



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

April 2002

President's Report (by the Secretary)

Ralph has been away, so a brief report from me.

Thank you to all participants who helped at the clean-up day on both Saturday 2nd and Sunday 3rd. The short notice given was due to the fact that the clean-up coincided with the National Clean Up Australia Day. The bar area, the caravan and the trailer park areas are in a much better state now. Another working bee will be held in about a month's time, and we would encourage members who didn't participate last time to attend the next one, so that the same people are not attending all the working bees.

The Committee is looking at options for better looking after our grounds. Options being considered are to provide a list for members to help with when at the field, to have regular working bees, or \ to charge a levy that is refundable if work is done. Ralph asked members to offer suggestions for improving the current situation.

David Hughes has taken on the refurbishment of the caravan and would welcome some help. It is almost always the first thing a visitor to the Club experiences, and it is presently not a god advertisement.

The club has employed a cleaner once a fortnight. She is being paid an hourly rate, so it is in the members' interests to clean up around the clubhouse, to minimise our costs.

It was great to see such excellent support for the Jimbour fly-away, and thanks again to Murray Knight for organising such another successful event. See Murray's report in the newsletter.

As you would be aware, the Qld State comps will be held at DDSC this year in Sept-October. Shane McCaffrey is heading up the organising committee, so please give Shane a call if you can help in any way.

Jenny Thompson

From the Instructors' Panel

If you are recently solo please make an effort to obtain a DI ticket. In the first instance get a copy of the Daily Inspectors Handbook, available from the GFA or Jenny, and speak to Peter Bell. Get an instructor to take you through several inspections.

A few notes for those using the Blanik:

- The maximum speed at which flaps can be deployed is 60 knots. They are to be closed and locked on the ground.
- To avoid wear and tear do not extend and retract the flaps on the pre-takeoff CHAOTIC check and ensure that they are in the closed and locked position, since the aerotow speed will exceed their maximum deployment speed.
- Flaps are not normally required for landing.
- Partial flaps can be used for when turning in weak thermals to reduce the turning radius and improve low speed handling characteristics.
- You will need a DI ticket for metal gliders or find some one who has one does if you need to do a Daily Inspection on the Blanik.
- For ground handling, the elevator must be secured to prevent it from banging against its stops. Use the lap straps to fix the joystick in position.

Club clothing

Club Caps and Polo shirts are now available, though the caps were all sold in the first two days and we have ordered more.

They are available for sale from behind the bar – Shirts \$30, caps \$17.50.

Ralph Henderson

From the Tug Master

CMN and SWR have recently both had their 100 hrly's completed and are ready for the upcoming Easter Comps at Chinchilla. Pilots will notice that the Maintenance Releases have noted the Hobbs meter hours, these are the times we need to look at for ad's, oil changes and

100hrly's. The tacho times are relevant to our towing charges but not for maintenance, only the Hobbs is used. If there are any question on this ring me. Please check the maintenance release properly before signing the DI as I am finding some are over looking oil changes etc.

Pilots flying CMN and SWR are required to carry out any maintenance due: such as oil changes, brake linings, spark plugs, oil and air filter replacement, lubrication and numerous other small items that we are allowed to carry out. And last of all we need to wash our aircraft at the end of the day's activities rather than leave it to the pilot for the next day, the bugs come off much easier when removed promptly. When the tugs are left dirty it is easy to see who didn't wash them as your name is on the roster and maint/release, so if you don't want to carry out simple maintenance and cleaning DON'T FLY THEM.

Those that are not familiar with maintenance on aircraft can learn, just contact me for a lesson. Remember climb in lift where possible and prepare to leave the glider in lift at either 1000' 1500' or 2000' depending on who you are towing. Let's try and get the costs down, our tug costs are approx. 30% of our total club expense, it's up to you.

Members, there are a quite a few tuggies who have been helping the Club out for a number of years and I'm sure they would appreciate a hand to wash the tugs – washing tugs isn't the sole domain of the tuggies.

Here ends the Diatribe.

Bob Keen

Cross Country Training

When I gave my report at the last Instructor Panel Meeting, I made the comment that more cross country training takes place each month now than used to happen in a whole year “back in the eighties”. We had a period of several years when very few, if any, solo pilots came through or continued on to cross-country flying.

However, on further reflection, I realised it could be said more cross country training is taking place nearly each weekend than for a whole year back then. For instance, on the weekend of the 16th and 17th February, there were two cross-country training flights, one each day when Andrew Barker and Barry Kruyssen on the

Sunday achieved their Open Category – I think this is a first for the record books. On the 15th August last year, both Brian and Hugh Hofmeister each had a cross country training flight that rated them into Initial Category area. To top this off, Hugh then proceeded to fly his Silver distance on the same day. I'm sure this is a first for the record books as well.

The club's success in increased training and progress of pilots has meant we have a lot of new cross-country pilots. For those new to cross-country there are a few rules of etiquette and a few rules of necessity:

- Make sure you have a tie down kit
- Tell the duty instructor of your intentions before launching
- Organise a crew – make sure there is someone prepared to come and get you if you land out, and make sure they know where to find keys, equipment, etc
- Check the trailer is roadworthy.
- Ensure you get all the flight preparation for badges and tasks done early, and have a clear understanding of the “rules” for your particular goal.
- Of course, ensure you have food & water
- Be sure to carry the club telephone number with you.

AND FINALLY, if flying a club aircraft:

- Notify the Duty Instructor of your intentions and ensure you've checked off all that needs to be done.

Allan Latemore,
Chairman Cross Country Panel

Website of Interest

A good site to monitor the rainfall in our gliding area can be found at

http://www.bom.gov.au/hydro/flood/qld/seast_clickable.shtml

This will give the rainfall in the previous 24 hours from all the automatic monitoring stations in the DDSC area. It could save a trip to the Club, or even an outlanding.

Russell Bennett

Welcome

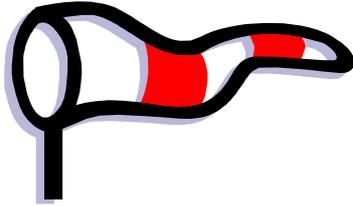
Welcome to new members Joan Robinson and David McEvoy. Joan and David had some bad luck with the rainy weather on the course they started in February, only getting about 2 days flying. Make them welcome as they complete their flying on the weekends.

Flying Oranges



Tony Lee's shooting skills have to be seen to be believed. While demonstrating the "Darling Downs

Canon" – Big Bertha, the challenge was on to fire an orange from the clubhouse through the windsock on the hangar. All were stunned as Tony casually fired from the hip and hit a true "curve ball" right through the eye of the sock. A record to be beaten!



Official Observers Required

With all the enthusiasm for cross-country, we need a few more Official Observers. On request, Beryl Hartley has provided the following information:

The form for application to become an official observer is on the web at www.gfa.org.au in the section of FAI Badges and under forms. So is the test paper.

The rules of the sporting code can be obtained from that address as well under FAI sporting Code Section 3.

Basically it involves an understanding of the sporting code and filling in the application and sending it to Beryl. Some clubs have great success by having a group of people work on the test papers as an open exam and then set some imagined tasks for those attending to answer the queries and in that way they get a group of official observers who are interested in carrying out the role. Some clubs also pay the fee of \$10 per application as it increases their pool of OO's and that is basically good for the club activity.

I hope to get a heap of applications from your club soon,

Regards,
Beryl

Please direct enquiries on becoming an Official Observer to either Alan Latemore or Jenny.

Jenny Thompson

Additional Single Seater

At the last General Meeting on the 9th March, the meeting agreed to purchase the McCaffrey's Ventus GH.

It will add to our already splendid fleet of aircraft, and be at the top of the line, after the LS7.

High Pressure Cleaner

A new pressure cleaner has been purchased for club use. It is a low volume unit 300 litres per hour @1450 psi and is ideal for use on cleaning walls, cobwebs, concrete etc. and will save on water. Try it out and clean something.



Ever Wondered What You'd Do?

Each one of us dons a parachute every flight and knows how to pull the ripcord if need arises, but how many of us know

how to land, what it's like to fall through the air, and what is the best way of getting out of the glider?

Brian Hofmeister is organising parachute training for anyone who's interested. We are able to offer two alternatives:

- One day's training with a solo jump at the end of the day.
- One day's training with no jump, but with a lot of information.

The full day's training is around \$270 including the jump and we will try to negotiate a deal for a group of some jumping and some staying on the ground and hopefully bring the price down with numbers.

Please call Brian to express interest so he can get an idea of numbers - 3272 3227.

The Jimbour Fly-In

Why did we do it? Well, it came about as a concept floated by David Russell of Jimbour House at the time of our first Flyaway Weekend there, last August.

David wanted an aviation-themed event to complement Jimbour Station's facilities & the aviation heritage engendered by Charles, Alec & David Russell. We are "into" Flyaway Weekends so the two things seemed to fit together. It was also an opportunity to promote gliding, DDSC, aviation in general & to get a few different disciplines of aviation together.

Last year we gained David Ferguson as a member from "Jimbour 1". This year, David Dudley joined up with DDSC at the event. It all started (apart from the weeks of preparation) with Murray Knight flying Puchacz WQX in on the Friday afternoon, landing at 1420. Murray then checked over the grounds, including a walk along the newly mown grass cross strip. Next in was Denis Lambert in Grob103 IUR, followed by Brian Rolfe in Grob102 KYT. When ops finished back at DDSC, Bob Keen came over in Cessna 182, CMN. Mark & Carlene Robertson commuted from DDAC in the Aero Club Katana. Aircraft were tied down; tents & marquees erected & the evening finished with a barbecue at the water tower/cellar door.

Saturday dawned perfectly & the other players started rolling in. After the briefing at 1030 flying got under way. The hang gliders elected to return to Dalby & some flew into Jimbour at the end of their task & stayed for dinner. Saturday started fairly slowly but finished frantically. This seems to be the pattern on a Flyaway Weekend. The "locals" always have things to do on the Saturday morning.

Our first really significant visitor was Barry Hempel who arrived in style in his yellow Antonov 2, "Big Bird", carrying half the population of Brisbane on board. Alec is going to have to extend his airport lounge & install ticketing machines if this continues.

A fairly steady stream of aircraft arrived & the pilots & passengers made their way to the Cellar Door where some hung around for hours, relaxing, chatting, dining & drinking (responsibly, of course).

The most spectacular event was the arrival from Toowoomba of Aerotec's NA T28 Trojan, flown

by Wayne Milburn & Lynette Zuccoli, as well as Lynette's Falco. These were accompanied by Randal McFarlane in his Cessna 02 Warbird.

When parked next to Barry's AN2, they made up an almost perfect Vietnam War display. Their departure was just as spectacular as their arrival, as was Barry's circuit, just before dusk.

Throughout the day, the gliding went on. Richard Hoskings took the Astir Jeans away for a long flight & Martin Hurst & Lisa Turner arrived in the Kingaroy Duo-Discus. Neil Dunn had driven in earlier & the Duo was put to use supplementing the DDSC TIF flights.

During the weekend, Stuart Lutton of QSA dropped in for a look. The 182 went U/S due to a brake problem from the day before & had to be flown to Toowoomba for repairs. Guess who kept us going? Stow & MDK! Thanks, Stow.

Dinner on the Saturday night was a big event with approximately 140 guests cramming into the hangar & enjoying the live entertainment. Peter Reid & the aero-modellers put on the usual spectacular display of illuminated night flying. It never stopped at Jimbour! Some DDSC members were kidnapped & spent part of the night washing up in the kitchen.

When it all finally settled down, the camping ground was well covered in tents. There were even bodies on the verandah of "Alec International" airport terminal building.

Sunday dawned & some of us didn't. The wind was up & across both of the runways. Fortunately, a late start took care of it & it died down. Sunday then became the same as the Saturday – hot!

Another briefing, more models flying, and more arrivals: a Partenavia P68, Bell Jetranger, stuff from DDAC Toowoomba. Barry Hempel departed in the Antonov. Robert & Beth Bradley & the girls arrived in the company Rockwell 114. Terry Cleary flew in aboard the Kingaroy LS7, XJB. He stayed, talked, videoed & departed behind CMN. Eventually he climbed to 10000 ft over the Bunyas & had a memorable flight home.

We had visits from the Hogs motorcycle club, Toowoomba, Ulysses MC Club, veteran & Vintage cars from Dalby & other areas & a market on the Sunday.

On the Saturday we launched 21 flights, of which 15 were TIF's. Barry Hempel & Alec Russell had 46 minutes in IUR. Sunday saw 34 launches (20 TIF's). Overall, we flew 32 hours.

We applied for & received, CASA approval. Why did I do this? CASA defines an *Air Display* as "organised flying including cross-country events, contests, exhibitions of flying or local flights made for the purpose of carrying passengers for hire or reward and performed at a public gathering." Maurie Lewis of CASA was most helpful & granted the approval off a late application.

Joe Baynes, Club Captain of DDAC, their Promotions Officer, Helen Duck & other members supported us. We should support an Aero Club function, in return. Andrew Barker & Barry Daniel flew with us. Dave Sharples, George & Maren Lee were there.

I would like to express my sincere thanks & appreciation to: Bob Keen, David & Ann Griffin, Carole Knight, Mark & Carlene Robertson, Jo Davis, David Burrell, Kevin Senz, Richard Hoskings, Tony & Jan Barker, Dieter Gerschwitz, Alec Russell (mower man), David Ferguson, David Dudley, Denis Lambert, Tony Cavanna, Russell Bennett, Stow Kentish, Neil Dunn, Brian & Annette Rolfe.

From other organizations: Tina & Karl Graham, Peter Reid, Barry Hempel, Joe Baynes, Bridgette Tait, Randal McFarlane & Lynette Zuccoli. Peter Reid of QRCHA reported 350 visitors to their marquee. Overall, there were in excess of 1000 visitors to Jimbour Station. Approximately 50 aircraft flew in. Anyone for Rainbow Beach & say, a quiet little Flyaway Weekend at Jimbour next September?

Murray Knight

Darling Downs Soaring Club

Instructor, Tug Pilot, & Duty Pilot Roster

Events Calendar 2002	
<p style="text-align: center;">April 12: 7:00pm Instructors Panel Mtg Peter Bell</p>	<p style="text-align: center;">April 20: 7:00pm Committee Meeting Jenny Thompson</p>
<p style="text-align: center;">May 10: 7:00pm Instructor Panel Mtg Peter Bell</p>	<p style="text-align: center;">May 11: 7:00pm General Meeting Jenny Thompson</p>
<p>Sept 28 – 6 October Queensland State Comps, DDSC Shane McCaffrey</p>	

April 2002 – May 2002

April 2002	Instructors	Tug Pilots	Duty Pilots
Mon 1	Easter Comps at Chinchilla - No flying at DDSC		
Sat 6			
Sun 7	D Lambert A Wetherspoon	J Geddes B Keen	R Percy D Edwards
Sat 13	M Knight T Cavanna	T Barker D Gerschwitz	K Allen D Burrell
Sun 14	Jeremy Thompson R Henderson	M Robertson Jenny Thompson	L Matuszczak F Ning
Sat 20	S McCaffrey M Codling	L McQueen R Muir	P Hughes D Ferguson
Sun 21	G Brown T Lake	Pam Kurstens D McCaffrey	A Barker R Sundell
Thu 25 (ANZAC Day)	D McManus P Bell	B Ward D Baartz	P Hyde B Daniels
Sat 27	R Bennett C Jordan	J Knox N Kranenburg	H Hofmeister J Davis
Sun 28	K Senz B Keen	R Bradley M Hurst	C Hall A Sim

May 2002	Instructors	Tug Pilots	Duty Pilots
Sat 4	S. McCaffrey M. Codling	D. Gerschwitz D. Cramer	R Percy D Edwards
Sun 5	K. Senz C. Jordan	J. Geddes D. McCaffrey	K Allen P Bart
Mon 6 (May Day Hol)	P. Bell T. Cavanna	B. Keen B. Ward	D Burrell R Armstrong
Sat 11	M. Knight A. Wetherspoon	Jenny Thompson L. McQueen	L Matuszczak F Ning
Sun 12	Jeremy Thompson R. Henderson	B. Keen T. Barker	P Hughes D Ferguson
Sat 18	R. Bennet T. Lake	J. Knox D. Baartz	A Barker R Sundell
Sun 19	D. Lambert B. Keen	M. Robertson R. Muir	P Hyde B Daniels
Sat 25	T. Cavanna P. Bell	B. Ward N. Kranenburg	H Hofmeister J Davis

Sun 26

G. Brown
M. Codling

R. Bradley
M. Hurst

C Hall
A Sim

CONTACT DETAILS

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Queensland's Premier Soaring Club