



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

April 2004

President's Report

My report this month is very brief. By the time you receive this Chaotic, many of us will be out at Chinchilla enjoying the Easter Comps. At the time of writing this, I am frantically trying to finish many work commitments so that I can take some leave, whilst preparing for the comps. So something has to give, and this time it's my report that has to give! The annual pilgrimage to the "friendly" comps is a well established tradition, and is a great opportunity to catch up with old friends and fly together. I wouldn't miss it for quids.

Allan Latemore's sudden death was a shock to us all. He will be sadly missed. His contribution to the club, even up until the weekend before he died, has been incredible. Many of his friends from the gliding movement were at his funeral, with lots of DDSC and Caboolture members there to see him off. Russell Bennett's eulogy (re-produced below) for his old mate and gliding buddy was beautifully composed and delivered - Allan would have appreciated it.

Let's put Allan's excellent training to good use, and keep his great enthusiasm always alive!

Happy and safe flying.

Richard Hoskings



We are here today not only to mourn the loss of a friend, a mentor, a role model and a gentleman - but, to give thanks for having been given the opportunity to know a man whose passion for gliding, and his love of teaching, enabled others to increase their level of skill in, and enjoyment of, the sport.

Allan was a member of a disappearing band of people whose lives are dedicated to giving - giving of his time, his knowledge and his enthusiasm, with no thought of reward other than the satisfaction of seeing others enjoy his sport.

He took his role as 'an elder of the tribe' seriously, filling that position in a way that few people, these days, are prepared to do, by spending many hours, not only instructing, and helping in the maintenance work around the Club, but also recounting the 'folklore' to ensure that newcomers to gliding would share his love of the sport. He had discovered one of the rarely recognised, basic truths of life that you achieve your own happiness by helping others to achieve theirs.

Allan was a born teacher. On numerous occasions, when teaching a student whose aptitude for gliding, made it clear that they would be far better off taking up another pastime, he would spend hours trying to devise ways to modify his teaching methods to better suit that particular person's abilities. He had flown with World Champions in the sport but never lost the common touch. As one of our

Allan Latemore
21 March 1929 - 31 March 2004

members said “He made me feel like a friend, but I’m sure he had that effect on all those who flew with him”. The gliding movement, and particularly our own Darling Downs Soaring Club, owes a huge debt to Allan for the time and dedication he devoted to teaching students (who could be anyone from a cadet to a pensioner) to appreciate the joy of gliding.

It might be possible to calculate the financial rewards our gliding club has reaped from his efforts, but the financial benefits pale into insignificance when measured against the personal growth achieved by people who came under his tutelage. There are many people here today from the gliding movement. Few of them will know just how much time and effort he devoted to supporting our Club, other Clubs throughout Queensland, helping Cadets to achieve the maturity and self discipline that will go with them throughout their life, and to encourage other students, unsure of their own capabilities, to expand their horizons and achieve feats beyond their own expectations. His were the shoulders on which others stood to see far beyond their own, self-imposed boundaries.

His vast experience of, and infectious enthusiasm for, cross country soaring enabled him to introduce hundreds of students, and experienced pilots, to this most challenging aspect of our sport. He was seen as the cross country ‘guru’ of the Darling Downs Soaring Club - for our own members, members of other Clubs and for visiting overseas pilots. He took particular delight in accompanying budding cross country pilots to Jimbour or what he called “the thriving metropolis of Ducklo”. Having arrived overhead the one building that is Ducklo, he would point out the perils of going further west into the dreaded “tiger country”. To my knowledge, he never failed to complete the round trip, no matter how marginal the weather, which gave rise to his becoming known as ‘the engine in the back seat’. His gentle encouragement and wisdom enabled many pilots to achieve skills and goals that they had previously only dreamed of.

Allan was a Honorary Life Member of the

Darling Downs Soaring Club, an honour rarely bestowed and, last year, was presented with both of the Club’s top awards, The Wally Mills Trophy, (Club service award), and the Rex Teakle Memorial Trophy for Outstanding Contribution to the Club indicating the regard in which he was held by all of our Members. His leaving creates an emptiness in many of our hearts, but I hope that in time we will all be able to feel not sadness at his departure, but happiness that we were privileged to be allowed to share this special part of his life.

May he rest in Peace.

Caring, Sharing and the trip home.

Saturday 27th of March had all of the above... I just wonder if others have inadvertently done the same.

It started off when I walked into the end of the new hangar and reached down to pick up the wing covers.

A rather large and fat red-bellied black snake decided it did not want me picking it up so it headed off. Fran was by the hangar doors and the snake was quickly heading her way. Luckily my shouting alerted Fran and she cleared off quick smart. The snake decided to find refuge in someone’s kit that lay on the ground just at the end of the hangar, so brave me decided to coax the snake out with a long stick, which happened to be a long handle shovel.

Being a **caring** sort of person I did not lay shovel upon the snake as it exited the hangar and headed for freedom. It turned left as it got

to Pam and Gerrits hangar and decided my car looked like a better refuge.

The snake disappeared under my car... then slithered up into the engine bay....

John Hook came and assisted with the bonnet opening ceremony... dah dah... but there were few who came close!

We looked into the engine bay and there the snake lay behind the bumper bar and was quiet... till I tried to shoo it out with a long thin stick... and then a jet of water from a hose... and then it was gone... into a cavity in the fender or bumper bar... hmm.

Sharing came with the realisation that I had to drive home with the snake still under the bonnet of the car. Fran was less than impressed and sat as far back as possible fearing that the snake would slither out of the air-conditioner!

When I got home I relayed the goings on to Anet my partner and she advised that we must call the Council Snake catcher. But it had probably gone... right? Wrong... looking into the engine bay at night with a torch showed Snakey was alive and well and ready for the Subaru mechanic on Monday OR ready for a life in the leafy Western suburbs of Brisbane!

The snake catcher was called and he came out to view the snake. Without much ado he clamped the snake and dragged it out... biting and twisting and into the bag.

The Snake Catcher relieved me of the required fee (\$50) and asked where it may have come from. Why did he ask? So that he could relocate it as there are NO Red-Bellied Black Snakes in Brisbane.

So Snakey was to be relocated by one of the local snakers who would be travelling to Roma the following week and Snakey would be dropped off at the sign "Darling Downs Soaring Field" and that is **the trip home**.

Just how many snakes do we transport... and never get home?

Keith Allen

Patience and Persistence

22nd March 2004

Mr A Latemore
24 Kimmins Street
TOOWOOMBA QLD 4350

Dear Allan,

REPORT ON 'GOING FOR SOLO' TRAINING COURSE – MARCH 2004 THE COURSE

Another student and myself participated in the abovementioned course conducted by Allan Latemore and Russell Bennett. Due to adverse weather conditions, the course could not be completed in one week. Both students found that the break approximately mid-way through the course allowed time to absorb and reflect upon the knowledge and practical experience gained to that point.

Extensive briefing on days 1 and 2 covered most aspects of gliding while launch emergencies, stalls and spins were discussed during briefings on subsequent days. Students were encouraged to take control of the glider at appropriate times from the very first flight. Course participants also learnt about ground handling, aircraft preparation and maintenance, and daily inspections.

I consider the benefits of the "Going for Solo" course to be:

- One instructor for the duration of the course
- Exclusive use of a glider
- Extensive briefings, de-briefings

and opportunity for discussion.

Furthermore, living at a gliding site for the best part of a week is a rewarding experience and provides the opportunity to meet and share the experiences of other glider pilots.

My one suggestion is that all course participants receive the "Information Pack" containing the book, Basic Gliding Knowledge and other publications at least a fortnight prior to the commencement of the course rather than on the first morning of the course. This would enable them to acquire some knowledge prior to the course. Otherwise, I think a student, who has no prior experience or has not read any books on gliding, would really struggle to absorb the amount of information given on the first day.

MY OWN EXPERIENCE

Initially, I found gliding to be a daunting experience. The glider seemed almost uncontrollable. I am amazed at how long it took to co-ordinate the stick and rudder movements and I particularly found the aerotow quite stressful. Several times during the course I wondered if gliding was really for me. Looking back, I now realise that progress was being made each day although it did not seem so at the time. On the final day however, everything came together and I made some real progress. Although I did not reach solo standard by the end of the course, I think that with some more flying, I will acquire the skills, judgment and confidence to go solo.

If anyone should notice that Russell now has a few grey hairs, it is because he had some exciting moments during the course.

APPRECIATION

I would like to thank Allan Latemore and Russell Bennett for the quality of instruction and their patience and also all the tug pilots who are prepared to give their time to introduce newcomers to the sport of gliding.

Ron Walker

2003 - 04 Events Calendar
as at April 2004

Date	Event	Place	Contact
2004			
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
1 st May 04	Instructors' Meeting	McCaffrey Field	Richard Hoskings
8 th May 04	Committee Meeting	McCaffrey Field	Richard Hoskings
5 th June 04	Instructors' Meeting	McCaffrey Field	Richard Hoskings
12 th June 04	General Meeting	McCaffrey Field	Richard Hoskings
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
A pr il	Saturday 3 rd	R Henderson B Daniel	P Kurstjens A Garrone	David Gliddon Joan Robinson
	Sunday 4 th	J Thompson J Grosser	B Hoffmeister B Ward	Robert Percy Glenn Todhunter
	Saturday 10 th	M Codling B Daniels	Des Cramer R Keen	Easter Comps
	Sunday 11 th	A Garrone R Hoskings	L McQueen Jeremy Thompson	Easter Comps
	Saturday 17 th	P Bell L Matusczak	D Baartz A Hurst	Easter Comps
	Sunday 18 th	T Cavanna B Hoffmeister	F Ning Jenny Thompson	Neil Muspratt Michael Russell
	Saturday 24 th	D Mcmanus C Downes	J Knox R Bradley	Roly Sundell
	Sunday 25 th	J Thompson B Keen	M Robertson G Kurstjens	Alan Midwood
M ay	Saturday 1 st	T Cavanna J Grosser	J Geddes D Baartz	Richard Armstrong Paul Bart
	Sunday 2 nd	M Codling B Daniels	A Hurst D Cramer	Charles Gillmore Gordon Gillmore
	Saturday 8 th	R Henderson R Hoskings	R Keen B Hoffmeister	Greg Valler Michaela Valler
	Sunday 9 th	P Bell L Matusczak	Jeremy Thompson T Barker	Keith Allen Ben Bezuidenhout
	Saturday 15 th	J Thompson C Downes	L McQueen Jenny Thompson	Bob Flood Graham Hennessy
	Sunday 16 th	D Mcmanus B Hoffmeister	F Ning M Robertson	Hugh Hofmeister Andrew Straume
	Saturday 22 nd	R Hart TBA	J Knox A Garrone	John Davies David Ferguson
	Sunday 23 rd	A Garrone B Keen	P Kurstjens R Keen	Peter Davison John Moller
	Saturday 29 th	J Thompson J Grosser	R Bradley G Kurstjens	Chezhan Hall Neil Muspratt
	Sunday 30 th	M Codling B Daniels	B Ward A Hurst	Joan Robinson Sara Tromp
Ju ne	Saturday 5 th	T Cavanna J Grosser	L McQueen Jeremy Thompson	Mark Hartmann Robert Percy
	Sunday 6 th	M Codling B Daniels	A Hurst R Keen	Koji Masuda
	Saturday 12 th	R Henderson R Hoskings	J Geddes D Baartz	Brian Rolfe
	Sunday 13 th	P Bell L Matusczak	D Cramer B Hoffmeister	Steve Harris Alan Midwood
	Monday 14 th	TBA	TBA	TBA
	Saturday 19 th	J Thompson C Downes	A Garrone Jenny Thompson	Michael Russell Roly Sundell
	Sunday 20 th	D McManus B Hoffmeister	G Kurstjens B Ward	Charles Gillmore Gordon Gillmore
	Saturday 26 th	R Hart TBA	J Knox F Ning	Richard Armstrong Paul Bart
	Sunday 27 th	A Garrone B Keen	M Robertson R Bradley	Greg Valler Michaela Valler

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