



CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

May 2004

President's Report

Easter Competition at Chinchilla: The Easter Comps were, once again, a great success. 50 gliders, and even more pilots. No days lost due to bad weather. 9 Days of flying (10 if you count the fly over on Thursday). Perfect weather. Some days challenging, some booming. The two seaters completed the tasks most days. As usual, DDSC was very well represented.

Congratulations to Robert Hart and Brian Wade for their excellent organisation. Robert quickly overcame his jitters and did a fine job as Competition Director. Thanks fellas.

Tony Cavanna, who jumped into the scoring role at short notice, did a brilliant job (with Mike Codling's help and software) and managed to fly quite a few days also. Tony put in many hours getting the scores ready for the next day. After a few days, the process became more streamlined, as the task of downloading the loggers was shared by several people (once they realised how they could help). Thanks Tony.

Chinchilla is a great venue for comps. Great little town. The airfield is ideal. The tie down is located close to the strip. Good camping facilities. Plenty of landing options for when many gliders are finishing at the same time. Lots of task setting options in all directions. Some "scrub" to the south to make those final glides interesting. Chinchilla Aero Club did a fantastic job catering for us, with breakfast, lunch and dinner provided.

The Easter Comps once again provided a friendly entry into the world of competition soaring for many pilots. Alan Midwood's chat email is a good example of the impact that these events have on individual pilots. The two seaters were well utilised, with Karel Kazda, Bob Flood and Alan Midwood getting plenty of flying with experienced cross country pilots in the back seat.

It's great how everyone pitches in to help. The enormous task of getting gliders (and trailers) to and from Chinchilla went smoothly, with most of them being flown over and back (almost back in the case of RI!).

In addition to those mentioned above, I'd like to thank: Barry Kruyssen, who was constantly on the go keeping things running smoothly, and who took the initiative to keep the flight sheets up to date each day. Karel Kazda put in a lot of effort getting all the gliders safely tied down (not an easy job in very hard ground).

Last but not least, I am very pleased to advise that next year's Easter Comps will be organised by David McManus and the Juniors. Congratulations David. Another great comps in the making.

Congratulations Also: Bob Flood was elected a DDSC Committee Member at the last general meeting. Fran Ning had to resign for personal reasons. Thanks very much Fran for your contribution, and welcome Bob.

Duo Discus: We have now paid the deposit on the Duo. Thanks very much to Peter Griffiths for being so patient. Peter had paid the deposit some time ago, and has generously allowed us to take our time in repaying him. Peter also absorbed some exchange rate losses. He paid the deposit at a time when the exchange rate was high. When I pointed this out, Peter insisted on our paying him at the (considerably) improved current exchange rate. Thank you for your generosity Peter.

Although we have paid the Duo deposit, if we decide not to proceed with it, we can on-sell the slot to someone else. So, over the coming months, we need to get our thoughts clear on how we intend to utilise the Duo, or if we should have an alternative fleet strategy (such as buying some more single seaters instead).

Ralph received an email from Alan Holgate (NZ pilot who flew with us recently). Ralph noted "It's interesting to see the trend to two-

seaters, both ASHs and Duos, and Alan's comments about the accelerated learning curve of flying high performance two seaters." Here are Alan's words: "Been doing a lot of flying this year, have 80 odd hours in the ASH. Have had some fantastic flying, mainly with Theo, that would have taken me 30 years to accumulate the experience to do by myself." From my experience in the Duo with Ralph (at Gulgong), Shane and Dennis, and in the Nimbus with Lars, this is all very true.

Some of the issues that we have to address are: We can't always expect the experienced back seat pilots to pay half the cost of a training flight, so the student will have to pay the full hire rate (double the Ventus rate) unless we have special training rates. How many pilots will be eligible to be in command. I presume there will be a 250 hour minimum experience. (I'm not going to mention the "how are we going to pay for it question").

Thanks: Thanks Tony Cavanna for being the Instructors' Panel Secretary for so many years. You put so much into the club Tony, we really appreciate it.

Happy and safe flying.

Richard Hoskings

Cross country flying from DDSC

Pilots flying cross country shall:

1. Be able to de-rig and rig the aircraft.
2. Provide a suitable retrieve vehicle and arrange a crew.
3. Seek the approval of the duty instructor who will consider the intended flight in view of the pilot's experience, the prevailing weather, and the terrain to be covered. Pilots who have not received in-flight cross country training will only be given approval in the safest circumstances.
4. Recognise that DDSC has a SAR responsibility for all gliders flying from its field. This will entail filling out the details of the planned flight in the DDSC X-country SAR register.
5. Ensure that the duty instructor or duty pilot is advised of flight intentions by

filling out the X-country SAR register and is updated on the flight's progress by appropriate broadcasts made during the flight.

6. Ensure that the aircraft has a serviceable radio; and
7. Fly only within the area bounded by Jandowae, Warra, Kupunn, Yandilla, Yarranlea and Quinalow if you are an initial X-country rated pilot.

Jeremy Thompson

You'll Never Never Know if you Never Never Go

That catchphrase was developed to attract tourists to the Northern Territory, but it applies equally to novice cross country pilots who have not attended an Easter Comp. And that is where this article is aimed.

I was afraid I may get in the way of more experienced pilots, and on the long drive up from Gold Coast to Chinchilla I was unsure if I was wasting my time.

I had booked a front seat in a 2 seater and had no idea with whom I might be flying, so I was flying blind when I arrived at the airfield on the evening of Easter Monday 2004. The drinks session was well under way and there were plenty of friendly faces from DDSC in a very relaxed mood.

This was a good time to arrive as I recently bought a GPS and had no idea how to use it. When he had finished working out the day's results Tony Cavanna kindly attached it to a computer and downloaded all the Waypoints and their co-ordinates. What had previously been a pretty useless tool suddenly became alive, as I could hit the "Go To" button and select a destination and it would show me the direction and distance to travel. I can never get lost again !

It is rather a pity that it tends to make map reading redundant, although the handbook does state you should only use it to supplement other forms of navigation. With my sceptical

attitude to computers I don't think I will ever be tempted to rely on it totally.

The programme said Briefing would start at 9.00 hrs and flying from 11.30. So I had a leisurely breakfast at the motel and rolled up at 8.45 to find the field a hive of activity with all the gliders washed down and DI'd. Perhaps the campers couldn't sleep, as I had calculated there was plenty of time to do all that after the briefing.

Someone must have refined the timetable as the Briefing didn't start until 10.00, so I still had plenty of time to get everything ready and tow the Grob on line. Bob Keen was coming with me and as he was also flying one of the 5 tugs, we were going to be the last glider launched at about 12.30.

A motorised "sniffer" glider was launched at 11.15 and the fleet would not start until the sniffer reported a consistent 3 knots of lift at 3,000 feet. Conditions were excellent and the first 5 gliders (2 seaters first) were launched very efficiently at 30 second intervals, with the whole fleet of 50 gliders away in 50 minutes.

The route was SW to Condamine Bridge, then SE to Moonie and a long N leg back home. But the slower gliders are allowed to cut corners to avoid over stretching their capabilities. The winners are judged on a combination of distance and speed, so the "top guns" try to go as far and as fast as possible.

By the time we took off there were three towers of gliders fluttering like moths under a light beam, marking the best thermals. So we were soon up to 4,000 feet AGL and away. Bob allowed me to do the take-off and the first part of the thermal, then he took over to speed things up a bit. This became the pattern of the day.

On the straight sections between thermals life became very interesting as Bob is an expert at finding the best air with the least sink. A constant stream of instructions came over my shoulder containing hints on every topic under the sun.

Firstly you must fly with the wings dead level and the lightest touch on the stick. For only then can you detect nearby thermals faintly lifting one wing or the other, to throw you away from them. No wonder it is often so difficult to find them ! By only flying in the

better air you save thousands of feet circling in thermals.

And we needed all those feet as on one occasion I was looking out for a field to land in when Keen's keen eyesight spotted three wedge-tail eagles circling ahead. On joining them we discovered they were in a 7 knot thermal and our troubles were over. Although the young male took exception to our presence and on one occasion swooped at our glider with talons at the ready. The adults just ignored him and us.

As the day wore on we saw other gliders going in various directions, and later we spotted JSR in a thermal when we were trying to find enough height for a final glide. Bob's observation proved to be very apt - " Those blokes won't be wasting their time in a weak thermal. Let's go over and join them ".

The final glide was most satisfying as we washed off excess height with increasing speed as the airstrip came closer and closer.

Day Two dawned with a cloudless blue sky with met forecasts that it would be even better than yesterday. I was to fly the Puch with Barry Kruyssen in the back seat. On this occasion we were the last 2 seater to be pushed on line in the front of the queue, so we were first off when the sniffer reported 3 knots of lift. This was a little daunting as there were no gliders in the air showing us where the thermals are. The tug dropped us off in a 4 knotter and it shortly there was a gaggle of gliders in the air underneath us.

This is not as unnerving as it sounds as you are very alert to the presence of everyone around you, and they all keep their distance. The danger of hitting another glider is probably greater later in the day when you think you are alone.

The day's task was more ambitious - 144 km west to Wallumbilla, then 102 km SE to Condamine Bridge and 52 km home. But you could stop 50 km short of Wallumbilla to cut the distance down to 200 km.

Contrary to the Met advice the thermals seemed to be weaker than yesterday and Barry and I took turns struggling in 2 and 3 knot thermals whilst we became very familiar with the topography below. After almost 3 hours we

reached the minimum turn point 95 km from home, and turned to retrace our track in the hope we would find thermals in those familiar places.

To cut a long story short in was a valiant struggle and we learned a lot about where you can and cannot find thermals in unfamiliar territory. The single seaters started returning below us and on one occasion we saw some we saw some in a high thermal well above us. But although we tried we could not find enough to reach them.

Denis McCaffrey later commented that the thermals were in bubbles and you couldn't transfer from one to another. Finally after 5.5 hours and only 12 km from home we had to land on a dirt strip between two stubble fields and called for an aerotow. But the tugs were busy flying gliders back from much further out and we were not spotted before dark. We later had the consolation of learning that all 2 seaters landed out and we were nearest home - possibly because we turned around soonest.

We tied the glider down as well as possible, checked with a friendly farmer and got a lift back to the airstrip to swap stories of a very interesting and challenging day.

The next morning when I drove out to the field the farmhouse was empty but for two dogs. Out at the glider it was a different story with all the farmers and their offspring for miles around congregated to see if we would get it off the ground.

There was a heavy dew on the wings which had to be removed as flying into the duststorm that would inevitably be created by the propwash, the dew would turn to mud and ruin the lift. Which is what the farmers had come to see. So out came the indispensable washleathers and the glider was DI'd in position.

At 9.00 hrs Barry and Stow Kentish flew overhead in one of the tugs and after a few exploratory circuits landed and taxied up. The takeoff was similarly uneventful with the glider completely invisible in a huge cloud of red dust.

Back at the airfield the briefing was about to get under way for Day Three. The red faced weather " forecasters " offered an easier task for the day as the "sea breeze" (350 km inland

!) was expected to rear its ugly head again. The minimum distance was cut to a mere 118 km, but the top dogs could fly across the Bunya Mountains if they wanted to achieve maximum distance, and then try to get back.

I was flying with Bob Keen again in the Grob, and he was keen to make it a short and fast flight today. That suited me, although I was remarkably rested after yesterday's marathon effort. We were the last glider off in the competition, but a few hot shots like Bob Ward took off after us, as they were not competing. They were nevertheless very fast and the first challenge for the day was to keep up with them and spot where they thermal, as they only stop in the good ones.

The self confidence of these guys is remarkable, as they would pass under other thermalling gliders at worryingly low altitude, and push on with a Macawber like optimism that something will turn up. Ah, the wondrous things you can do with a motor in the back !

It was in fact a much better day than yesterday, with lots of little cumulus clouds to take the guesswork out of finding thermals. So good in fact that we had to stretch over the minimum distance in order to avoid returning in less than the minimum time of two hours.

Over Warra silos we found enough height for a final 30 km glide which was flown at 195 kph to bring us in 7 minutes early. Despite the penalty that earned, we won the day for the 2 seaters.

Thus ended three of the most fascinating and eventful days of my life that I would not have missed for all the proverbial tea in China. To think that only a few days before I had had considerable misgivings about the whole trip. I am writing this so that all you other guys who have not experienced the thrills of a glider competition will throw caution to the winds and resolve to sign up next year as soon as the Entry Forms are out.

I learned more in the 11 hours of flying in 3 days than I would on my own in 3 years, thanks to the skill and patience of Bob Keen, Barry Kruyssen and all the other people involved in running the Easter Comps so that people can fly gliders for fun.

Allan Midwood

Search and Rescue (SAR) action for gliders

The GFA manual of standard procedures (section 14.1.14) details the actions to be carried out in the event of a glider being unaccounted for at the end of a days flying.

If a glider remains unaccounted for at the end of a days operations and a message has not been received as to the whereabouts of the glider and the safety of its crew by one hour after last light, the person responsible for the clubs operation on that day (normally the rostered level 2 instructor) must initiate SAR action by telephoning AusSAR on 1800 815 257.

To facilitate the SAR action details of any flight must be given to AusSAR, to help with this all club aircraft flying away from the airstrip must leave a copy of the proposed route of the flight with the club.

A form will be left in the pie cart in the care of the duty pilot and all pilots who intend to operate away from the field shall fill this out. It is sufficient to indicate that you will be operating within the initial category area if that is what you intend to do.

If operating outside the initial category area then proposed turnpoints must be given.

At the completion of the days flying the duty instructor or delegate will check the form for any gliders that are have not returned to the strip and take the appropriate action.

Jeremy Thompson

GFA Statistics

Please could you supply me with the number of cross country flights you have made greater than 50 km and the total distance of these flights. Please forward these figures via email, telephone, carrier pigeon or whatever so that I can compile the Annual Statistics for the GFA.

Tony Cavanna.

Tidying Up

For people staying in the rooms could they please vacuum the rooms after use.

Also could people please take all there food left in the fridge home or in the bin. There has been left over food and beverages in the fridge going off.

After they wash there dishes leave to dry and please come back and put there dishes away please.

Office stuff goes back in the office. If any one sees the bins over flowing could they please empty and replace bags new bags are in the shelf under the microwaves.

Visitors see the mess we leave.

Libby Matuszczak

2003 - 04 Events Calendar
as at May 2004

Date	Event	Place	Contact
Sat 5 th June 04	Instructors Meeting	McCaffrey Field	Jeremy Thompson Libelle@optusnet.com.au
Sat 12 th June 04	General Meeting	McCaffrey Field	Richard Hoskings Richard@hoskingsresource.com.au
Sat 3 rd July 04	Instructors Meeting	McCaffrey Field	Jeremy Thompson Libelle@optusnet.com.au
Sat 10 th July 04	Committee Meeting	McCaffery Field	Richard Hoskings Richard@hoskingsresource.com.au
Sat 7 th August 04	Instructors Meeting	McCaffrey Field	Jeremy Thompson Libelle@optusnet.com.au
Sat 14 th August 04	General Meeting	McCaffrey Field	Richard Hoskings Richard@hoskingsresource.com.au
Sat 4 th Sept 04	Instructors Meeting	McCaffrey Field	Jeremy Thompson Libelle@optusnet.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
Fri 25 th March – Sat 2 nd April 05	Queensland Easter Competition	Dalby	David McManus David_mcmanus80@optusnet.com.au

	Day	Instructors	Tug Pilots	Duty Pilots
May	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
June	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
July	Sat 3 rd .	T Cavanna J Grosser	L McQueen P Kurstjens	Neil Muspratt
	Sun 4 th .	M Codling B Daniels	A Hurst Jeremy Thompson	Keith Allen Ben Bezuidenhout
	Sat 10 th .	J Thompson C Downes	J Geddes D Baartz	Bob Flood Graham Hennessy
	Sun 11 th .	P Bell L Matusczak	Jenny Thompson G Kurstjens	Hugh Hofmeister Andrew Straume
	Sat 17 th .	R Henderson R Hoskings	A Garrone F Ning	John Davies David Ferguson
	Sun 18 th .	D McManus B Hoffmeister	D Cramer R Keen	Peter Davison John Moller
	Sat 24 th .	R Hart B Keen	M Robertson J Knox	Chezhan Hall
	Sun 25 th .	A Garrone R Hoskings	R Bradley B Ward	Joan Robinson Sara Tromp
	Sat 31 st .	J Thompson J Grosser	B Hoffmeister A Hurst	Mark Hartmann Robert Percy

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 email - info@ddsc.org.au

Newsletter – chaotic@ddsc.org.au