



# CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

February 2004

## President's Report

**Airspace:** We now have a Memorandum of Understanding (MOU) agreement signed by Ian Jesser, and awaiting Colonel Bartels' signature.

The MOU covers those times when Oakey is operating (i.e. midweek).

On weekends, public holidays and at other times when Oakey is not operating (such as the Christmas period), we will operate normally.

"Gliders North" no longer exists midweek. It was never released to us (during the week) anyway, because of the particular nature of Oakey's usage of that area. However, on weekends (etc), we can still go north, just as we do now.

"Gliders South" is now divided into three zones (previously two). (The old "Bravo" becomes "Charlie", and the old "Alpha" is split in two: "Alpha" and "Bravo".) This is very good for us, because the new "Alpha" zone lies between the Tipton/Formartin road and the Dalby/Jondaryan railway line.

This zone is rarely used by the Army, as it is quite featureless, and it is more likely to be available at short notice. It provides us with a good "escape route" to the west.

The other useful change is that Oakey have the option of reducing the duration of the notification times, if there are no conflicts with their operations.

You will notice that our preamble has been included into the body of the document, with the Permanent nature of the Agreement being reinforced in several places.

Part of the MOU is that all club members become familiar with the agreement. It will be posted to the website. Please download it and print it out so you know what to do when midweek flying.

Please note that the airspace belongs to Oakey, and we must *request* that it be released to us if Oakey is active.

The MOU is between us and the Army. However the air traffic controllers work for the Air Force. Whilst we have a very good working relationship with the Army, the air traffic controllers will come and go, and will not necessarily be aware of the Army's co-operative intent in relation to relaxation of notification times. If any particular controllers make life difficult for you, please stay cool and contact me or Charlie Downes, who has agreed to be the Army liaison officer for us.

Thanks to the following: Jeremy Thompson, for getting the agreement going in the right direction in the first place, and for his ongoing input and sound knowledge and advice; Stow Kentish for his guidance and feedback; Brian Wade, who has provided some very helpful feedback on the document at several stages; Charlie Downes and Peter Bell for their input and for meeting with the Army; Ralph Henderson for his ongoing input and advice; Bob Keen, Robert Hart, Brian Hoffmeister, John Moore and Alan Latemore for their valuable comments.

**National Competition at Gulgong:** Where's Gulgong? In beautiful rolling country, just to the east of the flat plains of Naromine. Very interesting final glides! DDSC was represented by Stow Kentish who was towing with MDK, Bob Ward, Andrew Georgeson, Brian Wade, Robert Hart,

Ralph Henderson, and flying back seat in the Duo, David McManus and me. And Jo Davis also came down for a look and is now even more inspired to fly comps.

Brilliant weather, long days, high cu's (>10,000ft), strong thermals, except for the last few days when wind, overcast skies and a cold front made things difficult.

Attendance was poor, with only 21 entries. However, it was great to see three women pilots doing so well. One of the great things about gliding is that it is suitable for all - women, men, young and old!

It's our turn next, with the Dalby Nationals (4<sup>th</sup> to 15<sup>th</sup> October 2004). Ralph Henderson and Bob Keen are organizing it. We need to attract lots more entries. There will be plenty to do, so please plan to either compete, or to be around to assist before and during the comps.

***Thanks Allan Latemore (Yet Again):***  
(and Russell Bennett). A very successful x/c week was run by Allan Latemore for a number of Caboolture pilots, two German pilots and two ATC students. See Russell's article in this Chaotic. We are very fortunate to have pilots of Allan and Russell's calibre to run mid week courses such as this.

***Bob Flood and Internet Inquiries:***  
Thanks Bob, for volunteering to handle internet inquiries. Thanks David Hughes for doing it for such a long time. And thanks Russell Bennett and Irene Thompson for volunteering only moments after Bob did!

Happy and safe flying.

**Richard Hoskings**

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## ***A Change of Scenery***

Having only limited time off work at Xmas, Jeremy and I decided to go on a mini-gliding safari down south after Xmas. We couldn't agree on which site to go to, but had agreed it was a good idea, so decided to set off on Boxing Day regardless. Our only criterion was that we had to be back at work by 5 Jan.

The original idea was, weather permitting, for one of us to fly south followed by the other in the car with glider, with the reverse arrangements on the way back. Boxing Day weather was very average, with a trough line running across our track so early that morning, we decided to pack up the glider and drive south.

It was obviously going to be "one of those holidays", because the trip down involved a lost trailer door and consequent return trip to find it, one shredded trailer tyre which required changing it in 43 degree heat, and a massive storm front which prevented us getting any further than Goondiwindi.

The next day we drove to Narromine (I won the day on my choice of site) but were disappointed in the reception we got. The International Soaring Centre told us they were too busy to give us one launch a day, so we then tried Orana Soaring Centre. Unfortunately only a few people there spoke broken English. We did manage to find out that the previous day they all got to 16,000 feet, but today was local soaring only – 4000-foot day. The old "you should have been here yesterday" line once again. Overall the atmosphere wasn't encouraging, so we turned the trailer round and headed northeast to Lake Keepit. KO, still in her box, wondered when she was

ever going to be able to spread her wings.

We got as far as Coonabarabran by 8pm and decided to pull up stops. We literally got the last room in the last motel that could only be described as the Australian version of Fawlty Towers. It had a rating of 2 stars – highly rated at that. We were beginning to think it was heading to the “holiday from Hell”.

Nevertheless, the next day we headed on to Lake Keepit – things had to change.

When we did arrive at Lake Keepit Soaring Club, things did indeed change. We got a wonderful cheery welcome, they were happy for us to stay, could give us a launch, tried to find us accommodation, and showed us around. Everything was made easy at Keepit and, without exception, everyone we met was friendly, helpful and professional.

However, the weather didn't cooperate. While the Nationals were going on at Gulgong, getting very good weather, we were in the middle of a ridge of high pressure and inversions. We had a couple of average days, both doing a couple of 300ks. Other days were real struggles. But it was really great to fly somewhere new - mountains, different paddocks and crops, the Lake, and new challenges.

Our ‘bad luck’ continued with our Cambridge having hissy fits, and our radio speaker failing. I ‘jimmied up’ a new speaker purchased from a car sound place, held in place with duct tape and contained in its foam packaging!

On our last day there, I managed to fluke Gold height – a peculiar day with a high cloud blanket over Keepit (nowhere else!), and broken horrible thermals. But, late in the day, around 6pm, I was just about to give it away when I hit smooth lift at 5000 feet, a beautiful cloud started forming above me and I circled effortlessly to 12,800 feet. Lucky the Cambridge behaved itself that day.

The next day was ‘flying back to Qld’ day. The forecast was poor once again but we decided to give it a go anyway. Jeremy drew the long straw (with the weather forecast I thought it was the short straw) and launched at 12:30. He struggled most of the way not getting above 4000 agl following the road, with me in the car with trailer. Conditions marginally improved as he went further north, but a weather report from Shane on his tractor by phone, indicated it was dying up in Qld with the probability of a sea breeze at Jondaryan. So Jeremy landed at Goondiwindi and we de-rigged there. After packing it up pretty quickly, we motored on to Dalby.

A couple of notes on Lake Keepit: They are a full-time club but still maintain a wonderfully friendly and yet professional atmosphere. They have a briefing every day – quite relaxed – providing weather forecasts, and checking who are flying and where to. They have good maps available indicating all the outlanding paddocks, also available for GPS downloads. They have good on-site accommodation (providing you book). Their glider fleet is not as good as DDSC but they do have a Puchatek, Twin Astir, 2 Jantars, LS4, LS6 and LS7 on line.

There are lots of cross-country options from 100k to 1000k in most directions (except the Tamworth airspace area) and if you don't want to go cross-country, it's still a very picturesque place to fly. Being on the Lake, there are things to do and camping. Well worth a visit.

Later this year or early next year we plan to do a similar trip over two weeks, so we get a better chance of some good weather. It would be good to do the ‘safari’ with a few others – anyone interested?

**Jenny Thompson**

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## **Safety Warning!**

During the recent cross country week at DDSC one of the visiting pilots was flying the Hornet MV over Dalby when he found that he could not pull the control column back to gain height. He pushed the stick forward and then tried back stick again. To his relief, the glider responded.

An investigation on the ground after he had returned to DDSC revealed that a screw (probably from the instrument panel) had fallen through the protective boot over the control column and jammed in the mechanism. The design of the Hornet lends itself to retaining loose objects in, or around the mechanism. What was of even more concern was that when the seat pan was removed, two other loose object were found!

We were lucky that the incident didn't prove serious (or even worse, fatal). Because these objects could not have been found during a DI, it is essential that everyone makes absolutely certain that no loose objects are left in any part of the cockpit after any work has been done on the glider, or at any other time.

**Russell Bennett**

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## **Mobiles for Emergency**

For those who missed this on the chat line, the following web address is for the Aust Comm. Authority on dialling 112 emergency from a mobile. In the event of an outlanding and your mobile carrier does not have coverage then 112 will access the nearest carrier from any mobile without a pin number. ( Optus users who may be in Telstra coverage area) Given that we may outland and we assume we will

be able to make a mobile call or get to a farm this may not always happen . If you are injured or need help dialling 112 may be the answer.

[http://www.aca.gov.au/consumer\\_info/emergency/calling\\_emergency\\_services\\_from\\_mobiles.htm](http://www.aca.gov.au/consumer_info/emergency/calling_emergency_services_from_mobiles.htm)

Thanks to **John Moller** for passing on the information.

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## **Report on the Cross Country week Jan 5th to 9th.**

In spite of the relatively poor weather conditions (will that trough ever go away?) a very successful x/c week was run by Allan Latemore for a number of Caboolture pilots, two German pilots who located our Club via our web site and, as a result of Allan's week at Warwick with the ATC Cadets, two ATC students who wanted to extend their skills.

Although we missed one complete day with winds gusting up to 30 kts+ every pilot achieved one or more of their goals. The following ratings were achieved:

### Initial Category cross country

- Seph Flack
- Andrew Straume
- Damien White
- Martina Kroner (one of our German visitors)
- Ryan Thornton (ATC)

### Silver Badge

- Damien White
- Andrew Straume

### C Certificate

- Nathan Straume

Diamond attempt (but the weather beat them)

- Bob Moller
- Pearce Mitchell

### Gold Distance

- Peter Davison

This was another first, in that the flight was DDSC-Warra-Oakey-Macalister-DDSC, a 300km flight not venturing further than 75 km from home! Can be done any time Oakey is not active and has the advantage that you pass Dalby AF four times and DDSC twice.

Ben Gearing

- Passed A & B badge theory test.

Back seat rating

- Mitchell Westlake (ATC)

Re-qualified for Aero-tow

- Ralf Pott (the other German visitor)

Conversion to Astir Jeans

- Nathan Straume

Conversion to Hornet

- Seph Flack
- Damien White

Conversion to Open Cirrus

- Andrew Straume
- Seph Flack

Daily Inspection Rating

- Andrew Straume
- Nathan Straume
- Seph Flack

What most people probably do not realise is how beneficial to the Club these x/c weeks are:- Revenue raised for the Club during the week – **over \$4,200.00!**

ATC cadets saying they would recommend all their fellow cadets to come to DDSC for x/c training (and perhaps we could build on this and do their basic training too?)

Martina and Ralf have promised to come back again and, if they can arrange it, also bring an expedition of their club members, for a couple of weeks.

The work Allan and his cross country panel are doing is consolidating our position as

one of the top x/c training sites in Australia.

***Russell Bennett***

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## ***Getting Ready***

A request that we be more efficient at the launch point.

Consider those behind you. Please be ready for launch when the tug taxis in front of you. If there is a line of gliders then we really need to get start getting ready no later than when the glider in front of the glider in front of you launches. You will have plenty of time to prepare and carry out your checks in an unhurried manner. When we are operating two tugs then the time between launches will be reduced. If for some reason you cannot be ready for launch then signal to the tug pilot to shut down.

***Tony Canvanna***

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## ***Tug upset at DDSC***

This account is of a serious tug upset which occurred about a year ago.

The flight was an instructor training flight with 2 experienced pilots in which boxing the slipstream was the planned exercise. This was planned to take place above 2000ft.

The takeoff was normal, there was plenty of thermal activity and the tug was in a turn to the left in a thermal approaching 2000ft when the glider commenced the box the slipstream exercise.

The glider went too high and out to the right, causing the tug to pitch nose down and rotate to the left in a steepening turn.

At this point, the tug pilot had no control over the tug, which ended up pointing straight at the ground. The tug stalled and rolled on its back. The rope then broke and the tug pilot was able to recover the aircraft after a height loss of about 1000ft.

These problems can occur whenever a glider gets too high, the tug pilot applies back stick to prevent the tail being pulled up but if the glider continues to climb the tug will be up-ended into a steep dive or if the rope breaks the tug can stall under the influence of hard back elevator. The tug aircraft will need at least a 1000ft to recover if that happens and the glider usually recovers ok. Therefore the tug pilot is at greatest risk during a tug upset.

A tug upset will happen very rapidly and the glider pilot must release before the situation gets out of hand, because, in a tug upset with the releases under load, they might not be able release the rope. In that case you are left hoping the rope or weak link breaks.

The tug pilot must release the glider if the glider is high enough that you need a progressive backward stick movement in conjunction with the nose dropping and or airspeed falling.

Short ropes and belly releases are factors, which increase the risk of a tug, upset happening.

Lessons from the DDSC incident:

1. Never over-estimate the competence of the glider pilots - though the pilot in command of the glider in this case was very experienced the incident still occurred.
2. The speed at which the situation developed can be measured in seconds
3. Glider manoeuvring on tow should not take place at low level, above 2000ft provides a safety margin. The tug should fly straight and level whilst the glider

completes the exercises.

4. Daily inspections should include check of both releases in the 2 seaters; the rear seat release in this incident was found to be not working.

## **A STROLL WITH ALICE ( OR "WILL I EVER GET MY DIAMOND DISTANCE ?" )**

Monday 1<sup>st</sup> Dec 2003 :- After 12 years of trying, I came to OZ. Wonderful thermals !

IM ROUND! – 500K IN F.Q.L. !! But DISAPPOINTMENT HAUNTED ALL MY DREAMS, the logger didn't LOG !! " C'est La Vie" All to do again.

Tuesday :- I was introduced to (Alice) G.A.W.

Wednesday :- "Peter Wilson went out with Alice" and we made another attempt.

Having listened to tales of the Poms losing out on claims, because they missed the start point, or arrived back more than a 1000 meters below the start height I took great care and came back over DDSC AT 3300 AGL , then set off before climbing to cloud base 4500ft.

Progress to near Chinchilla was reasonable with 5000ft cloud base and " English " thermals, 2 to 4 kts. At this point I demonstrated the art of not finding the center of poor thermals and took 30 mins. to pass Chinchilla.

Eventually Alice steered us to Miles Silos which were very visible from 4000ft, unlike Monday when I turned them at 8000ft and could not see them, just Blue roofed sheds.

At this point I decided our progress was too slow and sadly a return to DDSC was in order.

The journey back was in keeping with the flight out, with one exception, a thermal ( when Alice was flying ) of 6,5kts on the averager and we made cloud base of

7200AGL.

Alice is in possession of a superior Nav. system, much more sophisticated than I am used to and I had been comforting myself by selecting the airfields along our route as primary objectives and DDSC as back up, then trying to stay within gliding range of them.

After all, paddocks may be huge, ( by English standards ) and plentiful, but a sealed surface would keep Alice's petticoats clean.

Just before reaching the 6,5 thermal, I had been changing the Nav. system to Dalby airfield as primary. As Alice ran into the surge I forgot about programming the GPS and helped with the centering .At cloud base a quick glance at the track indicator and off we went.

To our left I noticed smoke and concluded a second fire had started north of track . There was one south of track which started on Monday. Not long after this we were back to scrappy thermals, where the lift at the top was so poor we were drifting more than we were climbing and could not reach cloud base.

Eventually I changed the Nav. system to DDSC and to my horror, the distance to go had moved from 78k to 92k ! I had just been flying 180° off course. "WHOT A WOLLY!"

Back on track there was even less lift, thermals were any thing but round, half sink, and a head wind. I apologised to Alice and "Paid more attention to what she was saying."

We moved along at 70kts in 2,5 Neg. flap and pulled up in every bit of lift we met. At this point we got lucky. As the lift faded so did the sink and Alice tiptoed along until finally we could see Dalby airfield.

Alice and I had progressed so well, we had obviously pleased the angels who look after us glider types and in their desire to

help save time, decided to wash Alice for me before we landed. There's always Dalby straight in. But like the good girl she is, it hardly upset her and at 80kts her skirts dried out quickly. The Nav system said we needed 5600ft, to reach DDSC, the altimeter reads 4600ft ( I had to give myself a good talking to !! reassuring myself there's a built-in 1000ft arrival height.)

With gentle and accurate flying Alice brought us safely back to DDSC at 800ft, just right for a short circuit to land on 120°.

That evening Brian, Alice's keeper, arrived and very kindly down-loaded the black box so all could see in 3D, Alice, the Jester and the tea party. For me a floppy, so for years to come I can look at, with affection, the day I went out with Alice .

*Peter Wilson*

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## ***December Flying Week***

The week started well with Fran Ning completing 300km to claim her Diamond Goal and Gold Distance and Mike Codling claiming 500km/

Monday 1/12/03

A blueish day with some cumulus climbs 8-9000ft

Robert Hart completed a 750km FAI Triangle in his Nimbus 2c

Hugh Hofmesiter completed 720km in the Ventus

Peter Wilson did 500km in FQL, unfortunately a logger stuff up prevented him from claiming it.

John Moore & Tony Cavanna 450km in John's DG500

Tuesday 2/12/03

The day was overcast and did not look promising. Cu's formed under the overcast and it turned out to be a good day. Strong climbs to 8000ft were available.

Alan Midwood flew approx 280km to

complete all legs of his Silver C in one go.  
Keith Allen. Completed Silver Badge with a duration flight.

Wednesday 3/12/03  
Heavier overcast than Tuesday.  
Despite the conditions Peter Wilson and Peter Hastings went out to Miles and back. Peter Wilson extended his flight by accidentally backtracking 20km.  
Tim Hastings went solo.

Thursday 4/12/03  
Still heavy overcast and not at all promising. However;  
David Ferguson did his all legs of his to complete his Silver Badge.  
Barry Daniel managed 420km in the Ventus.  
Ben Gearing went Solo

Friday 5/12/03.  
Rain stopped play.

***Tony Canvanna***

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**2003 - 04 Events Calendar**  
as at 05 February 2004

<b>Date</b>	<b>Event</b>	<b>Place</b>	<b>Contact</b>
<b>2004</b>			
Sat 7 Feb 04	Instructors' Meeting	McCaffrey Field	Jeremy Thompson
Sat 14 Feb 04	General Meeting	McCaffrey Field	Richard Hoskings
Sat 6 Mar 04	Instructors' Meeting	McCaffrey Field	Jeremy Thompson
Sat 13 Mar 04	Committee Meeting	McCaffrey Field	Richard Hoskings
Sat 3 Apr 04	Instructors' Meeting	McCaffrey Field	Jeremy Thompson
Sat 10 Apr 04	General Meeting	McCaffrey Field	Richard Hoskings
9 –17 Apr 04(Fri to Sat)	QLD Easter Competition	Chinchilla	Robert Hart hartr@interweft.com.au
Sat 25 Sep – Sat 2 Oct 04	QLD State Championships	Kingaroy	Doug Flockhart doug@ozgroup.com.au
Mon 4 – Fri 15 Oct 04	Multi Class National Championships	Dalby	Ralph Henderson rhenderson@austarmetro.com.au

	Day	Instructors	Tug Pilots	Duty Pilots
<b>Fe br ua ry</b>	Sun 1 <sup>st</sup> .	J Thompson J Grosser	D Baartz B Keen	Chezhan Hall Sara Tromp
	Sat 7 <sup>th</sup> .	M Codling	Jeremy Thompson B Hoffmeister	Brian Rolfe Roly Sundell
	Sun 8 <sup>th</sup> .	A Garrone R Hoskings	Jenny Thompson Bob Ward	Robert Percy Peter Wetherspoon
	Sat 14 <sup>th</sup> .	P Bell L Matusczak	L McQueen J Geddes	Keith Allen Jo Davis
	Sun 15 <sup>th</sup> .	T Cavanna	D Cramer A Hurst	Michael Dullens David Ferguson
	Sat 21 <sup>st</sup> .	D Mcmanus C Downes	T Barker A Garrone	Neil Muspratt Michael Russell
	Sun 22 <sup>nd</sup> .	R Hart A Wetherspoon	F Ning B Keen	Alan Midwood Jeremy Parslow
	Sat 28 <sup>th</sup> .	K Senz R Bradley	J Knox G Kurstjens	Hugh Hofmeister David McEvoy
	Sun 29 <sup>th</sup> .	R Henderson B Daniel	P Kurstjens M Robertson	Mark Hartmann Koji Masuda
<b>M ar ch</b>	Saturday 6th	J Thompson J Grosser	L McQueen R Bradley	
	Sunday 7th	M Codling B Daniels	B Ward A Hurst	
	Saturday 13th	A Garrone R Hoskings	D Cramer B Hoffmeister	
	Sunday 14th	P Bell L Matusczak	Jeremy Thompson F Ning	
	Saturday 20th	T Cavanna B Hoffmeister	T Barker J Knox	
	Sunday 21st	D Mcmanus C Downes	M Robertson D Baartz	
	Saturday 27th	R Hart A Wetherspoon	R Keen J Geddes	
	Sunday 28th	J Thompson B Keen	Jenny Thompson G Kurstjens	
<b>A pr il</b>	Saturday 3 <sup>rd</sup>	R Henderson B Daniel	P Kurstjens A Garrone	
	Sunday 4th	J Thompson J Grosser	B Hoffmeister B Ward	
	Sunday 11th	A Garrone R Hoskings	L McQueen Jeremy Thompson	
	Saturday 17th	P Bell L Matusczak	D Baartz A Hurst	
	Sunday 18th	T Cavanna B Hoffmeister	F Ning Jenny Thompson	
	Saturday 24 <sup>th</sup>	D Mcmanus C Downes	J Knox R Bradley	
	Sunday 25th	J Thompson B Keen	M Robertson G Kurstjens	

Postal Address - Darling Downs Soaring Club PO BOX 584 Toowoomba QLD 4350

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