



**Chaotic
Monthly Newsletter of the Darling Downs**

**Soaring Club
June 2005**

President's Report by Jenny

Well the winter months are upon us and the nights are now cold at Jondaryan. Winter thermalling is still possible, but it's been at times (but not always) pretty scratchy weather. Our spirits haven't been dampened and we are still bravely holding the mini-comps every second and fourth Saturdays.

We were unsuccessful in our grant application for the slasher (you may wonder if we will ever need a slasher again with the barren strip at the moment) but will be resubmitting an application in June.

Gliding Queensland (GQ) held its AGM on 22nd May and the President of GFA, Bob Hall attended at the request of some GFA members in Qld. Quite a few DDSC members took on GQ roles - Ralph Henderson was re-elected President, Tony Cavanna, secretary, and myself and Rob Murphy GFA councilors; Robert Hart – Comps committee, Brian Wade – Webmaster.

Rob Murphy will be our representative at the GFA Board Meetings. During the meeting, Gliding Queensland came up with a number of resolutions listed below, and Rob will take these to the next Board meeting to be held in June. My special thanks go to Rob for taking the GFA councilor role on. Gliding Queensland is made up of members of Queensland clubs – it is only what the Queensland members make it to be, so please be supportive of it. Brian Wade has commenced a website for GQ and we are hoping Qld clubs support it so we can improve communication and cooperation between the clubs. www.glidingqueensland.org.au

The club has purchased a number of caps for publicity purposes which will be given to all people who have an air experience flight. The recent increases in AEF fees takes into account the cost of the caps. As they are being used for publicity, duty pilots and instructors can use their discretion in giving these away, or better still,

selling them (\$10 each).

As reported on the CHAT, the group of eight Kiwi pilots from Taurang Gliding Club in the Nth Island had a good visit. Unfortunately the weather intervened and some of the poorest weather of 2005 descended on DDSC for the week they were here. Nevertheless, they achieved one Silver C and a number of conversions to new aircraft types and went away happy. We hope to see some back in the Spring.



We had a Cross Country Awards night on 14th May. Alan Latemore's widow, Joyce and their son Greg attended the dinner, and presented Alan's award for the most meritorious flight in the first year of Open Cross Country Category to Brett Kettle. Also awarded, the Most Improved Cross Country Pilot to Bob Flood. Congratulations to both pilots.



A group of Air cadets visited the club on 28-29 May. We had nine cadets and two of their supervisors. All the students had at least one flight and a few had another flight. They were a lovely group of young people and were appreciative of the DDSC hospitality. We are

working on furthering the relationship with the Air Cadets so their visits become a regular feature.



The committee has reviewed the usage of the Cirrus XV and we have been losing money on it for some time now. The aircraft is owned by a member and left on line but DDSC carries much of its costs. Due to the lack of interest in flying it, and the fact that the club is losing money, now that its Form 2 is due, the aircraft has been taken off line indefinitely.

The term of the current committee ends in September, only four months away. Under our new constitution, committee members are only permitted to hold office for a maximum five-year period, and this means that both Shane and Richard are forcibly “retired” in September. We also have an outstanding vacancy for a committee member. So please give some consideration to participating in the club by putting your hand up for a committee position in September.

Congratulations:

Gavin Field – first solo
Chad Nowak – B certificate

New Member

Welcome to new member Michael Mowbray.

Social Club News

The Social club has purchased a new set of kitchen equipment so all the revenue from the BBQs is going to good use. We need some more chairs to replace the ones that have broken. If you can donate one chair (eg K-mart plastic chair) the club would appreciate it.

POSITION VACANT

We are looking for a Trophies and Awards Officer, but it doesn't pay well. Currently we have a list of awards and trophies from the annals of the club, a number of trophies in the

cupboard, and we need someone to pull the whole thing together. The idea is to sort out what's what, perhaps rationalize it all, take a few photos of the trophies so we can put it together on the website, and do a bit of promotion on what's what. Please contact me or Tony if you can help us.

Airworthiness Report June 05

Form 2s are due for the following gliders over the next few months:

- MV – Hornet – 9 July 05
- RI - Puchacz – 10 July 05
- GH – Ventus – 13 Aug 05
- IUR – Grob 103 - 3 September 05
- KYT – Grob Jeans – 18 November
- WQX – Puchacz - 22 Nov 05

Shane would like help during any of these periods so if you can helpout, please contact him to see when he is carrying out the work. Gaining some skills in maintaining our gliders is of benefit to yourself and the club. It is hoped Shane will be able to issue “Minor Component Replacement” qualifications to those members who demonstrate competence.

The Puch's have had another AD issued – this time on the elevator pushrod in the left of the rear seat. It is easy for the rear seat pilot to step on these and bend/break them. An incident occurred where the elevator failed in the front seat and the rear seat pilot had to take control. (See the noticeboard for more information). Please check this and the other special areas in your DIs of Puch's. Also note that the back of the DI books has a series of things to check on a DI, with photos of the items to be checked. If in doubt, ask Shane or a Form 2 Inspector.

SAFETY - The Five Hazardous Attitudes

Pilots should examine their decisions carefully to ensure that their choices have not been influenced by a hazardous attitude.

<p>1. Anti-Authority ("Don't tell me!")</p>	<p>Pilots who do not like people telling them what to do. Often resentful of having someone telling them what to do. May regard rules, regulations and procedures as silly or unnecessary.</p>
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2. Impulsivity ("Do it quickly")	Pilots who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do. They do not select the best alternative, and they do the first thing that comes to mind.
3. Invulnerability ("It won't happen to me!")	Accidents happen to others, not to them. They never really believe they will be personally affected. More likely to take chances and increase their risks.
4. Macho ("I can do it!")	Pilots who are always trying to prove they are better than anyone else and take risks in order to impress others.
5. Resignation ("What's the use?")	Pilots who do not think they are able to make a great deal of difference in what happens to them. When things go well, it is good luck; when things go badly, they feel someone is out to get them or attribute it to bad luck. Sometimes go along with unreasonable requests just to be a "nice guy".

Source: US Federal Aviation Administration, Aviation Instructor's Handbook.

In Memoriam

Ron Smith, member of the club passed away in late April. Ron was President from 1981-1983, a past CFI, and a very active member when living in Oakey. He moved to Calliope and became a social member in recent years. Our sympathies go to his wife Val and family.

State Comps

DDSC is hosting the State comps from 17 to 24th September, now less than four months away. We will need **lots** of volunteer help, so put the dates in your diaries now.

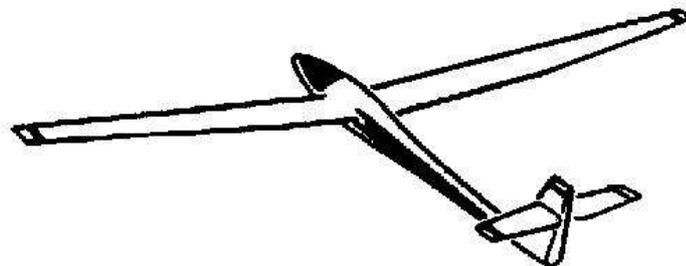
We still only have three volunteers for the catering at the State comps but would like some more help. Please let me know asap if you or your partner can help.

Tony Cavanna has created the State comps website – the link is on our website.

If you are interested in hiring a club glider for the State comps, please send your expression of interest to the committee asap.

Cross Country Training Week

It has been proposed that Gliding Queensland holds a cross country training week. The event is not confirmed, but at this point it is likely to be held in the week before the State comps at Kingaroy.



A week in Paradise by Maurice Weaver

Ozzie feels like a long time ago after the weather has been nothing but bad since we got back. I have only flown once since our return and I was shot down by air traffic control when I did. The weather over the past few weeks makes it difficult to describe the weather in Australia, "as not very good". It's was heaps better than here.

This is the second time I have been to Jondaryan and you can not help getting the impression there is not much after it on the way inland. In fact you feel like you passed the last significant feature of the country side some way back on your journey. Its flat, its bone dry, its dusty and it appears featureless compared to New Zealand. The Ozzie's summed up the week by saying they probably would not have flown most of the day's that we did. Unfortunately for us the clouds were a little more numerous than we would have liked early and the cloud base a little lower than the expected eight grand. I really picked the wrong week or possibly the wrong month to go flying in Queensland. The conditions were good, in fact we only really lost one day to rain. The conditions weren't however the exceptional that I was expecting and hoping for. The comments from the locals of "you should have been here last week" ,or "it hasn't rained since January", indicated the timing was just a little off. There was a frontal buildup coming from the Northern Territory early in the week which finally reached us on the Wednesday. The rain (maybe 10mm) prevented us from flying that day. These guys needed the rain though as it really hadn't rained since January and it showed. It's interesting that that

rain front then turned into a low off the Gold Coast of Queensland which drifted south-east and three or four days later dumped 380mm rain on the Bay of Plenty in twenty four hours causing significant flooding and damage to homes.

Jenny and Jeremy Thompson made us very welcome and the first weekend was arrivals, briefings, check flights and familiarization which included low tows and high speed landings (1.5 * stall instead of stall +10Kts + 1/2 wind speed). Sunday had no airspace restrictions and David and John found a convergence south of the field and flew most of the way to Toowoomba and back in the Duo. Later that day Roy gave a lecture on Omarama, Matamata and Tauranga gliding sites and I think impressed the locals about our wide and varied wave conditions which really make it a walk in the park for any badge height declarations. Shane McCaffrey gave us a lecture about the local conditions. Shane was a real character and entertained us with many "true" Ozzie yarns. One in which he landed on a highway in the US in a glider only to be arrested. He emphasized high angles of bank up to 60° in the thermals which are uniquely narrow in this area. I found an angle of bank of 60° not easy to maintain and when your not experienced at it, it feels like you are thermalling vertically with the wing pointed directly at the ground even though you are not. Shane spoke of landing out and the things to avoid. A certain land owner just up the road and single power lines strung across paddocks which are invisible and only identifiable by the narrow poles that support them. I must say this place though is landout heaven compared to NZ. Flat terrain, few fences, huge ploughed paddocks easily identified, small towns all take away almost all the anxiety of cross country flying and concern about landing out. In fact I think your only real worry would be dehydration and a long wait on the ground because you have just knocked off 300ks plus away from home base. The other issue he raised was trigger points and identifying irregularities of the terrain that could trigger a thermal. This was particularly important of blue sky days which unfortunately we had none of.

Our typical day was wake up, rug up, (thermals, beanies anything you could find), look out at the sky which was invariably 6/8 to 8/8 cloud cover, breakfast, upset Sandy, briefing at nine (clearing conditions with cloudbase to 4,000 agl). Next was preparing the gliders. Cloud started to burn

off about ten, sun out, strip down to t shirts and shorts then waiting, waiting, waiting. Everyday started slow like it wasn't going to be any good. But then burn off would occur and by lunchtime it was suddenly warm and everyone quickened their pace. Then it was off.

Our best day we didn't take off until one-thirty. Four of us did 50ks and just to make sure Richard did sixty ks before landing out to claim his Silver distance. Cloudbase got up to 5,000 agl and thermals were very reliable and some topped out at 8 knots. I did a final glide in the Nimbus 2 of 30 ks and only lost 2,400 ft which certainly beats the old PW5. I think the enjoyment or benefit from the trip was inversely proportional to the level of experience of the pilot. Roy, David and John enjoyed the trip but missed the big cross country distance challenge. Sid, Bill and Sandy I think got a great deal out of the trip, learnt a lot, particularly about cross country flying and they increased their confidence, knowledge and skill levels significantly.

I think the big disappointment was that we didn't have a perfect day later in the week when everyone was keen to have a go at some longer distance flights. Oh well, there is always next year. We quizzed everyone about the best time to go and it seems September is the month. So next year I want to do it again. I already have four takers because although this trip was a little disappointing the potential of the site is enormous and it's so close and not expensive.

It's interesting that one of the tow pilots drove the three hours from Brisbane to tow and then back that night just to ensure we had no issues with the service from the club. In fact the club did a fantastic job of looking after us for the whole week. Jenny for all the help she gave me setting this trip up for us and Jeremy and Russell the duty instructors that did the briefings every morning and kept an eye on us, the tow pilots and the people that helped behind the scenes that we didn't meet, I thank you all for a job well done.

Thanks again to the Darling Downs Gliding Club for a great week.

I wanted to fly a glider in the USA by Brett

I'm a relative newcomer to gliding, but by

September '04 I had my C certificate and 50 hrs logged. I also travel a fair bit, and was growing increasingly frustrated at my inability to fly gliders solo on my trips to the USA – very boring to have a weekend away from family or the flying club, to be in some great soaring places, and not be able to fly. I enquired on the Aus-Soaring forum about the relative merits of getting US certification under the Foreign Pilots reciprocal privileges arrangements (based on my GFA-issued certificate); versus taking some US instruction and sitting their exam just as a US student would do. Here's what I did – maybe it will help you if you are thinking about the same thing.

I received a bunch of feedback from various Aussie pilots, most of whom had gained US certification by equivalency several (or many) years ago. The experiences reported included pretty much everything from an hour with logbook at the local Flight Standards District Office for an equivalency-based certificate, to a fun-filled day with a local instructor for an exam-based certificate. I don't think anybody reported experiences since 9-11, but several people in Australia, and several that I contacted in the US reported that its much harder to get equivalency-based certification since then. One aspect in particular is the current requirement for a 90 day assessment period, meaning you now just cannot do it "on the spot".

I decided to go the exam route for a couple of reasons... I certainly wanted to fly sooner than 90 days, but I also figured that I'd probably learn something useful. In hindsight I'm very glad I took this route...

In the US system, "Glider" is just one of several possible endorsements of a Private Pilot License (PPL). Others include gyrocopters, balloons, helicopters etc, and of course planes. A student anticipating going solo must first sit and pass an initial theory exam as well as impressing an instructor on the ground and in the air. When the instructor judges competence as a supervised solo, the student's logbook is endorsed to indicate that the student is of a satisfactory standard for FAA examination. The examination by an FAA-appointed flight examiner includes both theory and a practical exam. Successful completion of the exam leads to plenty of paperwork, and eventually - providing one passes a security check - issue of a PPL-GLIDER license. The license is valid indefinitely and - at least for gliding - requires no medical certificate (only a self-declared medical fitness statement).

I chose to do my training at Sky Sailing, a private gliding school (Fixed Base Operator or FBO) at Warner Springs, nestled in a beautiful but dry valley in the dessert in southern California, midway between San Diego and Los Angeles. If you have access to it, look up the area on NASA's World Wind. If not, I hope the following image from World Wind does it justice. Notice the beautiful San Ignacios mountains to the east, and the long descending spur of Palomar Mountain to the northwest of the field.



I had previously flown at Sky Sailing with an instructor in the back seat, and liked the opportunities for thermaling, ridge soaring and potentially even wave soaring, all within reach of a standard 2000' aerotow (on my previous flight there I had the interesting experience of flying through virga which froze on the wings, then turned into ice pellets and eventually snow - quite an eye-opener for someone trained in Townsville). They were also a very friendly bunch of people and seemed to run a relaxed but procedurally tight operation.

I arrived on the Friday in time to get a briefing and pick up study materials for the pre-solo exam. I sat this first exam early the next morning at Temecula, about 50 miles away. The exam is administered by computer and can be sat at a wide range of locations, including overseas places such as Australia. The multiple choice exam comprises 60 questions (was it only 60? It felt like more) and must be completed in 2.5 hours, although it is difficult to imagine anyone taking the full allotted time. Even so, I took almost 2 hours, as a great deal of the exam content was new to me and I'd only had one evening to study. The exam covered not just "rules of the air", but regulations and pilot rights, chart-work and navigation, radio procedure,

airspace, cross country flying, daily inspections, weather briefings etc. I suspect that I'd have known much of this if I had come to gliding from a power plane background. As gliding was my first introduction to real flying (as opposed to models) I struggled a bit, but passed.

The computer identifies weaknesses in particular aspects from the specific errors in the exam, and these are reported for students to take back and discuss with their instructor. One can only progress to the FAA exam once the instructor has signed off that these areas are now adequately understood.

My plan was to spend at least the Saturday with local check-flights in preparation for the FAA exam, which I'd sit on the Sunday, or failing that, the following weekend when I was back in California. As it turned out, I spent all that weekend and the following Saturday on theory and flying practice, just to ready myself properly for the exam. I had intended to study during my evenings in the intervening week, but work pressures put paid to that.

On the ground I found that I had to learn a whole bunch of new pneumonics for pre-flight, pre-landing and pre-acrobatic checks. I had to learn how to perform daily inspections (I had not then been signed off for DIs in Australia); all about airspace and its regs (some very crowded airspace in California, particularly military op areas!); wake turbulence; chart reading; airport markings and operations; compass variation, deviation and effects of acceleration; weights and balance calculations; detailed planning for cross-country flights; density altitude (which can get pretty significant in the high desert at over 100 degrees Fahrenheit); flying techniques such as how to cross a ridge from downwind; tower communications, including when the radio fails; meteorology; and getting & interpreting weather data (METARs, AIRMETs, SIGMETs etc). Adding to the overload was the challenge of temperatures in Fahrenheit, distances in Statute Miles and feet, and pressures in inches of mercury.

I had never been particularly smooth or consistent with my landings, and was informed that the FAA examiner would give me only one shot at a spot landing (touch down after one marker, come to a halt between two others approximately 100' apart), failure at which would result in total failure of the exam. I also learned that I would need to be able to do a no-brakes

approach (using slipping as required for all glide path control from circuit joining to the ground) and would very likely be hit with a low level "cable break". Upper air tests would include both slow and normal circling flight, with quite tight limits set on speed, bank and roll-out-to-a-point (from memory, within 5kts airspeed, 5 degrees bank angle and just a degree of two for roll-out). The exam was also to be performed with the examiner pretending to be a first-time passenger, requiring pilot-in-command to brief the passenger before and during flight.

The Warner Springs site has a nice sealed runway and plenty of "grass left", but conditions during my training were near to the upper limit for operations, with a breeze which was relatively strong and quartering. There are also tall trees just before the threshold, and these can generate a nasty rotor from time to time. With the prospect of one chance at a spot landing I worked hard to nail it consistently. I had never attempted glide path control with just slip, and this proved "interesting" on my first training attempt. I had some fun on low level releases, whispering home in ground effect for a downwind landing after release from about 200' on one occasion.

It took me a couple of flights to settle into the "high tow" method, and also into the technique they use to "steer" the tug - glider moves laterally well away from the turn, forcing the tuggie to correct with rudder. If the glider pilot is smooth and consistent the tuggie recognizes it as a turn request, eases off the rudder and executes the turn. The glider pilot maintains outer station and the tuggie straightens up when the glider moves back into line-astern.

Other than a boost in confidence from achieving consistency in my approaches and landings, the flying highlights were a couple of flights where we contacted lee wave on the near side of the San Ignacios, including one where we made it to 9,800', at the time a personal best. It was very interesting to explore the wave with a locally experienced instructor aboard to point out pitfalls and strategies. Most unnerving was the aerotow into the primary wave - well below the ridgeline and flying towards it, with ground rising and a distinct feeling of running out of options... but the tuggie and the navigator in the back seat clearly had plenty of local knowledge.

I ended up spending 3 days and many hours in those four evenings on theory and practice. My logbook records that I flew 15 flights for a total of

about 4 hours airtime (many were circuits as I polished my spot landings).

I met my FAA examiner at 9am on the second Sunday. She obviously takes her job pretty seriously, but wasn't at all intimidating. The pre-exam briefing took over half an hour as I learned about the examination process, the theory assessment scheme (you can get some questions wrong, but not others, but several wrongs in a topic can result in a fail), flight exam rules, avenues for appeal (how American!) etc. After a short comfort stop and a lunch break, we wound up the theory exam by about 2pm. I was pretty disappointed, because I had actually failed the exam, with a couple of questions wrong in a section on tower communication (OK, hands up anyone else who knows all the correct light signals used by a tower when you are joining circuit with a dead radio?).

The Daily Inspection procedure took almost an hour, from paperwork, to weights & balances, to the glider itself. I must have given a good pre-flight passenger briefing, because she climbed in and we were away. My flying went very smoothly, with two 18 minute exam flights and a comfortable "novice" in the back seat. I completed the upper air work without needing to call a restart (if you pick your own mistake and call it - for example letting your speed vary by more than 5kts - you can be given a second chance. No such luck on landings though, and if the examiner spots it before you do you don't get a chance at redoing it). I was pretty pleased with myself on the spot landing on my first flight, and on my second kept good glide path control right to the threshold where the examiner allowed me to switch out of slip and use the airbrakes. A small surprise on my second flight when the examiner put us into a loose tow rope position and I had to take up the slack safely, something I hadn't ever been shown.

After a quick check on securing the plane I hurried back for half an hour of swotting on radio and emergency communications procedures, then re-sat the deficient areas of my theory exam, getting the all-clear by about 5pm. Post-exam paperwork took another half hour or so, and it was all fully nailed by 6pm. A very full day (indeed a very full two weekends), but an exhilarating experience.

The whole venture was relatively expensive, costing about the same amount as I'd spent on going solo in Australia (FBOs typically charge for

the plane and the instructor, so even ground time ticks over at about \$40/hr). But I know I'm a better aviator for it, and I really enjoyed the intense learning challenge. Absolutely worthwhile and I'd strongly recommend it.

I don't want to open a can of worms, but one of my lasting impressions has been the immense breadth of knowledge that separates a novice glider pilot - especially one who comes directly to gliding - from someone holding a PPL, especially if they've got a decade or more of experience in different flying environments. Sure, I'll probably never use acceleration errors in compasses, but most of it was the kind of stuff that I think I will use some time in the future. I sometimes wonder just how I'd have picked up this stuff if I had stayed in one small Australian club working my way through certificates and badges. The problem only really becomes obvious when a pilot travels away from their home field, and suddenly encounters ridge or wave flying, crowded airspace, a control tower, or has to plan a flight through unknown territory, or interpret a SIGMET. I've visited several clubs in Australia, and it's easy to see that the gliding community is very fortunate that many of a club's "old hands" have decades of experience in all kinds of aviation, and that they are almost all willing to pass this info on to novices. But I do wonder whether there's merit in a little more formal training beyond the solo stage.

So, if you want to fly in the US and you hold a PPL, you are organized enough to arrange it at least 4 months ahead, and you've got lots of flying experience under your belt, I'd suggest you contact a FDSO and go the "equivalency" path. Otherwise, I think there's a strong case to leave a weekend or two free and sit it as though you were a local.

But even if you don't intend traveling to the US, if you're a relative newcomer to the sport, I'd strongly advocate asking your club's CFI to set up some formal training sessions where you can learn from the "experienced aviators" some of those things that you otherwise have to pick up informally (piecemeal? trial and error?), or would need to take a PPL rating to be taught.



Is this a 3 seat glider?

Sky Sailing, Warner Springs – hotter than Dalby in summer, and colder than Canberra in winter. Just about every kind of soaring you could imagine from the end of a 2000' tow.

American Safari 2005 by Pam

Here we are again, in the USA with our two Nimbus 4's, for a 2-month Safari through the western states. We will be joined for the first month by Gerrit's daughters Willeke and Marieke, and for the second month by John and Pam Buchanan. Marieke hopes to do some flying while she is here, and John will share the Nimbuses with us.

On our last safari, four years ago, we began at the Soaring Club of Houston, and routed Dallas (Midlothian), Hobbs, Moriarty, Salida, Boulder, Driggs, MorganCounty, Parowan, Ely, Durango, Moriarty, Hobbs, and back to Houston. On the leg from Driggs to MorganCounty we trailed both gliders. All the other legs were done with one or both gliders in flight. Highlights of the trip included flying over the Grand Canyon, the Rocky Mountains and the Tetons, and Gerrit's World Record 750 Km triangle at 164 kph from Ely, where he also flew a 1000 km triangle at

156 kph. Pam's best speed flight was a 750 triangle at 152 kph from Ely. The whole Safari was trouble free except for an argument between a runway light and a wingtip at Driggs (those 75' wide runways are a worry with our 85' span). It was such good fun that we knew we would have to come back one day.

For the 2005 Safari, the main difference is that our trip begins near Los Angeles, at CalCity. We plan to fly as far north as possible, to the Canadian border, and then all the way south to the Mexican border.



The story so far: with much help, we got the gliders and the trailer out of the shipping container in Los Angeles, and up to CalCity. Our thanks go to Hank and Fay Marlowe, and Pat Russette, for help with shipping and vehicles, and all their wonderful support.

Friday 3rd June

Caracole Soaring's Marty and Cindy launched us for a local flight from CalCity, just to check things out. Gerrit's glider had been on the tie downs the night before, and we were lucky it did not get blown away. It had broken two of its three ropes and had swung round through 90 degrees, in high winds, while another glider had blown clean over and was thoroughly smashed. Not an auspicious start.



Saturday 4th June.

It was forecast to be a good thermal soaring day, and we launched from CalCity at 12:30 pm. We had good climbs to get us up into the mountains, tracking north of Inyokern, over the peaks of "Boomer" which Cindy had pointed out to us from Cal City, and then along the west side of the Owens valley climbing higher all the time in dry thermals, staying above the tops until we reached Mt Whitney, where we were below the tops on the eastern flanks of the mountain. We were enjoying the spectacular scenery, but unable to climb high enough to get to the cumulus on top. We crossed the valley to the east side, north of Lone Pine, and immediately had much better climbs to cloudbase at 15,000' amsl, and we ran north along the Inyos and Whites to the northern end of this mountain range, known to local pilots as the "Freeway". I wished I had my camera! There was clearly cumulus all the way to Minden, but we decided to land at Bishop, as we had not been there before. So we flew back south along the Freeway, and landed at Bishop. Pat Rusette had already arrived with the car and trailer, and we were soon tied down. Distance: CalCity to Bishop 250 km, OLC scoring distance 390 km.

Bishop is a beautiful place, deep in the valley between the snowy peaks. The evening temperature was warm and pleasant, and we walked to the excellent Whiskey Creek restaurant for the best steak I've eaten in a long time.

Sunday 5th June

We couldn't tell how much the weather had changed, until we took off at 1:30. The first climb took us into rotor thermals on the sides of the Whites, where a few scraps of cloud were

tearing about against the deep blue sky. Nevertheless, we could easily climb to 15,000', and headed north to try to find our way into the wave system. For the first half of the journey, we stayed together, and also stayed pretty close to the direct track, finding small areas of wave which we circled and s-turned in. It was not difficult to make progress, but in a blue sky with only a few scraps of rotor cloud here and there it represented a challenging flight for us. We had to limit our climbs to 18,000' because of the airspace rules in the USA, while wishing we could get higher over the unfriendly desert terrain. The southwesterly wind was very strong high up. We split up half way, and I was in good lift for a while, then made a mistake and got into off-the-clock sink over the dirt strip at Sweetwater. I had been dreading getting washed out of the sky, but at least it was happening over an airstrip. I had landed there once before, 15 years ago during the Pre-Worlds at Minden, and I thought I was about to pay another visit! Finally, I got through some rotor into the lift, and climbed away.

Meanwhile, Gerrit had a long run in lift and arrived at Mindenwell ahead of me. He landed, but had a flat tyre and stopped very short on the runway, blocking a twin who had to go-around. It was impossible for him to push the crippled glider off the runway. Pat soon arrived and they towed the glider off, but with difficulty, and positioned it on the trailer ramp to lift it and start changing the tyre. We have been carting a spare tyre and tube with us for years, and it finally came in handy!

I arrived overhead and could see they were busy, but I couldn't stay up long because I was frozen (it was -20 centigrade) and my oxygen had run out. The best runway for landing was 30, with a very strong crosswind. I have landed in worse conditions in the Nimbus 4, and I knew it would be a handful, but I was not too worried on the approach. Something went wrong today and I lost directional control immediately after touch down, and the big heavy glider slewed all over the runway before finally groundlooping onto the staging area, just missing the rough ground. All in all I was lucky not to end up in the scrub. The runway is also very wide, and I did everything I could to pick up the wings as they went one way then the other, but from touchdown onwards I was not much more than a passenger. I was lucky. The glider could easily have been damaged.

By the time Gerrit and Pat had finished changing the wheel, we were all frozen in the biting cold wind. We checked into the CarsonValley motor Lodge and thawed out over dinner. Distance: Bishop to Minden 218 km.

Monday 6th June.

We decided to have a rest day. Gerrit took Pat to Reno Airport to fly back to Los Angeles. The weather continues cold and windy, blue with some cumulus and rotor clouds. Willeke and Marieke have arrived in San Francisco, and they will spend a few days there before driving up to join us. We will continue the safari together.



We will post reports of the safari on our website www.kurstjens.com, and the flights will be on the OLC.

Poems by Chad

An Astir I was offered to try,
Which I then felt a joy to fly,

But the thermals were weak,
Foul words I did speak,
And promptly fell out of the sky.

From the CFI Jeremy

During the recent visit to our club by the group from NZ an incident occurred that nearly resulted in a bad accident. The pilot concerned has given his version of the events so we can all learn from them.

Visiting Australia I note the Aussie way includes low tow aero launches and a different way of teaching circuits.

On the day of the incident and subsequent to a

short flight in the Club's Ventus I was a bystander of a description from the resident Instructor to a visiting Club member on how he teaches a circuit. Eg adjust glide slope by moving in or out on relevant legs of the circuit. This means turning away from the field if too high. Airbrakes are only deployed when the glider has turned final and the pilot decides the aircraft will overshoot if no brakes applied.

The Incident.

Pilot started into the circuit and decided to try the aussie rules. So he turned away on the downwind leg when considering he was too high.

To ensure he would be above glideslope on final, no airbrakes were deployed during the circuit. It is normal for this pilot to crack airbrakes in the circuit and then use them to smooth the descent profile.

After completing turn onto final (50-55knts) and figuring he would overshoot, pilot pulled on what he thought was the airbrake. The pilot owns an ASW20 and mistakenly pulled the lever in the ASW20s brake position. This, on the Ventus, was the flap handle.

Generally on applying airbrake simultaneously the pilot drops the nose to maintain airspeed. This had the effect on the Ventus in this configuration, of accelerating the aircraft by 10 knots. (60-65knts)

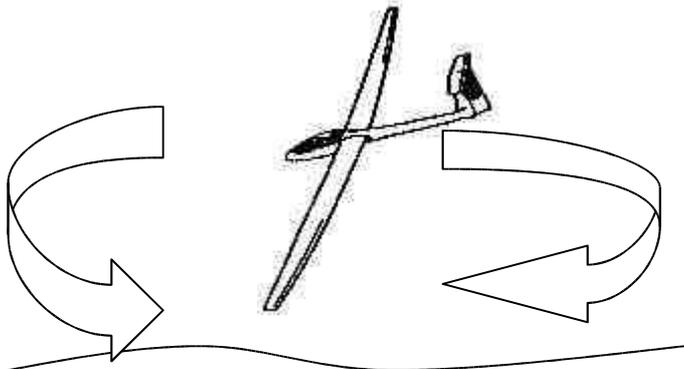
Pilot realising this, raised nose to wash off speed and immediately threw Ventus into severe sideslip as a reaction manoeuvre. This procedure is used regularly on getting towplanes into the Tauranga strip when descent needs tightening up. Tauranga field requires steep descents to ensure rope does not snag fences.

With sideslip held for a few seconds and speed building Pilot again pulled up to wash off speed. At this point it became obvious that glider was not going to land on the strip.

With still some height and energy the option to land ahead was considered and then rejected as it was considered that Ventus may take up to 1 kilometre to land from 100+feet and 60+knts and crops were observed about that far out! Pilot made vocal comment to himself just fly the aircraft, as he had been attempting to cycle the brake lever to no effect (obviously it was the flap lever being recycled). At this altitude pilot

consciously did not start looking in the cockpit!

A right turn into wind was commenced towards a ploughed paddock. Windsock was noted as indicating a light wind from the right. The selected ploughed paddock was considered and then rejected as it had trees at the end and the Ventus may have travelled that far before touching down and coming to a complete stop.



A turn to the left was then initiated and pilot noted he felt plenty of energy in the aircraft and a reasonable airspeed (50+knts). Although low to the ground the turn was continued (get home-itis?) and the aircraft touched down at some speed (46knts) after completing the turn. The left wing tip brushed the ground after landing (wing flexing). The rollout was in a straight line.

Time from entering final to landing was approximately 40 seconds.

Ruminations after the event.

I would have bet large amounts of money that after 1400 hrs glider time I would never have confused a brake with a flap handle, especially as the resulting changes in glider behaviour are SIGNIFICANT.

Not damaging a glider had way too much importance in the decision making process.

In summary I suspect the main cause of this rather messy situation was an ego that figured I could handle it! This ego is to be retrained and some fear re introduced as during this exercise I felt no fear of a crash.

It is certainly worthwhile having a height recording logger aboard to analyse flights after the event.

The Aussies are welcome to their unique ways of doing things. I will stick to using airbrakes for height control.

Pilots experience:

Started flying at age 18.

1300 hours military aircrew

500 hours light aircraft

1400 hours gliding

Notes on experience that may have affected the mindset..

Never crashed anything. (bulletproof?)

Over 400 hours glider towing with 1000s of tows and hundreds of sideslips.

Done low level flying displays in gliders at airshows. (low level turns at speed)

Flying a significant number of competitions with resultant low saves/late decision making before landing. (ie pushing boundaries to the limit)

Significant recent mountain flying experience flying very close to ground and ridges.

Xmas in July reminder by Libby

Please remember our Xmas in July dinner is on the 23rd July. \$20 per head a 3 course dinner.

Entree:- Prawns or chicken

Mains: Roast Beef and Roast ham, Baked veges

Sweets:- Apple and Ruhburb crumble

R.S.V.P. by 15th July 2005

If possible can this article be made to stand out please

Phone: 0746344879

Email:- libbymat@optusnet.com.au

Libby



Request for information by Tony.

Hi everybody.

Please could you send me the following information for the period 30th April 2004 - 30th April 2005.

- 1) The number of cross country flights over 50 km.
- 2) Number of Kilometers flown.
- 3) Longest cross country flight.

Please include flights from sites other than McCaffrey field.

These statistics will be published in the Australian Gliding magazine later in the year and on the GFA website.

Statistics so far from 14 replies...

The number of cross country flights over 50 km. 247
Number of Kilometers flown. 69713 (23078 by George Lee)
Longest cross country flight. 714 (Barry Daniel)

Email: tonycavanna@ozemail.com.au
Telephone: 3262 1961

Retoric by Chad

If you practiced and lost, you lost to someone who practiced more.

No matter what they are flying, the same guys always seem to fly well.
Become one of those guys.

No matter where you are, the best thermals are in the sun.

Instructor's Notes:

1. If you push the stick forward, the aircraft will go down.
2. If you pull the stick back, the aircraft will go down.

The wind will swing at least 100 degrees as soon as you finish setting up the pie cart.

Nothing makes a plane fly better than giving/selling it to your closest rival.

That large soaring bird you have been admiring is going to eat/make love to/trash your glider.

Competition experience happens just after you need it.

When designing gliders:-If it looks right, it probably is.

Nothing generates better thermals then the guys arguing about the best airfoils.

Take offs are optional, landings are mandatory.

There are 3 things that keep a plane in the air. One is altitude, one is airspeed and the other is ideas. If you run out of all three, it's called a crash.

Flying is the second most exhilarating thing you will ever do, Landing is the first!

Don't laugh at some guy's ratty old airplane. It will probably outfly your brand new pretty one!

Everything is lost until it is back in your hand.

North Queensland Regatta reminder by Robert

Midwinter Christmas at Charters Towers - June 22-28

Should you need to contact the Committee or others see below.

Committee Members

President	Jenny Thompson	0417 629 782	Events, Club Direction, GFA councillor
Secretary	Tony Cavanna	3262 1961	Pilot Mentor, Webmaster, meetings.
Treasurer	Richard Hoskings	0418 745 824	Accounts, Flight sheets, etc
Tugmaster	Bob Keen	0429 639 770	Tug maintenance, rosters, etc
Airworthiness	Shane McCaffrey	0418 759 310	Glider airworthiness issues
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, etc
Committee Member	Charlie Downes	0407 547 076	Airspace Officer
Committee Member	Bob Flood	0413 261121	Enquiries Officer
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

Non Committee Contacts

Graham Hennessey	0429 170648	Duty Pilot Coordinator
Libby Matuszczak	0409 140 954	Bar Manager & Social Coordinator
Irene Thompson	0409 051 566	Social Coordinator
John Knox	0411 143 772	Club Publicity/Promotions/Marketing
Lex McQueen	0418 730 288	
Ralph Henderson	0409 596 579	Gliding Qld President; Chairman GFA Marketing and Development Committee

Date	Event	Place	Contact
11 Jun	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
11 Jun	BBQ	McCaffrey Field	<u>Libby Matuszczak</u>
11 Jun	General Meeting	McCaffrey Field	<u>Tony Cavanna</u>
11-13 June	Watts Bridge Weekend	Watts Bridge	Robert Hart
22 Jun - 29 Jun	North Queensland Regatta (dates approximate)	Charters Towers	<u>Robert Hart</u>
24 Jun	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>
25 Jun	BBQ	McCaffrey Field	<u>Libby Matuszczak</u>
25 Jun	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
2 Jul	Instructor Panel Meeting	McCaffrey Field	<u>Jeremy Thompson</u>
9 Jul	Committee Meeting	TBA	<u>Tony Cavanna</u>
9 Jul	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>

Date	Event	Place	Contact
9 Jul	BBQ	McCaffrey Field	<u>Libby Matuszczak</u>
17 Jul	Working Bee (8am to 11am)	McCaffrey Field	<u>Tony Cavanna</u>
22 Jul	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>
23 Jul	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
23 Jul	Xmas In July	McCaffrey Field	<u>Libby Matuszczak</u>
6 Aug	Instructor Panel Meeting	McCaffrey Field	<u>Jeremy Thompson</u>
6 Aug	Instructor 's Day	McCaffrey Field	<u>Jeremy Thompson</u>
13 Aug	General Meeting	McCaffrey Field	<u>Tony Cavanna</u>
13 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
13 Aug	BBQ	McCaffrey Field	<u>Libby Matuszczak</u>
26 Aug	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>
27 Aug	BBQ	McCaffrey Field	<u>Libby Matuszczak</u>
27 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
3 Sep	Instructor Panel AGM	Bowenville Hotel	<u>Jeremy Thompson</u>
10 Sep	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
10 Sep	DDSC AGM	The Banque Cafe, 122 Margaret Street, Toowoomba	<u>Tony Cavanna</u>
17 Sep - 24 Sep	<u>Jimbour Wines Queensland State Gliding Championships</u>	McCaffreys Field	<u>Jenny Thompson</u>
23 Sep	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>
24 Sep	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
8 Oct	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
16 Oct	Working Bee (8am to 11am)	McCaffrey Field	<u>Tony Cavanna</u>
22 Oct	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>

Date	Event	Place	Contact
23 Oct	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>
12 Nov	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
25 Nov	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>
End November	Narromine Cup Week	Narromine	http://www.narromineglidingclub.com.au/
26 Nov	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
10 Dec	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
<i>2006</i>			
14 Jan	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
15 Jan	Working Bee (8am to 11am)	McCaffrey Field	<u>Tony Cavanna</u>
27 Jan	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>
28 Jan	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
11 Feb	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
24 Feb	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>
25 Feb	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	<u>Jenny Thompson</u>
24 Mar	Friday Flying (volunteer coordinator needed)	McCaffrey Field	<u>Tony Cavanna</u>

Rosters

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 4th	R Bennett J Grosser	F Ning	Brian Rolfe (A) Phil Downey
	Sunday 5th	M Codling	A Garrone	Ben Bezuidenhout Neil Muspratt
	Saturday 11th	J Thompson R. Hoskings	D Baartz	Hugh Hofmeister Andrew Straume
	Sunday 12th	P Bell C Downes	R Bradley	Steve Harris (AEI) Alan Midwood
	Saturday 18th	T Cavanna	Jenny Thompson	David Ferguson (A) Roly Sundell
	Sunday 19th	R Hart A Wetherspoon	M Robertson	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 25th	A Garrone	L McQueen	Richard Armstrong Paul Bart (A)
	Sunday 26th	R Henderson B Keen	D Cramer	Greg Valler (AEI) Michaela Valler

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 2nd	R Henderson	B Hofmeister	Bob Flood (A) Graham Hennessy
	Sunday 3rd	R Bennett	Jeremy Thompson	Joan Robinson Tim Hastings
	Saturday 9th	P Bell R Hart	A Garrone	Barry Daniel (AEI) Joan Robinson
	Sunday 10 th	T Cavanna B Keen	F Ning	Peter Wetherspoon (AEI) John Hook
	Saturday 16th	C Downes J Grosser	D Baartz	Jo Davis (A) Rob Murphy
	Sunday 17th	A Garrone	Jenny Thompson	Keith Allen (A) Robert Percy
	Saturday 23rd	M Codling A Wetherspoon	L McQueen	Brian Rolfe (A) Phil Downey
	Sunday 24th	J Thompson R. Hoskings	M Robertson	Ben Bezuidenhout Neil Muspratt
	Saturday 30th	R Bennett J Grosser	D Cramer	Chad Nowak Andrew Straume
	Sunday 31st	T Cavanna B Keen	B Keen	Steve Harris (AEI) Rob Murphy

	Day	Instructors	Tug Pilots	Duty Pilots
	Saturday 6th	R Henderson	F Ning	David Ferguson (A) Roly Sundell
	Sunday 7th	R Bennett	R Bradley	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 13th	J Thompson R Hoskings	D Baartz	Richard Armstrong Paul Bart (A)
	Sunday 14th	T Cavanna B Keen	M Robertson	Greg Valler (AEI) Michaela Valler
	Saturday 20 th	A Garrone J Grosser	A Garrone	Bob Flood (A) Graham Hennessy
	Sunday 21st	C Downes	B Hofmeister	Brett Kettle (A)
	Saturday 27th	M Codling A Wetherspoon	B Keen	Barry Daniel (AEI) Joan Robinson
	Sunday 28th	P Bell R Hart	D Cramer	Peter Wetherspoon (AEI) John Hook