



# CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

May 2003

## **President's Report**

The Easter Comps are over for another year. The comps were another great success for DDSC. Not only did we excel as the core members of the organizing group, but we also bought home two of the three Awards.

In the two-seater class Shane McCaffrey, Dennis McCaffrey and John Grosser were first in the Duo Discus T. Second place went to John Moore and Robert Bradley in the DG500. The Kingaroy Duo was third.

First in the club class was Hank Kauffmann from Kingaroy with Bruce Taylor second and Andrew Georgeson third.

Tim Johnston won the Easter trophy for the highest placed pilot in his first competition. Robert Hart won the encouragement award for his good placing in the comp and his ongoing enthusiastic approach to cross-country and competition flying.

Congratulations to all the winners.

On any criteria the competition was a great success. Many people contributed to the success of the event, but two deserve special mention. Bob Keen for all his work before, during and after the competition and Mike Codling for the many hours he has put in over the last year developing a wonderful scoring system.

DDSC had 20 gliders entered in the competition and more than 50 members participated in the competition in some way. Particularly pleasing was the number of members who flew in the club two-seaters. At last years Easter comp we struggled to find enough pilots for one two-

seater. This year all 3 Club two-seaters were fully booked and we borrowed SDASCs Twin Astir to cope with the demand.

A visitor to the comp was Ron Muir. It was great to see Ron again and see him well on the road to recovery.

Next year the Easter competition will be at Chinchilla. If you missed this year's competition then start planning to be at next year's. And remember that it doesn't matter how much or how little experience you have, everyone can be part of the fun at Easter.

On the subject of competitions, this years state championships will be at Warwick starting with practice day on Saturday 4 October.

Our leading role as a cross-country club has again been born out by our participation and results at the Easter comps. We need to consider how we will continue to grow and develop to meet the needs of our members. Early last year we considered the purchase of a high performance two-seater. After discussing the proposal at a general meeting we decided against it.

I believe we now need to reconsider this decision. We have had a Duo Discus operating privately for 3 months. A number of members have had the opportunity to fly it. The Duo is a superb aircraft with excellent handling and performance. To have one as a club cross country aircraft would enable us to continue our cross-country leadership.

There is a two-year wait for a new Duo. I believe we should place an order now so that we can have a duo in two years time

if we want one. Should our circumstances change over this time we can change or defer our order.

I plan to discuss this proposal at the May general meeting so please come along and have your say.

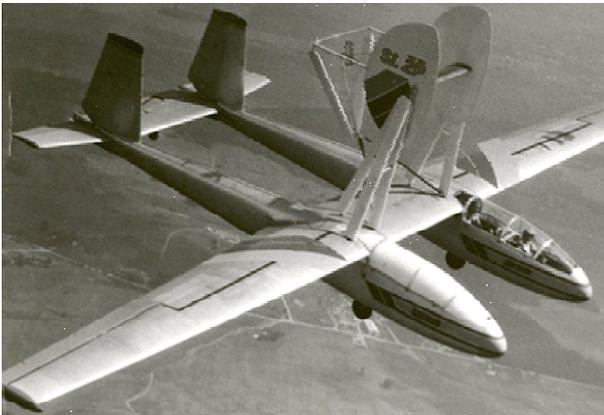
*Ralph*

### **Welcome New Members**

- John Moller
- Peter Davison

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### **Siamese Blaniks?**



While surfing the Internet some time ago I stumbled across this picture of 2 Blaniks joined together at the hip with a strange structure mounted on the wing - I have no idea what its purpose is. Perhaps there is a member out there that knows what this glider was for?

*Paul Blackmore*

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### **Another New Official Observer**

Following last month's update on new observers, Robert Percy has also received his authorisation.

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### **Pam & Gerrit's Summer Part 2**

*.....continued from last issue*

We have a fascination with long distance flights. It is always very special to set off and just see how far you can go. In December, Gerrit decided to try to break the World Record for Straight Distance to

a Goal. The existing record was 1383 Km, set by two French pilots in an ASH25 in 1992 in wave. They flew from southern France, across Spain, and across the Straits of Gibraltar to land at Fez, Morocco. I remember that day well. I was at a wave camp in the Spanish Pyrennees, with some pilots from my club in England. We spent the day trying to stop the gliders being blown away in the northerly gale that was raging across the runway. We couldn't launch. The wave clouds were stacked in the sky.

A new distance record has to exceed the old one by 10Km. Gerrit set a task using a start point north east of Jondaryan, and a goal at the Grampians Gliding Club at Ararat, Victoria, for a distance of 1396Km. He would need a perfect day, with very early thermals, and taking full advantage of the extra hour of daylight gained by being so far south at the end of the day. It was not to be, however, as a German pilot flying in the wave in Argentina put in a claim of 1449Km, taking it out of reach.

On January 5<sup>th</sup> 2003, we were ready to launch at Kingaroy with our Nimbuses, with John Buchanan in his ASW22. Our plan was to get to Corowa, 1170Km to the south. However, I was not convinced about the weather, and decided I was content to declare Temora as the goal, 965Km, which was enough to break the Feminine World Record of 954Km. Gerrit made the same declaration, as it would give him a Dutch Record. John declared Corowa, to try to beat Harry Medlicott's Australian Record flown from Lake Keepit to Gawler.

We were ready at 10:30, but with the moist air coming from the east, and showers beginning to fall from the grey overcast sky, it did not look promising. John had the first launch. Cloudbase was only 2400 ft above Kingaroy. He set off on track, and by the time I launched 20 minutes later, I could hear him struggling in the foothills of the Bunyas. I decided to go way off track to the sunlight I could see to the west, and was happy to find some gentle climbs that enabled me to

pass the Bunyas via lower ground. Gerrit launched next, and had rain during the tow. We had just got away in time. As soon as we were into the Dalby Downs, the weather improved and the flight was straightforward after that, with the cloudbase rising every hour and reaching 10,000 ft. For a long time, I had John 30Km ahead of me and Gerrit 30Km behind. Eventually, John chose a better route to the east of the Piliga Forest and increased his lead, while I dithered a bit near Narrabri and Gerrit caught me up. Still I only saw a glimpse of him over the endless forest.

Near Temora, I took every bit I could get out of the last climb to nearly 11,000ft. I could hear Gerrit somewhere nearby doing the same, and we could hear John beginning to struggle out in the blue ahead of us. He eventually had to use his engine after 1120km, to get to Corowa before last light. The day had died quite suddenly. We had made it to our goal and decided to see how much further we could go. After a long careful glide in still air, we landed at Lockhart, having flown 1080Km in just over 9 hours.

On January 7<sup>th</sup>, having hardly had time to recover from this epic, the weather was on again for something good. We initially planned a 1250km out and return, but the thermals were getting going just a bit too late, and we changed it to a 1000km O/R from Corowa to a TP north east of Dubbo and back. I launched first, and found blue thermals to 3000ft with a light northerly drift. Not too inspiring. I started at 11:30, and flew for the first hour between 3000 and 4000ft. I could see perfect cumulus appearing to the north. Suddenly, I had an 8 kt climb to 8,000ft, and the day was transformed. The cloudbase eventually reached 12,000ft. There were 8 kt climbs to be had but they were difficult, narrow, twisted thermals that required very hard work in a heavy Nimbus. There were a few showers east of Dubbo, and we heard that it was not such a good day further west, but our track took us over the higher ground east of Parkes, and we had a consistent run. It was not an easy day,

fighting to get into the thermals, with huge areas of sink.

I made a speed of 133kph, enough for a UK Record and World Feminine Record. Gerrit made 136kph, which was slower than his existing Dutch record. Only one problem: when I landed, I couldn't walk. In the intense concentration of the 7-hour flight, I had been completely oblivious to the pain in my left foot. Like many pilots, I push on both rudder pedals when I am tense, and my legs are working extra hard against each other. It is a wonder that the rudder cables don't break (er, O.K., Shane will tell you they were in a bad way!). What had given under the strain was my Achilles tendon, already strained for several weeks. I had now developed a small tear in it, and believe me that hurts!

We planned to stay at Corowa for a couple of weeks, but the bushfires in Kosciusko were just starting, and the smoke lay thick over the whole area for the next month or so, playing havoc with the soaring conditions and causing the Nationals to be relocated from Benalla to Narromine. We flew a couple of days in the smoke but it wasn't a lot of fun.

Throughout December we heard reports of excellent conditions from Corowa to Waikerie and in the Flinders Ranges, going to 15,000ft and 18,000ft on several days. The drought produced some fantastic conditions and an exceptional season, but the fires were the end result. Our best soaring days are often associated with extremes of weather, producing that extra energy to enable us to go just a bit further and faster, but often spelling disaster somewhere else. It was a good summer season for us.

*Pam Kurstjens*

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### ***1000 Kilometres in a Mosquito D***

This article reproduced from Australian Gliding May 1983.

By Col Norman

**Part 3-**

*Continued from March & April  
CHAOTIC.....*

With a line of still active-looking cumulus ahead, in a do or die effort, the ring was increased again. A flight was then made 40km due east at 10° off track toward the nearest cumulus, occasionally and nervously turning (foolishly because the turn indicator registered nothing and the variometer only 1-2 kts) to reach the cumulus at 4000ft for a glorious smooth first thermal of 6kt to 6000 feet at Wallumbilla, followed by 6kt to 8000ft 10km further on at the Yuleba-Jackson scrub, with some streeting. Time about 5:15pm, 830km covered and 1¾ hours of daylight left.

A choice now had to be made between continuing due east 10° off track along the cumulus line that now appeared to be dying or onto a more southerly heading, more on track and into a 10kt southerly wind that was indicated by smoke.

Another NW-SE line of active-looking cumulus that apparently marked the northern edge of the trough line could be seen about 100km ahead intersecting my track about Chinchilla and I decided to risk pushing out into the blue to reach this.

The ring was reduced to 1-2 kts to maintain as high a height band as possible and after about another 40km with occasional lift a small puff of cumulus that appeared to be growing over the scrub to the south could be seen and after an interminably seeming glide into the southerly wind, 4kt to 7000ft was found and some water dropped to improve the climb rate.

This thermal and another similar one allowed a glide of a further 60km down to 5000ft abeam Chinchilla where a river reversal-scrub thermal (perhaps helped by water skiing activity on the river) gave 4kts to 6500ft. Distance covered 935 km, time 6:15pm with ¾ hr of sunlight left and 76 km to go.

**Racing Against Darkness**

From smoke indications, the wind had now become variable and possibly dying and a decision had to be made between continuing on track, or turning 10° south of track along the (apparently) softly simmering flat-based cumulus trough line.

The 6500ft present height was marginal to cover the 76 km to Dalby Aerodrome but if the cumulus line was decaying with sinking air and the southerly wind was still present, more would be lost by heading south. I decided to head along the cumulus as the best chance of finishing, especially as there was only ¾ hr of daylight left.

With many a fearful glance over my right shoulder, at the sinking sun (a reflection of the sun could be seen on the wing and this seemed to make it appear only lower) the street was entered and after what seemed like hours (Einstein's law of Relativity) zero sink was encountered and ran for about 20km. The street then veered further south and it was left for a direct track to Dalby Aerodrome. With 42 km to go, Warra was passed at 6:30pm, giving safe glide angle on Dalby Aerodrome, to arrive at 7:00pm and last light. (The wind had indeed died to zero.)

Thanks to Linsay Richards for donating \$1000 for the first pilot to complete a 1000km flight from Darling Downs Soaring Club, to Greg Sloss for patience in backing me up for retrieves, to Reg Trevor for succouring me at Dalby Aerodrome, to Denis McCaffrey and John Moore for many an early morning tow, and to all DDSC members who helped and encouraged me.

**Summary**

The overall factors contributing to success were clear skies (no cirrus), tailwinds for part of the first and second legs and a dying wind in the third, mainly smooth, well-structured thermals, cumulus in the first and third legs, and of course being equipped with a Thermalling Turn Indicator.

## Points Gained from Attempting and Flying 1000km

1. Many attempts at 500, 750, and 1000km tasks are made on marginal days and it is best to use these to gain navigational familiarity with the course by flying to the turn and intermediate points on separate occasions.

Also, the country that works best (and worst) can be identified and this practice allows pilots to build up the flying stamina and speed that is necessary to complete the course.

Additionally, after a few such successful flights, the psychological affect on you is that *you begin to believe you can do it*. Once this happens it's just a matter of time and the right weather.

2. BE READY! All serious pilots should have these words inscribed on a one metre high noticeboard in the hangar. In my own case if I had not been ready in the morning even though all seemed hopeless, I could not have launched with ½ hr's notice.

3. COMFORT. If you are not comfortable for 5-10 hours flying, your personal efficiency will be reduced to say, 50%. Examples: use high-density foam under your parachute straps where it crosses you solar plexus.

Use 1" thick high-density foam in a cloth bag as a lining to your parachute (no thicker otherwise your head will probably hit the canopy). Adjust your seat back and rudder pedals for complete comfort. Wear a good set of sunglasses and a hat.

4. FOOD, WATER, & URINATION. I've found Granny Smith or cooking (green) apples are most refreshing in the air and usually take two or three on 1000km attempts. Take sufficient water to prevent dehydration and don't drink too much as it stimulates urination.

To avoid plastic bags bursting, try using the bladder out of the easily available wine 'cask'.

5. TIME TO LAUNCH. The best situation is when two-seater training starts before your latest launch time. These flights can be observed and information thermal activity obtained by radio or from the pilots after landing.

If cumulus exists, their height, growth and decay on track can be observed and the launch time estimated. If a blue day, the next best is to do temperature flights with a powered aircraft over the field, draw the tempograph and estimate what temperature you need to stay up and the time.

The trouble with this is that your initial glide takes you 10-20km away where the air may be better or worse. If the day is blue, a rough inexpensive method is to note if the air on the ground is very still. If so, thermals are unlikely. (this does not always work). Try also to spot any birds thermalling. Sometimes the way smoke rises can be significant.

If money and time are available, try early morning launches to 3200ft on days with promise and fly out on track to 2000ft and return if no thermal activity. Better still, with prior retrieve arrangements fly out till you either get a thermal or have to land.

6. METEOROLOGICAL INFORMATION. Watch the ABC-TV weather report the night before to get an satellite plot of cirrus (but not a lot of middle level cloud that develops overnight), an accurate estimate of the distribution of highs, lows, fronts troughs and so on that control the wind direction and strength and the consequent movement of good and bad air over the task area.

7. RAINFALL INFORMATION. How much rain has fallen along the legs of your task? This information is available from the met bureau.

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## ***What a great Easter Comp Flight***

It is worthwhile saying that perhaps one of the lowest experienced pilots in the comps was my passenger (Tim Hastings) with 11 hours beforehand. He did the biggest part of the flying and got around the 180 Km triangle.

Gains for the day

- Increase his total flying hours by nearly 30%
- Longest flight of his career
- Longest distance flown
- First flight in back seat

It was a most enjoyable flight with a delightful young man. A lot of the flight was spent saying

- Lookout
- Fly smoothly
- Lookout
- There's the lift
- Lookout
- Feel that
- Lookout
- Watch your speed
- Look out

And yes I was nervous with that much plastic in the sky and nimble hot ship pilots with death wishes.

*Robert Percy*

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## ***Tony's Easter Comps Outlanding***

(to be sung to the tune of the *Copa Cabana* by Barry Manilow)

His name was Tony,  
 He had a glider  
 He thought he'd take it to a comp,  
 But from there it just went wrong  
 And now he's finished,  
 Not at the airfield.  
 He had to park it in the mud,  
 And that flight was just a dud.  
 Now we have to get him out;  
 dinner will now be trout.  
 He lost the race and he lost his gel coat  
 Because he land-ed out!

Chorus:

At the Tony, Tony Cavanna  
 His whole short flight was such a downer

At the Tony, Tony Cav-an-na,  
 Gliders `n outlanding  
 Are always in planning at the Tony.....  
 .....

*Tony Cavanna would really like to thank Tony Lee and Tim Johnson for penning the words to the tune on their way out to pick up him and his glider. Tony Lee sang the final version on stage by (with appropriate Barry Manilow hand and hip gestures) at the final night's dinner at Dalby.*

## ***Pylon Races***

The Kurstjens are keeping this month's edition of CHAOTIC very busy. Gerrit did 5 circuits of the DDSC pylon race (on 5 April) in 2 hours and then went off elsewhere. He was declared the winner. Richard Hoskings was second.

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## ***Pam's World Record Update***

Pam Kurstjens got a great write-up in the Courier Mail over Easter. All 5 of her World Records were homologated on 10/4/03. The relevant website is [www.records.fai.org/gliding/pending.asp](http://www.records.fai.org/gliding/pending.asp)

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## ***GFA Fee Increases***

Please note that the GFA has announced their annual fees for the 2003-4 year, effective from 1st May 2003.

There are slight increases across the board for regular members.

- Full GFA membership will be \$175 (an increase of \$4)
- Student GFA membership will be \$108 (an increase of \$2)
- Family GFA membership will be \$139 (an increase of \$4)
- Family Student GFA membership will be \$72 (an increase of \$2)

For full details, go to:

[www.gfa.org.au/mship\\_files/mfees03-04.xls](http://www.gfa.org.au/mship_files/mfees03-04.xls)

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## ***New CHAOTIC Editor***

Jo Davis has kindly offered to take on the editing of CHAOTIC, which she will take

on from June onwards. Please send contributions to [chaotic@ddsc.org.au](mailto:chaotic@ddsc.org.au) or [jdavis@aacrc.net.au](mailto:jdavis@aacrc.net.au)

**FOR SALE**

*¼ share in Nimbus 2C GAW  
Price negotiable; Sale due to owner  
currently residing in England.*

Contact Darian Jenik by email on  
[d.jenik@qut.edu.au](mailto:d.jenik@qut.edu.au)

### **Retraction**

Last month being April, we had a couple of April Fools' articles. Most of you spotted Mick Boydon's little gem with the Plummet Winch, but we have to tell you that launching with the Yellow Air Tractor was also quite a lie.

It has nevertheless, inspired Pam Kurstjens to provide a few photos of some weird and wonderful tow planes they encountered in Europe last year. The Sukhoi was at Bruchsal, where the factory is for DG gliders in Germany. The other two were among an interesting line-up at the European Championships in Hungary.

Sukhoi aerobatic tug at Bruchsal



Radial Engine Tug In Hungary



Turbo Tug in Hungary



### **Decentralised Competition**

The provisional Summer DCE winners have been confirmed.

Over-all Winner of the Australian Gliding Trophy was Gerrit Kurstjens from DDSC.

Congratulations, Gerrit. To see more about the decentralised comps, go to <http://www.gfa.org.au/whatsnew.htm>

### **Congratulations**

Congratulations to Bob Keen and John Grosser in gaining their Level 1 Instructor Ratings.

<b>M a y - J u n e - J u l y R o s t e r 2 0 0 3</b>	<b>M a y</b>	Sat 3 (Radio Op Trng)	Jeremy Thompson C Downes	D Baartz M Robertson	R Armstrong P Bart
		Sun 4	P Bell Jenny Thompson	R Green Jeremy Thompson	P Blackmore D Edwards
		Mon 5	A Garrone R Hart	M Hurst	C Hall A Straume
		Sat 10 (General Mtg)	S McCaffrey B Hofmeister	J Knox Jenny Thompson	A Flaherty R Flaherty
		Sun 11	T Cavanna T Lake	D McCaffrey B Ward	B Flood G Hennessy
		Sat 17	R Keen R Henderson	A Garrone D Gerschwitz	David Gliddon P. Gliddon
		Sun 18	K Senz A Wetherspoon	P Kurstjens D Cramer	H Hofmeister C Booth
		Sat 24 (Cross Country Day)	R Bennett B Daniel	L McQueen T Barker	N Muspratt G Todhunter
		Sun 25	M Codling J Grosser	R Keen N Kranenburg	J Robinson S Tromp
		Sat 31	P Bell C Jordan	M Hurst B Keen	M Russell A Midwood
	<b>J u n e</b>	Sun 1	T Cavanna B Hofmeister	R Green Jeremy Thompson	G Gillmore D Ferguson
		Sat 7	A Garrone R Henderson	L McQueen J Geddes	R Flood G Hennessey
		Sun 8 (DI Training)	S McCaffrey B Keen	M Robertson B Ward	K Masuda C Gillmore
		Mon 9	P Bell R Hart R Hoskings	Volunteers	L Matsuzczak D McEvoy
		Sat 14 (Committee Meeting)	R Bennett J Grosser	D Gerschwitz D Baartz	F Ning A Sim
		Sun 15	Jeremy Thompson A Wetherspoon	D McCaffrey Jenny Thompson	R Percy P Wetherspoon
		Sat 21	M Codling B Daniel	J Knox A Garrone	B Rolfe D Dudley
		Sun 22	K Senz T Lake	P Kurstjens R Keen	D Burrell M Dullens
		Sat 28 (Cross Country Day)	Jenny Thompson C Downs	T Barker D Cramer	R Sundell J Davis
		Sun 29	T Cavanna C Jordan	M Hurst N Kranenburg	M Hartman G Valler
	<b>J u l y</b>	Sat 5th	S McCaffrey J Grosser	L McQueen B Ward	K Allen A Straume
		Sun 6th	M Codling C Downs; R Hart	R Green D McCaffrey	L Day D Edwards
		Sat 12th (General Meeting)	R Bennett R Henderson	Jenny Thompson M Robertson	R Armstrong P Bart
		Sun 13th	P Bell B Daniel; R Hoskings	Jeremy Thompson P Kurstjens	D Gliddon R Flaherty
		Sat 19th	A Garrone A Wetherspoon	J Knox M Hurst	R Flood G Hennessy
		Sun 20th	T Cavanna T Lake; K Senz	R Keen D Baartz	M Russell J Somerville
		Sat 26 <sup>th</sup> (Cross Country Day)	Jeremy Thompson B Keen	J Geddes D Gerschwitz	P Blackmore C Booth
		Sun 27th	Jenny Thompson B Hofmeister	N Kranenburg D Cramer	C Hall S Tromp

## Events Calendar

at 1 May 2003

**2003**

Date	Event	Place	Contact
3 May	Radio Operator Training	McCaffrey Field	Jeremy Thompson
5 May	Dual Towing Day	McCaffrey Field	Jeremy Thompson

5 – 9 May	Course Week	McCaffrey Field	Peter Bell
10 May	General meeting	McCaffrey Field	Jenny Thompson
24 May	Cross country day	McCaffrey Field	Shane McCaffrey
2 – 6 Jun	Course Week	McCaffrey Field	Peter Bell
31 May – 1 Jun	QSA Club Development Seminar	Archerfield	Ralph Henderson
31 May	QSA AGM	Archerfield	Ralph Henderson
8 Jun	DI Training Morning	McCaffrey Field	Robert Bradley
14 Jun	Committee meeting	McCaffrey Field	Jenny Thompson
28 Jun	Cross country day	McCaffrey Field	Shane McCaffrey
12 Jul	General meeting	McCaffrey Field	Jenny Thompson
26 Jul	Cross Country Day/ Pylon Races	McCaffrey Field	Peter Bell
9 Aug	Committee meeting	McCaffrey Field	Jenny Thompson
23 Aug	Cross Country Day/ Pylon Races	McCaffrey Field	Peter Bell
13 Sep	AGM	Toowoomba	Jenny Thompson
4-11 Oct	Queensland State Championships	Warwick	TBA
5 - 29 Nov	RAFGSA III	McCaffrey Field	Ralph Henderson

## 2004

Date	Event	Place	Contact
April (Easter)	QSA Easter Competition	Chinchilla	TBA

Postal Address - Darling Downs Soaring Club PO BOX 584 Toowoomba QLD 4350  
 Airfield – McCaffrey Field Mason Rd Bowenville 4404  
 Clubhouse Telephone (07) 4663 7140 Fax (07) 4663 7228  
 Website – [www.ddsc.org.au](http://www.ddsc.org.au) email - [info@ddsc.org.au](mailto:info@ddsc.org.au)  
 Newsletter – [chaotic@ddsc.org.au](mailto:chaotic@ddsc.org.au)  
 Queensland's Premier Soaring Club

# Queensland Soaring Association

## ***Club Development Seminar***

and

### **Annual General Meeting**

**Saturday 31 May – Sunday 1 June  
2003**

The Queensland Soaring Association Club Development Seminar will be held on Saturday 31st May 2003 commencing at 10.00 am and continuing on Sunday 1 June until 3.00pm, at the Scout Air Activity, cnr of Mortimer and Beatty Roads, Archerfield.

The Annual General Meeting of the Queensland Soaring Association will be held as part of the seminar on Saturday evening 31st May 2003 commencing at 7.30 pm.

The seminar theme will be - *Increasing our club activity levels*

The objectives for the seminar will be

- *To share knowledge and information*
- *To learn from each other*
- *To learn new ways to increase our membership and participation levels statewide*

The keynote presenter will be Terry Cubley, GFA Development Officer.

All meals and overnight accommodation will be available at the centre.

All members of QSA clubs are invited to attend and participate.

Please advise Ralph Henderson if you plan to attend so that we can arrange catering and accommodation, everyone is welcome.

Ralph Henderson  
*Secretary*

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