



Chaotic
Monthly Newsletter of the Darling Downs Soaring Club
August 2005

President's Report by Jenny

It is with great sadness that I have to open my report with the news of a fatality of a pilot who flew from our club. On behalf of all of us, I would like to wish the pilot's family and friends our condolences. There is no doubt our sport has many risks, the consequences of not managing the risks are mostly serious and each one of us must recognise this. Most pilots will have heard some details, and in the interests of openness, we put the initial investigation on our website for people to read. The final combined DDSC/Caboolture Gliding Club investigation report is now available for members in the members' area of the website. The accident is still the subject of police investigation and a coroner's enquiry, and whilst we believe the investigation we have done is very thorough, it is still an unofficial report.

Mosquito:

From 1st August, the Mosquito GQD is online and available for members to fly. You require 100hrs, and approval from an instructor with a check at his/her discretion.

Congratulations:

- Michael Mowbray - first solo
- Gavin Field - 'A' certificate
- Chad Nowak - 'C' Certificate

Welcome

Welcome to new member Peter Schagen who has commenced gliding training.



Lennies on
Pam's
Grande Tour

Form 2s

The Grob and the Puch RI are looking beautiful after their makeovers at Shane's spa. They have had some extra special attention this year with Narelle Hennessey repairing and making much more beautiful, the seats and cushions.

Thanks to Shane, Graham, Hookey, Roly, Peter Bell, and Narelle (I hope I haven't missed anyone) as the aircraft are looking really good. We have probably the best-kept club fleet in the country so please take care of the gliders. So much work goes into keeping them nice. The Grob has now clocked up 6000hrs.

AutoTug:

The committee has been involved over a number of months deliberating about the AutoTug pro's and con's. Since around January of this year, Keith Allen has spent a huge amount of time researching the viability of the Club building an AutoTug with a Chev V8 engine. The research has been extensive, covering areas such as regulatory, risk, monetary, workload, quality requirements, practicality, long and short-term costs, and many other areas.



With all the evidence presented, the Committee has decided that the risks involved in building the AutoTug outweigh the potential benefits to the Club. A project such as this needs independent backing, and to go ahead with club funds would be putting members' money and assets at risk.

We still believe the project is viable for a syndicate of interested people with financial backing, and in the long term, there are possible savings in towing charges.

My sincere thanks go to Keith for preparing a totally objective and thorough approach so the Committee could make an informed decision. For anyone interested, all the evaluation documents are available on the website in the members area.

Xmas in July:

On 23rd July, we held our now annual "Xmas in July" dinner - it was a great success and we all had a wonderful night with around 40 people. The last party animals went to bed about 12:30 and there were a few sore heads the next morning. Thanks to Libby and Irene for organising the night, for all the helpers (Kay, Narelle, Annette, Brett, Shane (I hope I didn't miss anyone)) and the many helpers who washed up. I think this has become a real annual event, thanks to Libby and Irene.

We had planned to have a guest speaker who was a member of the Toowoomba Gliding Club from the 1950's, but he was not able to attend at the last minute. We did however have Denis McCaffrey give us a good account of the early history of the Darling Downs Soaring club. The Toowoomba Gliding Club folded in the late 50's due to the death of a member in an accident, and the funds they had left over after that club folded helped establish the current Darling Downs Soaring Club.

Duty Pilots

DDSC has a duty pilot participation rate that every club in Australia would envy. Having said that, it would be great to make it even better. If you are on the duty pilot roster, and don't do your duty, please let Graham Hennessey know so we don't put load on the other person who does the duty pilot job on their own. If you aren't on the roster and can help out, please contact Graham Hennessey.

We presently have about a 7-week rotation, which lightens the load. If we have a lot of people who don't turn up, or don't volunteer, the load gets worse for others. In the interests of the club, please give these thoughts some consideration. With summer coming up, we really need two duty pilots each day to avoid the job being onerous.

Essentially, the duty pilots are a backbone of the club, and their efficiency can improve members' satisfaction in getting flights quickly, help in

passenger satisfaction and generally, makes the club more viable.

Rex Teakle Award

Every year the members get a chance to vote for the Rex Teakle Award. This award is given to the most popular, worthy, contributing member over the last 12 months and it's up to you, the club members to vote. The Instructors' Panel decides most of the other awards but this award is a member award. Each member is entitled to one vote and you should send your vote (with a reason for your nomination) to by phone, email or letter to Robert Percy. They'll be collated and the winner will be announced at the AGM.

A photo of this award can be found on the website.

Past winners have been Allan Latemore, Shane McCaffrey, Bob Keen, Ralph Henderson and Murray Knight.

Website

Last, but by no means least - the new website. Tony Cavanna has devoted a huge amount of his own time (daily for a number of months) in revamping the website and making a number of enhancements and it's really working well. This is a huge part of our communication and advertising. Thanks to Tony.

We have also decided that "ddsc.org.au" is not readily remembered so on searching the possible domain names available, we have purchased the new web address of "www.gogliding.org.au". The two web addresses will both direct people to the club website and over time, we will phase out the old address.

You may have noticed also that the website banner has changed, the beautiful new format was donated by Al Sim. Thanks Al a great new banner.

CFI report by Jeremy

We have had 2 serious incidents on recent weekends, serious because they had the potential to have a much worse outcome.

The first the Astir jeans taking off with airbrakes unlocked, the airbrakes came open during take off roll, pilot realised all was not normal on becoming airborne and did a check of the

cockpit and discovered the airbrakes were deployed.

Next day the Grob103 also taking off with airbrakes unlocked, the airbrakes came open during take off roll, pilot realised all was not normal on becoming airborne and did a check of the cockpit and discovered the airbrakes were deployed.

On both occasions the glider pilot discovered the problem prior to the tug pilot becoming aware so no tug signal was given.

On investigation both seemed very similar, however the reasons were different.

One pilot was distracted by the person hooking on who conducted a conversation with the pilot whilst he was doing his pre take off checks.

The other pilot thought the check was done correctly but obviously it wasn't, it was a passenger flight and maybe the pilot was concentrating too much on the passenger?

Pre flight checks used to be called VITAL ACTIONS; this is because omission of one of the things on the checklist is critical to the safety of the flight and missing it could result in an accident.

Launching a glider can involve a high level of activity around the launch point, which can result in a high workload for the pilot. Not only is the pilot concerned with configuring the aircraft for take off but being aware of the activities around the launch point as well. Due to the time element, the amount of activity and number of people involved the potential for human error is increased.

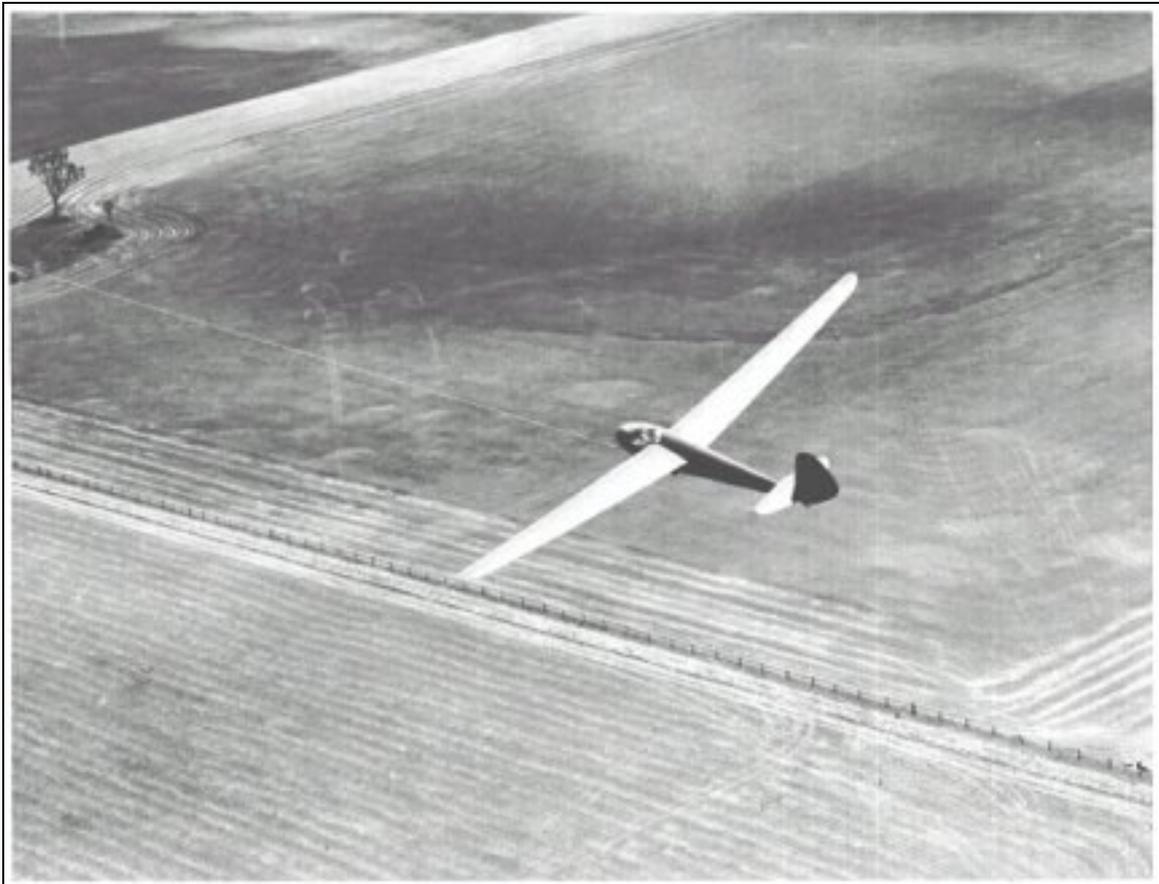
To prevent distractions during the pre take off check, pilots should maintain a sterile area where the only person allowed around the cockpit is the person doing the hook on. Anyone else should move away.

The person waiting to hook on should wait quietly until the pilot is ready to complete the hook on.

If the pilot is distracted during the pre take off check the check should be repeated from the beginning.

Back in the Good Old Days by Dennis

The Brisbane Telegraph, Monday 7th December 1953 had a centre spread article "Grace in Flight". It featured an expedition of the Toowoomba Soaring Club to Oakey Airstrip. The Club had two gliders there, an R3 a Grunau and a Tiger Moth for the aerotowing duties as well as a winch.





The photographs had the original markings from the Brisbane Telegraph office on the rear.

The pilots at some stage must have headed off cross-country as the R3 was landed out at Mt Tyson and probably received a warm welcome from the farmer. The pilot, Dr Mervyn Hall, true to his word sent the farmer a copy of pictures of the glider and a thankyou letter for the hospitality.

DR. MERVYN HALL
DR. ALEX MCGREGOR

PHONES: DR. HALL - - 499
DR. ALEX MCGREGOR 2303
P.O. BOX 217

TAYLOR'S BUILDINGS,
421 RUTHVEN STREET,
TOOWOOMBA.

11th January, 1954.

Mr. H. Redding,
MT TYSON.

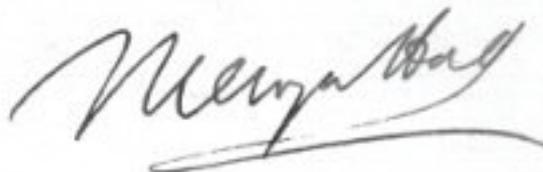
Dear Mr. Redding,

As promised, I am forwarding
you, herewith, some photos of the glider.

I was most grateful for the use
of your paddock to land in and for your
help in taking off again.

Kind regards and many thanks,

Cordially and sincerely,

A handwritten signature in cursive script, appearing to read 'Mervyn Hall', with a long horizontal flourish underneath.

Airworthiness by Shane

The Form2 / 6000 hr inspection on the Grob 103 has been carried out with much thanks to Graham Hennessy for his help for 4 days. Roly came up for a day and helped buffing and pulling rudder off etc. Peter Bell and his patience with helping Graham with the nose hook installment #****. and painting inside of different parts in the cockpit. Libby came out and helped with cleaning and scrubbing the harnesses. Bob buffed up the canopies. Grahams wife even made some pike lets for morning tea and attended to the upholstery on both seat pans. Patches on the wings were painted and wheel fairing gel coated etc. A lot of work was put into the Grob to get it up to speed. Thanks again for your help on a great job. The Ventus is due for a 3000hr inspection, it comes out of the air on the 14th August .I'm due back from NZ that night. This is a major inspection and I am waiting for the paper work from GFA. to arrive! There are a few club marks and chips that need touching up in this inspection. Please keep looking after the aircraft to keep them in good order.

Low level flying by David in UK

We hope you are getting more flying in then we are over here. We flew 8 days straight at the Bicester regionals but haven't been able to get airborne since (2 weeks) because of the weather. It's the start of practice week tomorrow and the worlds actually start next Saturday so hopefully the weather will come good by then.

Happy flying

Age of change by Keith

Getting Old or are your arms not long enough these days?

Pilots getting to the 30+ age and not having full time spectacles please read on!

Do you need reading spectacles? If so what do you do in your glider? Are the instruments too close? Do you want to wear the latest sunglasses?

The answer is stick on bifocal lenses. Take your trusty Bolley, Bay Ran, Kaltex cheapies, Krustian Doir specials and add a small soft additional lens to the inside, the lenses can be reused.

Look cool as before but be able to see the frequency on the radio, read that GPS and use the compass rather than the sun's angle through the cockpit.... Much safer! (Very important for instructors wishing to look the part when reading a students logbook as well)

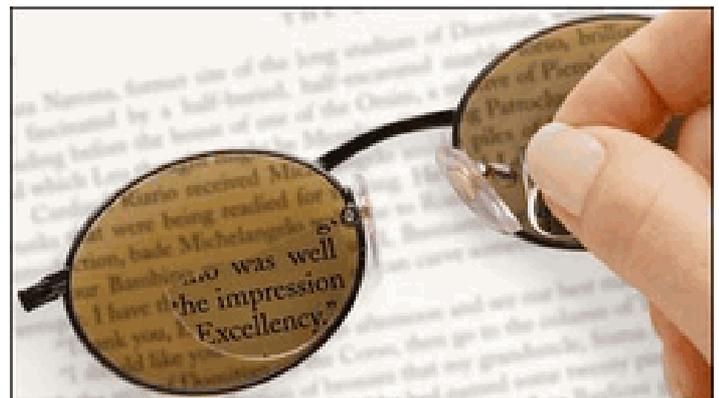
These have been around for sometime in Dive Shops and it is as always where you shop for the product and what people are willing to pay.

Dive shops attract people with disposable income; safety shops attract people who generally don't.

The cheapest I could find on the Internet in Australia were \$39.95 <http://hydrotaclenses.com.au/> available form Pro Dive in Milton apparently.

Then the alternative is US\$8.95 (US\$7.95 for 5 pairs +) in USA, and they do a nice range of 2L Industrial Camel Bak packs for US\$35.99 others as well and Military items 3L for US\$30.99 basic, more for camouflage or inbuilt holster options!! <http://www.safetyglassesusa.com/optx-20-20-stick-on-bifocals.html>

One problem with USA is US\$60 UPS postage... but it is cheap if you buy a few sets.



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

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

Notes from the Editor by Keith

We trust you have enjoyed this bumper edition of Chaotic, there are always good stories to be had and lots to report. But we can't always have a bumper edition so sorry but there will be alternate bumper editions... so please plan ahead with your contributions. The colour editions may not appear each month either... sorry. But don't forget to send contributions; they will make it in soon. We have added an historical section where some of the memoirs of old will be printed; Dennis has provided some great resources to choose from, hopefully there are others out there.

Jimbour Wines Queensland State Gliding Championships by Ralph

McCaffrey Field, 17 – 24 September 2005

Thank you to everyone who has offered to help with the comps. We have enough people to run the operations but of course always need more to help with the catering and the bar. Remember that these are the two areas where the club makes most of its profit from the comps, so it is important that we have enough people to help.

I would particularly like to invite newer members who may have joined the club over the last 3 years or who haven't been to an Easter comp, to come out for at least a couple of days during the comp to see what goes on and lend a hand.

Could club members who are intending to compete please send me their entry forms as soon as possible.

There are still club aircraft available, and remember there is a handicapped club class to fly in. If you are interested please contact Jeremy.

For more information please go to the website.

Rosters

	Day	Instructors	Tug Pilots	Duty Pilots
August	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

	Day	Instructors	Tug Pilots	Duty Pilots
September	Saturday 3rd	R Bennett J Grosser	G Pitman	Jo Davis (A) Koji Masuda
	Sunday 4th	M Codling	Jenny Thompson	Keith Allen (A) Robert Percy
	Saturday 10th	J Thompson R. Hoskings	L McQueen	Brian Rolfe (A) Phil Downey
	Sunday 11th	P Bell C Downes	Jeremy Thompson	Ben Bezuidenhout Neil Muspratt
	Saturday 17 th	Comps no club flying	R Bradley	Comps no club flying
	Sunday 18 th	Comps no club flying	B Keen	Comps no club flying
	Saturday 24th	Comps no club flying	M Robertson	Comps no club flying
	Sunday 25th	R Henderson B Keen	D Cramer	Libby Matuszczak (AEI) Peter Davison (AEI)

		Instructors	Tug Pilots	Duty Pilots
October	Saturday 1st	R Bennett J Grosser	Jeremy Thompson A Straume	Richard Armstrong Paul Bart (A)
	Sunday 2nd	M Codling J Thompson	Jenny Thompson G Pitman	Greg Valler (AEI) Michaela Valler
	Saturday 8th	J Thompson R. Hoskings	L McQueen D Cramer	Bob Flood (A) Graham Hennessy
	Sunday 9 th	P Bell C Downes	A Garrone B Hofmeister	Brett Kettle (A)
	Saturday 15th	P Bell R Hart	R Bradley D Baartz	Barry Daniel (AEI) Joan Robinson
	Sunday 16th	R Henderson B Keen	M Robertson B Keen	Peter Wetherspoon (AEI) John Hook
	Saturday 22nd	A Garrone J Grosser	G Kustrjens A Straume	Jo Davis (A) Koji Masuda
	Sunday 23rd	R Bennett C Downes	G Pitman P Kurstjens	Keith Allen (A) Robert Percy
	Saturday 29th	J Thompson R. Hoskings	A Garrone Jenny Thompson	Brian Rolfe (A) Phil Downey
	Sunday 30th	M Codling J Thompson	D Cramer D Baartz	Ben Bezuidenhout Neil Muspratt

Club GlideFast Coaching Course at Kingaroy Soaring

10-16 September 2005

There are only a couple of places still available on the course. If you are interested please contact Ralph by email rhenderson@iinet.net.au or by telephone 3843 6178 or 0409 596 579.

First Cross Country by Chad

Big thanks to Russell for suggesting a cross-country task that kept me close to the field. I ended up flying Jondaryan-Bowenville-feedlots SW of Bowenville. I ended up flying the triangle in the Jeans three times, once in the good conditions and twice in marginal blue sky. It did a lot to build my confidence. It was an interesting feeling in the cockpit when I was at 2800ft over Jondaryan. I had the Berwick field picked out but managed to get away. It might not have been a big deal to you "experts" but it was a new one for me. It was also different to have to fly to a point rather than just flying where ever the good air was. After I landed I checked on the map and found out that the triangle was about 40kms long so that means I did around 120km. COOL!

American Safari by Pam



Our American Safari was a great success, taking us from Los Angeles north to Canada, south to the Mexican border, and back, in 7 weeks from June 3rd to July 25th 2005. The statistics are as follows:

The two gliders and 3 pilots flew a total of 277.25 hours and 27,265 OLC

kms. The car did about 13,500 km.

The Safari covered 5,693 kms by air, as follows(these are the straight line distances:

249 km California City,CA to Bishop, CA.
218 km Bishop to Minden,NV.



385 km Minden to Montague,CA.
(We drove from Montague to Ephrata.)
287 km Ephrata,WA to Bonners Ferry,ID.
(We drove from Bonner's Ferry to Invermere in
Canada, and back to Deer
Park.)
404 km Deer Park,WA to Hood River,OR.
(We drove from Hood River to Lakeview.)
356 km Lakeview,OR to Minden, NV.

617 km Minden to Parowan,UT.
431 km Parowan to Telluride,CO.
372 km Telluride to Moriarty,NM.
364 km Moriarty to El Paso,TX.
607 km El Paso to Turf,AZ.
356 km Turf to Jean,NV.
395 km Jean to Ely,NV.
375 km Ely to Bishop,CA.
277 km Bishop to Rosamund,CA.

Gerrit flew 127.75 hours in 26 days, his longest Safari flight was 617km
Minden to Parowan, and the OLC awarded him 12,935 km. Pam flew 88.3 hrs in
18 days, her longest Safari flight was 375km Ely to Bishop, and OLC kms
7,356.

John Buchanan flew 61.15 hours in 11 days, longest Safari 617km
Minden to Parowan, OLC kms 6,974.



The longest flights were: Pam 776 km, Gerrit 981km, and John 1057km at Ely. Gerrit claimed a Dutch National Record for 166.1 kph over a 500km triangle at Ely, and John claimed an Australian National Record at 163.84kph over the same 500 km triangle. Pam, Gerrit and John all tried 750 FAI triangle speed records, and Gerrit and John tried a 1000km triangle speed record, at Ely.

Islands in the sky by Brett

I was forced to visit the island of Yap in the Federated States of Micronesia last year, and took the following photo as an outstanding example of something the old maritime navigators relied heavily upon. The Cu formations over Yap give an uncanny level of detail of the shape of the island below – so much so that you can make out the major headlands and bay structures. For comparison, I've grabbed an image from NASA's World Wind, using a viewpoint a couple of thousand feet above the point where the photo was taken. The closest clouds in the photo are generated over the reef mass that you can see at the bottom-right of the World Wind image. Other than a little bit of down-wind displacement, the downwind clouds even mirror the shallowly scalloped back edge of the island, location of the 'city' of Colonia.



Clearly there are other Cu's around, but if you watched for half an hour or so, these traveled downwind with the Trades, while those over the island remained "fixed". So, if you really were a maritime navigator of old, you really would understand NZ as the "Land of the Long White Cloud", or, as I'm told the Satewal Islanders did, confirm the identity of an island from as much as a day's sailing away, in many cases long before you could even see the island.

