



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

October 2002

President's Report

The Annual General Meeting on 14 September was attended by over 40 members and guests who all seemed to have a pretty enjoyable evening. The AGM is a great opportunity to celebrate our achievements over the past year and while there is a formal part to the evening, it is very much a social occasion. Members should not be deterred from attending the AGM for fear of ending up with a job that they do not want as nominations for most positions are completed before the meeting.

The reports were dealt with efficiently and the election of officers was straightforward with most committee members returning for another year. We then got on to the highlight of the evening, which was the presentation of awards.

The committee delegate the responsibility for deciding who should receive the awards to the Instructor Panel. I used to wonder why this was the case but when it was extremely difficult to decide some of the recipients this year I was pleased it was not a committee decision. We are very fortunate that there are many worthy recipients for our club awards and the difficult part is deciding which of a number of candidates is the most worthy.

I would like to thank all those members who participated in the vote for the Rex Teakle Family Trophy. This was a new concept to the club three years ago and it is a

wonderful trophy. The previous recipients, Murray Knight and Shane McCaffrey, were very worthy winners. If I may write on behalf of Bob, both he and I were extremely pleased to be awarded the trophy this year.

Thank you to Mark Robertson who has stood down after doing a lot of good work for the club over the last four years as Tugmaster and committee member and congratulations to Anthony Wetherspoon who has taken Mark's place. Anthony's election to the committee maintains the geographic balance on the committee and also lowers the average age by a year or two.

The last year has been the most successful year yet in this club's long and illustrious history and our achievements have been many. Most notable was the record number of hours we flew in club gliders. In doing so we have bucked an Australian and worldwide trend of declining participation in gliding and soaring.

While the numbers are interesting and useful, they are not what is important. What is important is people enjoying flying. It doesn't matter what sort of flying so long as they are enjoying it and having fun, and going home at the end of the day happy and smiling. No set of numbers can measure people's happiness at the end of a good soaring day.

If members are enjoying their flying and going home happy they will come back for more and they will bring their friends with them. Our lives are all increasingly more crowded and complex, the competition for our time is enormous. If members are not getting the fun and enjoyment they seek, they will not be back.

Our emphasis must be on giving people as much good flying as we can. We are here to fly and to have fun.

We now expect both the British Army and the RFAGSA back in late 2003 and the Navy were talking about coming as well. Carl Peters, who has the difficult task of taking over from Mick Boyden, has emailed that he has been flooded with enquiries for next year's expedition.

I would like to thank Geoff Brown for his excellent article on lookout in the last Chaotic. It's the sort of article you probably need to read more than once to fully absorb all the information. I have recently taken to riding a bike round the streets of Brisbane and I can assure that good lookout has taken on a whole new meaning for me. It's something we all need to work on and practice.

Thank you too to those members who have generously given their time to help Shane with the Form 2s on the 3 two-seaters while he has also been busy organising the state comps.

And thank you to the members who did so much work on Sunday morning at the pre-comps working bee. The airfield and clubrooms are now ready for the many competitors who are soon to join us. It will be a big comp with many old friends

returning for what should be a great Queensland State Comps.

Ralph Henderson

Achievements

Astir Jeans conversion

- Jeremy Parslow

Hornet Conversion

- Fran Ning
-

Letter from Belgium

Dear All,

I really would like to thank you for this beautiful opportunity to fly at DDSC.

I had a very great time with you all and I really enjoyed it.

With your help, I could complete 31 of the 32 flights program, even with some rain and wind. I really appreciated the friendly and relaxed feeling of DDSC, and yet its organisation and efficiency.

If you add on top of that the beautiful conditions of Queensland (scotch-taped to the sky)....

I wish I could have stay 1 more day, and fly solo. But I look forward to coming again soon.

Best regards
Bernard Beaufils

PS: I found 2 good clubs here, but they will enter their winter operations on the 30th September: maintenance!

The well-dressed glider pilot

We now have the supply of soaring hats and long sleeve shirts embroidered with the DDSC logo and they look really good. Shirts are available in all sizes from S to 2XL. We also have the polo shirts and caps available.

Prices are as follows:

Long sleeve shirt	\$35
Polo shirt	\$30
Soaring hat	\$20
Cap	\$17

They can all be purchased from the bar.

Ralph Henderson

Tug Master's Report

Many thanks to all the tug pilots that have given their time so freely over this last year, also those that have given assistance at the end of day to help clean and put the tugs to bed.

Almost 3000 safe launches were carried out by SWR and CMN in approx. 450 hrs flying time.

I wish also, to thank Stow Kentish for supplying his tug MDK and himself; Stow has been extremely generous with both his time and aircraft. Whenever we need assistance, we are very fortunate to have Stow and his 180 so close at hand.

New Equipment

Our bowser now sports a fuel flow meter, this meter can be reset after each refuelling takes place and the litres used MUST ALWAYS BE RECORDED ON THE DAILY TOW SHEET. Dipping and recording of

the in-ground tank will be no longer required.

The new ropes we are using are 8mm Aquatec 1200kg B/S and all should only be fitted with the yellow 400kg weak links.

If there are tug pilots that are not sure on splicing the new rope, catch me or one of the other tug pilots on the airfield for a demo. When the glider end of the rope gets worn, the rope can be shortened a metre or two and respliced in a few minutes. We have a new 10 Amp battery charger and also a new pressure cleaner, both for use on tugs.

Airworthiness

When we DI our tugs cleanliness is part of airworthiness, having a grubby screen, or leading edges, struts etc. covered in bugs is not the way to go, don't leave it to the well known chinese bloke, **do it yourself.**

On The Roster

Recently we had two new faces join the roster, Pam Kurstjens and Marty Hurst - welcome to you both.

In training we have Richard Greene, stepping up from a Blackhawk to our Pawnee. Welcome back to Alf Garrone, who's had some time off for a few repairs, has been signed out and returned to service.

Thanks to Jeremy Thompson and Rob Bradley for the time they put in to train our tuggies over the last year.

To be awarded the Rex Teakle Trophy was an honour indeed to receive it jointly with Ralph only made it more special. The Teakle family presented DDSC with this magnificent trophy in memory of Rex, one of our small group of original members that helped lay the

foundations for what we have today.
Cheers Rex.

Thanks for the messages of support,
when lodging your votes for the
award.

Bob Keen

AGM Results

Following the AGM on 14 September
the committee for 2002-2003 is as
follows

President: Ralph Henderson
Secretary: Jenny Thompson
Treasurer: Richard Hoskings
CFI: Peter Bell
Airworthiness Officer:
 Shane McCaffrey
Tugmaster: Bob Keen
Canteen Officer:
 Libby Matuszczak
Committee: Brian Hofmeister
 Anthony Wetherspoon

Congratulations to all on their
election, especially the new
committee member Anthony.

To the retiring committee member,
Mark Robertson, thank you for all
your hard work over the last four
years as Tugmaster and committee
member.

The following awards were presented
at the AGM

- Rex Teakle Most Improved Pilot
Award: *Paul Bart*
- Murray Noble Most Improved Cross
Country Pilot Award: *Hugh
Hofmeister*
- Wally Mills Club Service Award:
Richard Hoskings
- Rex Teakle Family Trophy: *Bob
Keen and Ralph Henderson*

Congratulations to all of the other
award recipients and thank you to all
those who participated in the vote
for Rex Teakle Family Trophy.

From the Instructors' Panel

Please be aware that the
dispensation for competition style,
high energy finishes, involving a
glider descending below 500ft with
sufficient energy to complete a
circuit prior to landing remains only
within CASA approved gliding
competitions (as defined in CAO 95.4
– 4.3).

Whilst there is valid concern that
pilots should be practiced in this
procedure before performing it at a
competition, it can only be
performed with a dispensation from
a Civil Aviation Regulation issued by
CASA and they have declined to do
so, except for approved gliding
competitions.

This means that low level
competition finishes are not legal
unless performed at a CASA
approved gliding competition.

Bob Muller Memorial Award

The GFA has awarded the Bob Muller
Memorial Award to Murray Knight.

Mark Robertson nominated Murray
for the Award as follows:

*In early year 2000 Darling Downs
Soaring Club acquired a second tow
plane being C-182 CMN.*

*This allowed us to carry on normal
club ops while at the same time we
could be away with the 182 and a
couple of gliders.
These days and weekends became
know as Flyaways. The idea of these*

was to give the members a different area and airstrip to fly from, involve family and also the locals in gliding activities.

They proved to be very popular and we have had 11 since we started. In the last 12 months we have been to Dalby Airport Open Day, Inglewood, Rainbow Beach and Jimbour Station x 2 and Clifton.

Murray Knight has been the driving force behind these flyaways with the sending out of promotional materials via e-mails, faxes and letters to the local communities, media outlets and relevant publications.

On many occasions he personally drives to these sites a few times to meet and organize with other people involved.

He has also on the odd occasion done interviews on the local radio stations for these events.

We have conducted dozens of TIF flights over these weekends and also gained new membership for our club. I believe this has given the gliding movement a great exposure to these communities.

With this I would like to nominate Murray for his dedication and time spent in the interest of the gliding movement for the Bob Muller Memorial Award.

Congratulations Murray and thank you Mark for putting the nomination forward.

Ralph Henderson

Your Flying Progress

Firstly a request

I want to compile a list of Official

Observers and Form 2 inspectors who are willing to carry out examinations for DI ratings. Please let me know who you are. This list will be placed on the club notice board and on the website.

I believe that as a club we should be claiming more FAI badge flights. And now is a good a time as any to start planning tasks for your badge flights. This article is intended as a guide for the preparation for badge flights and applies to cross-country flying in general as well. I make reference to a number of computer programs, websites and other services. These are documented in the 'Resources' section at the end of the article.

Prepare your map

I suggest you splash out and buy a couple of WAC charts, cost approx \$6. These are available from Airsupport. You will need the Brisbane section and possibly the Armidale section. The Brisbane section covers most of the area we normally fly in. The Armidale section covers an area starting just north of Warwick south to Port Macquarie. These maps are 1 million to 1 scale making measuring tasks easy with a centimetre ruler.

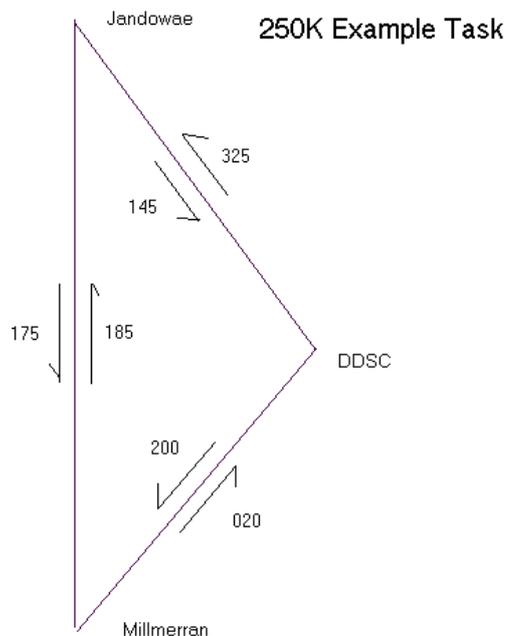
Once you have your map, cut out the section you need, write important things you may need on the back, things like your name, your telephone number and the club telephone number and get it laminated. For example my Brisbane section covers an area that goes as far West as Wallumbilla, East to Toowoomba and North to Gayndah and South the edge of the map and is only about 1 square foot.

On the front draw circles at 1cm intervals to 6cm around DDSC using a permanent marker. Cover this with a piece of clear plastic. These circles allow you to see instantly how far away from your intended finish point

which you will need to use in conjunction with a final glide computer. Also, for Silver distance you can quickly choose a turn point more than 50km from the club.

Task planning

- There are two types of tasks associated with badge claims: Distance task flown around up to 3 pre-declared turning points in any order. Goal task flown around up to 3 pre-declared turning points in the order declared.
- If you have computer there are several programs available that make task planning very easy.



- You can plan your cross-country tasks at home. Create a number of tasks and draw (or print) them out on a piece of paper. Include the name of the turning points, distance, and the compass headings for both directions around the task. Most turn points are towns, airfields or grain silos all of which are clearly marked on a WAC chart.
- Having prepared tasks for the distance you want to achieve will

save you time, leaving with just a decision of selecting a task appropriate for the day. This preparation is better than messing around with maps and rulers on the day trying to find something for the distance you want to achieve.

Other things to do

- If you intend to use a camera to take turning point photographs make sure it works. If you are not certain of how long the batteries have been in the camera replace them with some fresh ones.
- Make a final glide computer for the glider you intend to use. You can use the Polar Glider program, see Resources. In my opinion the JSW is the easiest to make and use, you do not need to attach a map to the back of it or make it out of perspex. Just print it out, cut the two pieces out, get them laminated and join together with a nut, bolt and washers or some other suitable fastener.
- Prepare an outlanding survival kit (more detail on this next month). Briefly this should contain a torch, a note pad and pen, emergency food and money.

The night before

- The aim here should be to do as much preparation as you can so that there is less to do the next morning. This includes:
- Fill your water carrier and put it in the fridge if you want ice cold water.
- If you are using one of the club's Winter barographs smoke the barograph, ensure it is on the 10 or 12 hour setting and is fully wound.
- Load your camera with film.
- If using a logger upload or clear all traces so that there is no danger of running out of memory.

Check that the battery is fresh, and the pilot and glider details are complete leaving you with just the declaration to make the next morning.

On the day

- Try to select a task such that the 'into wind' leg will be flown in the best part of day, early to mid afternoon, and the starting and end leg have a down wind component. Try to avoid a long final leg into a strong wind.
- How far can you go? First you need an idea of how fast you can go in the expected conditions. Early cross-country pilots will probably be able to achieve 70-80kph on a good day. This means that you will need around about 4 hours to do 300km. If you want to be home by 5pm you'll need to get going by 1pm. Using your expected speed and duration of the day (or the maximum time you want to spend on task) you can come up with rough time table of when you can expect to be at your turn points. You need to exercise some judgement here. If you find yourself at your second last turn point 5 minutes behind later than expected that's ok. But if you find yourself 30 minutes behind and battling to get to the next one you may want to consider abandoning the task and making your way home.
- Find an official observer and make your declaration.
- Carry plenty of water.
- Don't forget to arrange a crew before you go.

Resources

- Polar Glider: This program contains a glider database. It has facilities for printing templates you can use to make your own final glide calculator. Will also print out a polar curve for you. Available from

the Geelong Gliding Club web site, site resources section.

- Mike Codling has written a program that will assist you in creating tasks. Available from Mike's home page <http://www.users.bigpond.com/mcodling/>
- See you: comprehensive task planning and data logger analysis. <http://www.seeyou.ws/>
- Garlink: A rather old upload/download program for Garmin GPS, designed for boating. It does have a route planning facility. These routes can be printed out with directions and length of each leg. You have to register it to use the upload/download facilities. Still available from <http://vancouver-webpages.com/peter/garlink.zip>
- Airsupport 3277 6066 also at <http://www.airsupport.com.au>

There are other programs available. See the DDSC website for more links. All of this might seem lot work, but believe me, the effort is worthwhile.

Feel free to call or e-mail me if you have any questions or would like further advice.

Tony Cavanna

Events Calendar
at 24 September 2002

2002		
28 Sep – 6 Oct	Qld State Comps	McCaffrey Field
11 Oct	Instructor Panel Meeting	Toowoomba
12 Oct	Committee Meeting	McCaffrey Field
26 Oct	Cross-Country Day	McCaffrey Field
26 – 27 Oct	Royal Qld Aero Club visit	McCaffrey Field

2003		
18 – 26 Apr	Qld Easter Comps	Dalby
20 Oct – 9 Nov	RAFGSA III	McCaffrey Field

Darling Downs Soaring Club
 Instructor, Tug Pilot, & Duty Pilot Roster
October - November 2002

October	Instructors	Tug Pilots	Duty Pilots
Sat 5 (State Comps)	R Bennett A Wetherspoon	A Garrone J Geddes	B Rolfe L Day
Sun 6	T Cavanna M Codling	D Cramer D Baartz	P Bart R Armstrong
Sat 12 (Scout day)	M Knight B Hoffy R Henderson	Jenny Thompson T Barker	J Somerville Jeremy Parslow
Sun 13	Jeremy Thompson B Kruyssen	M Hurst L McQueen	B Daniel P Downey
Sat 19	S McCaffrey R Hart B Keen	J Knox R Muir	J Grosser A Flaherty
Sun 20	G Brown D Hughes Jenny Thompson	N Kranenburg D McCaffrey	D Ferguson P Gliddon
Sat 26 (Cross-country day)	A Garrone C Jordon	D Gerschwitz B Keen	J Robinson K Houghton
Sun 27	K Senz T Lake*/	D McCaffrey M Robertson	D Edwards N Muspratt

November	Instructors	Tug Pilots	Duty Pilots
Sat 2	P Bell B Daniel	P Kurstjens L McQueen	K Allen H Hofmeister
Sun 3	G Brown T Lake	B Ward J Geddes	L Matuszczak R Flaherty
Sat 9 (Scout day)	R Henderson M Knight	M Robertson T Barker	D Burrell D Dudley
Sun 10	Jenny Thompson B Kruyssen	B Keen D Baartz	R Percy Jol Parslow
Sat 16	A Garrone D Hughes C Jordan	D Gerschwitz B Ward	J Davis R Sundell
Sun 17	K Senz A Wetherspoon	D Cramer N Kranenburg	S Tromp J Somerville
Sat 23 (Cross-country day)	Jeremy Thompson B Keen	A Garrone M Hurst	D McEvoy R Green
Sun 24	T Cavanna M Codling	Jenny Thompson B Keen	F Ning L Day
Sat 30	S McCaffrey B Hofmeister	J Knox R Muir	A Midwood C Hall
Sun 1 December	K Senz D Hughes	D McCaffrey M Robertson	P Bart R Armstrong

CONTACT DETAILS

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Queensland's Premier Soaring Club