



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

October 2003

President's Report

Ralph Henderson has done an outstanding job as the DDSC president for the past three years. At the GFA Annual General Meeting/Annual Council Meeting, Ralph was awarded the Bob Muller Award for the most outstanding contribution to the promotion or publicity of gliding in Australia in the past year. Congratulations Ralph, it was well deserved. It has been a great privilege and pleasure to work with Ralph on the committee for the past three years. At the last AGM, Dennis McCaffrey gave a very interesting potted history of the club. It made me realise that the club's current success is the outcome of 40 years of dedicated effort and nurturing by numerous individuals.

Ralph also made an excellent contribution to boost the already significant momentum within the club, and I am very conscious of the need to maintain and further boost that momentum. Not for the sake of growth in itself, but as an insurance against the increasing overheads of running a gliding club. Such as insurance premium costs for example. I think the club needs to be bigger than it is now to spread the overhead costs across more members, but not so big that it can't be run by volunteer effort.

Just in case you haven't caught up with the changes, the new Committee is:

Brian Hofmeister (Treasurer), Tony Cavanna (Secretary), Jeremy Thompson (CFI), Shane McCaffery (Airworthiness), Bob Keen (Tugmaster),

and the committee members are Anthony Weatherspoon, Brian Rolfe, Fran Ning and Charlie Downes. The President is Richard Hoskings. Under the new structure, the Canteen Officer is no longer a committee member. However, we are fortunate to have Libby continuing in that role, as she does it so very well. Libby has also agreed to form a Social Committee, and is looking for two volunteers to assist her.

The State Comps in Warwick were most enjoyable, despite 4 days out of 7 being rained out. The Warwick club is to be congratulated on a well organised week. They have only a small team to do the work, but they are very dedicated and energetic. As usual, Michael O'Brien did a fantastic job of organising the event. We talk about the Easter Comps being the "friendly comps", but as a relative newcomer to competition flying, I found the State Comps at Warwick very friendly and supportive indeed and intend to participate every year from now on. There was an enormous pool of experience and talent there, with pilots only too happy to help newcomers.

DDSC was represented by: Andrew Georgeson (LS8), Peter Bell (Hornet) and Mike Codling (LS7) in Standard Class; Colin Adam (Mossie), Andrew Ward (LS6) and Richard Hoskings (Ventus) in 15m Class; Bob Ward (Ventus), Brian Wade & Robert Hart (Alice), Ralph Henderson & Dennis McCaffrey (Duo) in 18m Class; and Peter Griffiths & Shane McCaffrey (Nimbus) in Open Class. Our Grob was flown by Junior pilot Anne-Maree Dearden, under a QSA bursary.

Congratulations to Bob Ward who won the 18m Class.

And congratulations to DDSC. We won a beautiful new trophy from the Junior Pilots in appreciation for the support that our club has given them.

One thing I have noticed in my new job as president, is that it is very difficult to keep track of all of the personal effort contributed by so many club members. I know that they don't do it for the recognition, but I'll try to keep up with it and thank them on behalf of the club.

For those who don't get a chance to contribute much, that's OK also. I've been there. Family and work commitments etc often mean that it is difficult enough simply to keep one's flying current, let alone to put additional time into running the club. I was a member of DDSC for quite a few years before I put anything back in. I believe the first priority should be to keep current in our flying, and then when we have some time, there's always plenty to do to keep the club running.

There is always an enormous amount of work to be done around the field, and so much of it gets done without any fuss by the "quiet achievers". For example, John Hook is always doing something around the place, Bob Keen and Shane (apart from airworthiness and tugs) run the irrigators and keep an eye on the field generally, Jenny Thompson keeps the web site running, maps suddenly appear in the club gliders thanks to Mike Codling, the Ventus now has new battery connections and is set up for the Colibri logger thanks to Barry Daniel. And so it goes on. The Form 2's get done quickly thanks to Shane and the willing volunteers. Alan Latemore single handedly painted the club house!!! The Weatherspoon lads have transformed the piecart!!!

The RAFGSA pilots arrive on 6th November and leave on 28th Nov. They will use the aircraft on weekdays, and club members will fly as usual on weekends.

Please come along to our "special awards" dinner on Saturday 8th November.

Happy and safe flying.

Richard Hoskings

In our tugs we have aircraft flight manuals and there is a legal requirement for these manuals to be on board during flight.

Please do not remove these from the aircraft.

Flight manuals for our gliders are not required to be carried and are kept in the clubhouse.

Bob Keen

FOR SALE

1/4 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

From the CFI

The GFA conducted a Safety Seminar at Boonah and Gympie over the weekend of the 20th and 21st September. It was run by the GFA Chief Technical Officer Operations - Kevin Olerhead. During the seminar a review of the accidents and incidents for the last 2 years was conducted.

There was total of 23 accidents and 5 incidents in 2002 and 9 accidents and 3 incidents so far in 2003. There has been no fatal accident since 2000. Of the accidents and incidents for the last 2 years there were 4 types that were most common.

- Taking off with canopy not locked
- Outlanding accidents
- Mid air collision
- Heavy landings

Mid-air collisions are an ever-present flight hazard that all pilots must be aware of. The mid-air collision accident rate involving gliders has been of concern for many years and indicates that glider pilots should guard against this hazard with particular vigilance.

Although pilot training and operational procedures have been improved in the past to reduce the likelihood of these accidents occurring GFA decided to undertake a fundamental review of aspects relating to this hazard. As a result, during the previous twelve months two Workshops were held to bring together pilots with a wide range of experience in gliding activities. It was concluded by this group that effective pilot "Lookout" is the primary defence against this hazard and more information should be provided to pilots.

A GFA operational directive has been published to address some of these issues.

The two documents attached to this Operations Directive "Lookout for Glider Pilots" and "Lookout Scan" has been produced by GFA and are on both the GFA and DDSC websites. Copies will be left in the clubhouse and pie cart for those members who don't have access to the internet. All club members should become familiar with these documents.

The application of Cruise, Full and Targeted scans, as defined in the documents, is to be introduced into pilot training, at all levels, immediately and during annual pilot checks, all pilots are required to demonstrate their ability to apply these procedures. Failure to do so properly should be regarded as a demonstration of a serious lack of airmanship.

Medical Standards

The declaration of physical fitness that is required on joining GFA will have to be renewed annually The declaration will become part of the GFA renewal form.

For Level 1 passenger rated pilots and above a medical certificate is required from a GP or an aircrew medical if one has been done for a pilots licence. This is a DDSC requirement.

Jeremy Thompson

A Difficult Day!

This story starts with the planning of our family skiing trip to Queenstown, NZ. Although we had been there nine years before, my wife Shelly and our two daughters Rene and Ashleigh planned to spend a week of the September school holidays skiing Coronet Peak and the Remarkables.

I hadn't realised that the Omaroma Alpine Soaring Centre is only two hours from Queenstown. I planned to make the trip to check out all I'd heard about the place if we needed a rest day from skiing. After several days of vigorous skiing traversing the spectacular slopes of Coronet Peak my opportunity came with the mountain being closed due to high winds (not to mention tired muscles).

So I decided to set out for Omaroma even though the day was overcast. I arrived at about 12.45pm thinking I had wasted my time and was surprised to see a glider on aerotow. I later learned that the flight was a birthday present for an 80 year old Australian. The glider, an ASH25, soon landed and I met the pilot Doug Hamilton, who is the CFI. I told him I would like to experience ridge soaring and after a short discussion we took off with Doug in the back seat. We released at 3500ft indicated (Omaroma is 1400ft above sea level) and headed towards the nearest slope. Even though the wind on take off was only 5 knts, the wind above the slopes appeared much stronger and we soon encountered lift (2-4knts). Under expert guidance I flew up the ridge and soon cleared the snow-capped peak at about 5000ft. We then went on to another ridge with similar lift until we reached 7000ft. We now had a wonderful view of many snow-capped mountains although we were now in heavy sink and proceed to lose 2000ft. We began to experience severe turbulence at 300ft above the terrain. Things happen quickly under these conditions. Doug suggested we head downwind to where we were earlier. We encountered better lift this time although still turbulent. Doug commented it was a rather difficult day. We manage to climb to 10 000ft where Doug turned on the oxygen. At this stage I was wondering if I might break my personal height record of 12, 500ft. Doug suggested we fly up wind for a minute and the lift was smoother but short lived. So we turned back towards the mountain, flying at 60knts our ground speed increased from 12knts to 110knts. Turning back into wind the ASH25 gave a slight tremble and suddenly we were in 6-8knts of the smoothest lift and I noticed a small cloud starting to form. The lift increased to 14 knts with Doug requesting clearance so we could climb past 17,500ft. The most spectacular lenticular had formed and quite soon we were at 21,000ft. The view of the South Island was amazing and it was strange to be looking down at so many clouds. Because the oxygen apparatus we were using we were not permitted to go higher so we pulled out full airbrake but had to fly into the sink to be able to descend. Up until now I hadn't noticed the cold but realised that if one were to spend long at the altitude it would be wise to wear specialised clothing.

We landed at 5.15pm and the grin on my face was almost as wide as the wingspan of the ASH25. Doug kindly awarded me an Omaroma hat and pen as a memento. I said farewell and assured him I would be back again soon. Can't wait!

John Grosser

NB I was wearing a parachute with a static line. However, had I had to bail out anytime we were in wave in subzero temperature with 14knts lift over snow and no oxygen, I reckon my chances of survival would have been zero.

Our Cessna

On Wednesday morning the 24th of September at 8am my sister rang me to ask if I could help her father-in-law by flying him from Archerfield to Taroom. He has been diagnosed with a rare but terminal form of cancer. He has spent four weeks in the PA hospital but now his health has deteriorated to the point that he is beyond any further medical assistance. The QLD ambulance service would not come to the party and re-locate him to his home town, a six hour drive from Brisbane, so he could be with his family to say his goodbye's while he still could. "I'll do what I can" was my last words to my sister before I hung up the phone. I contacted Robert Bradley immediately and he gave me the nod to hire the 182. I then proceeded to drive to DDSC and upon arrival I saw Bon Keen and Dennis McCaffery. Both were very helpful in their assistance to get the tug ready for my ferry flight.

The DDSC should be very proud that their aircraft help re-locate a terminally ill patient back to his home

town of more than 70yrs to see his family. So the next time you get launched by the Cessna you can say "it's not any old tug', it's one that brought many smiles to family members and friends when we touched down on the airstrip at Taroom and granted a dying man his wish.

Andrew Hurst

Midweek Flying

Tony Cavanna is organising midweek flying for the first week in December (1st to 5th).

It will be a great chance to get some quality time in the air during a fantastic time of year.

If you are interested, Tony can be contacted on 0419 918 962 or

tonycavanna@ozemail.com.au.

Jo Davis

Duty Pilots

If there is anyone who isn't on the duty pilot list and would like to be, please contact Neil Muspratt. At the moment we have just less than enough to roster everyone once every 2 months, so a couple more would be great.

If there are any takers, please contact me on 07 3864 2757 (wk) or 07 3856 5869 (hm).

Neil Muspratt