air cleaner comes with a special silicone based sticky oil. Subsequently, removal of this oil made the air cleaner almost totally useless and it had just become a fine sieve over the past 50 hours. The dust attacked the valves, valve seats and dutifully rounded the rings until they were ineffective, and in turn allowed dirt to enter the oil system. Other engine internal damage seems to be nil.

The engineer has indicated that with this engine work carried out now, new starter, alternator and regulator, we should be able to get ("on condition") an engine life extension.

The Pawnee has been experiencing intermittent starting difficulties over the past weeks. A 100 hourly has now been completed and the motor is once again back to its sweetly operating rhythm.

Owing to the current dry and extremely dusty condition of our field, air cleaners will need

replacing regularly at each oil change if we are to prevent any possible further engine damage occurring. Oil changes will now be occurring about every 33 flying hours.

**ALL WORK** carried out on tugs must be coordinated through the Tugmaster, in conjunction with our engineer and any work on our tug aircraft must be in accordance with that allowable by licensed power pilots. Remember, if you have any difficulty with the tugs, let the Tugmaster know as soon as possible so that we do not have any periods when our tugs are "off line". Telling me about a problem on, say, Thursday leaves us with little operating space.

If you want an interesting holiday, why not book the 182 for a trip away. In June she will be going to West Australia for an interesting trip, taking in the centre and north end of Australia. What destination would you like to go to?

Trevor Bange  
Tugmaster

### **General Meeting**

There will be a club general meeting at the clubrooms, McCaffrey Field on Saturday 12 May, starting at 7.00pm and finishing by 9.30pm.

This meeting will be an important opportunity for all members to contribute to the work of the committee. We want and need your participation.

A preliminary agenda is as follows.

- Club financial position
- Club constitution amendments
- Autotug update
- Youth scholarship
- Caravan 'Form 2'
- Hangar extension
- Runway grassing
- Runway irrigation
- Tug maintenance and repairs

If anyone has additional agenda items please let me know.

There will not be a catered meal before the meeting so BYO for the barbeque and be ready for the meeting to start at 7.00pm.

*Ralph Henderson*

### **Amendments to the DDSC Constitution**

I have been talking for a while about the need to update our constitution. There are two main areas requiring amendment, the committee structure and our club objectives.

The proposal is that we would keep the same sized committee as at present, but instead of having two positions dedicated for the Immediate Past President and Canteen Officer we would have two more committee positions, ie four instead of two. Of course there would be nothing to stop the Immediate Past President and Canteen Officer being elected to the committee if that is what the members wanted. All nominations would require the support of a nominator and seconder, as is common practice. Only a nominator is required at present.

At present there is no provision in the constitution for a club patron, despite it being commonly accepted that we have a patron. The constitution would be amended to include the election of a patron who shall be an eminent member of the club or local community.

The club currently has 28 objectives, which cover two pages, and have become outdated. I am proposing that these objectives be reduced to a simplified list of 16 objectives which would fit on one page and could be easily understood by all members.

An abbreviated version of the proposed objectives is as follows:

1. To provide and promote opportunities for members to experience and enjoy soaring.
2. To provide training in soaring.

3. To hold and promote soaring competitions and events.
4. To organize and promote social interaction among club members.
5. To provide information and advice on soaring.
6. To represent the views of people connected with soaring.
7. To provide facilities for soaring.
8. To purchase land, buildings, or other property.
9. To purchase aircraft, and associated equipment.
10. To buy and sell refreshments and other good.
11. To hire and employ staff and contractors.
12. To enter into arrangements with any government or local authority.
13. To associate with any other association with similar to the objectives.
14. To invest Club funds.
15. To borrow or raise and give security for money.
16. To do all other things conducive to the attainment of the above objectives.

The benefits of these changes will be discussed at the next general meeting on Saturday 12 May.

*Ralph Henderson*

### **Pylon Race**

The club recently conducted a pylon race on Sat 7 April around DDSC, Jondaryan Woolshed, Jondaryan Hotel, Ivingdale airstrip and back to DDSC for a distance of approximately 50 km. In the end we had a good turnout with both Puchacz used and the Grob even doing some flying with Alan and Josh as part of some cross country training. All three club singles also flew as did six private aircraft. The day was difficult with rapid cycling as bands of cloud moved in from the east to stifle lift at certain times. The trick was to be high when the cloud shadow moved through and wait for the sun light to return to the ground. Some good climbs were balanced by others which were just good enough to stay airbourne. Most people had circuit height type low points and there were a number of relights and task restarts.

In the Nationals class the winner was Dudley Waters in his ASW20 (170 km) and in the Club class Denis Lambert (162 km) won in the LS7 (ain't it great to be the scorer) narrowly from David McManus who I think would like a recount!

A large assortment of prizes were passed out to participants including the crew of Puchacz RI (Craig, Barry and Brian) who all flew well in very difficult conditions to achieve over 100 km. The race was followed up by another excellent BBQ supplied by Dianne Bell who once again outdid herself in the catering department with Peter performing the sacrificial rights on the meat via the BBQ hotplate. The club gliders flew well over 20 hours on a day which really was not very good for soaring which goes to show that you don't need a boomer day to fly and compete.

*Denis Lambert*

### **Rainbow Beach Flyaway Weekend**

The second weekend is on course for 19-20 May. At this stage, we have nearly 30 people participating which is the same number as for the first expedition in February.

There will be two 2 seaters and two tow planes. Weather permitting, there will be opportunities for plenty of flying. This is an opportunity for sightseeing (on the ground, as well as in the air) and socializing. Contact Murray Knight (3351 2083) to book or for details and information on accommodation, recreational activities etc.

*Murray Knight*

### **"Sierra Whisky Romeo ...Rope Gone"**

They were the words that told me my son, Jim, was on his own in his first solo flight. "Go for it Jim" - and as Jim climbed Puchacz GRI round to the right I speared the Pawnee off in a dive to the left feeling immensely proud.

I knew his first solo wasn't far off as duty instructor Shane McCaffrey had been giving him emergencies for the last few of his launches, and when I saw Jim going to pie-card for some ballast weights I decided it must be soon.

Despite the fact that I figured I'd regard it as "just another launch", it wasn't - those two emotions of pride and elation got in there somehow.

After landing the Pawnee I taxied in and waited for Jim's landing which happened fairly soon as it was only a one thousand foot launch late in the day on Saturday 3rd March.

I heard him give his down-wind call, watched as he turned base and final and waited for the landing. Airbrakes deployed, over the fence, holding off and as smooth a touch-down as you'd ever wish to see.

Congratulation Jim, welcome to the ranks of those who fly without noise.

*John Knox*

### **Significant Flights**

Denis Lambert (XOW) - 5h30m, 5h30m, 5h30m, Josh D'Arcy (XOW) - 5h20min, 4h40m, 4h30m, Dudley Waters (XHC) - 5h17m, Bob Ward (BW) - 4h50m, Craig Jordan (MV) - 4h40m, 4h30m, 4h00m, Mike Codling (GXV) - 4h20m, Craig Jordan / Chezhan Hall (IUR) - 4h15m, Owen Jones (EC) - 4h10m, Peter Bell (MV) - 4h00m, 4h00m, Peter Bell / Chezhan Hall (IUR) - 4h00m, Peter Bell / Andrew Barker (IUR) - 4h00m, Peter Hastings (XOW) - 4h00m

Congratulations to Peter Hughes and Jim Knox on their first solos Well done.

### **Gliding New Zealand (Part 1)**

I have just returned from a trip to New Zealand and was lucky enough to visit three North Island Clubs.

The first was the Wellington Gliding Club at Paraparaamau. It is a large club operating from the centre of a significant airport with bitumen cross strips. On this trip only light aircraft were flying, but I have been on finals there before, with a Fokker Friendship and ridge soared with paragliders.

Quite a lot of home built operate as well, including on the day a rather remarkable flying bathtub seaplane, with a canard configuration and pusher prop.

The strip is next to the sea with surrounding hills. Maybe Murray can organise a big hill at Rainbow Beach close to the strip. They use ridge and thermal lift mainly, but wave does occur, although height restrictions are a problem. As the wind was not on to the ridge, lift was poor on the day. Some that launched early managed to break out to the west and one managed a five-hour flight.

They operate a twin Astir, two Blaniks, a Janus, two PW 5's and a Standard Libelle. The private fleet made the glider count close to thirty overall. Two Pawnee's are used for launching.

The next club was at Taupo, which has forty members and a fair few gliders. This includes a Twin Astir, K13, K7 and a PW5. The club was quite financial with joy flights being very popular in this tourist town and so they had an incredible member to aircraft ratio with money in the bank. Towing again by Pawnee.

Again the wind was not on the hill, which is right at the back of the town, but I managed to stay aloft long enough to learn to fly near rocks. Looking up at the spectators waving from the hill and the changes of horizon during turns is quite something to experience. The views of Lake Taupo and surrounding countryside are so different from the Downs. A must do again experience.

*Robert Percy*

## Events Calendar 2001

### 5-7 May

Flyaway Weekend - Inglewood  
Bob Keen

### 6-11 May

Midweek Course  
Peter Bell

### 10-11 May

Midweek Flying  
Peter Bell

### 11 May

Instructor's Meeting  
Peter Bell / Tony Cavanna

### 12 May

Scouts Air Activities  
Tony Barker

Club General Meeting  
Denis Lambert

### 19-20 May

Rainbow Beach Flyaway Weekend  
Murray Knight

### 26 May

Scouts Air Activities  
Tony Barker

## Club Aircraft Hours

