



**Chaotic**  
**Monthly Newsletter of the Darling Downs Soaring Club**  
**September 2005**

**President's Report by Jenny**

Due to weather mainly, 2004-5 was our lowest hours' year for the last five years, June being the lowest hours of all at 54 and only 59 last July. Let's hope the weather picks up for spring and summer. Hence with the low amount of activity over the last couple of months, there's not a lot to report.

**Welcome to new members:**

- Gary McMahon
- Michael Mastrodomenico

**Congratulations:**

- Rob Murphy – first outlanding (orchestrated) into Shane's paddock
- Paul Bart – first real outlanding
- Graham Hennessey – first real outlanding



Also congratulations to Adam Woolley (15<sup>th</sup>) and David McManus (26<sup>th</sup>) at the World Junior Championships recently held in the UK. The weather was very average (for us it was pretty poor). The competition scene in England and Europe is much more vibrant than here and both Adam and David did really well in a top class field flying in what we would consider uninviting weather.



Queenslanders Lisa Trotter and Lisa Turner also competed in the Women's World Gliding Championships in Germany, coming 12<sup>th</sup> and 15<sup>th</sup>. The weather from all reports was atrocious with many days lost due to bad weather.

**Tugs**

MLR has had a few problems and has gone off for a top end overhaul. This should freshen the engine for a good time to come and along with some other minor fixes should prove to be our No.1 tug.

**Safety Centre**

We've added a new area to the website specifically for safety promotion. We hope that members can contribute, read, and use this part of the website to share information. If you have any articles, questions, suggestions, etc please forward them to Tony Cavanna.

**State comp**

Ralph has the comp's planning well underway and they are nearly upon us. If you can help out at any time during the comp, you are most welcome; also if you haven't seen a comp in action, it's a great experience, and the atmosphere is great. Contact Ralph if you can help out. At the time of printing we had 20 entered, 11 others confirmed entries, and 10 others expected, making possible entry numbers of 40-50.

**Caboolture and NZ pilots week**

From 23-28 October we will be hosting some Caboolture members for a cross country training week and some NZ pilots will also be hiring some gliders for cross country. The world record holder from NZ, Terry Delore, will be flying at the club, though the flatlands may be different to his Argentinean and NZ mountain flying.

## Online Soaring Competition

After our dismal winter, we have not made much progress on elevating our status on the online competition and we are currently running 14<sup>th</sup>. It doesn't matter if you do a short distance flight as they are all eligible to add to our score - distance is based on optimizing your flight and there are many flights on the competition of 50-60kms. So grab a logger and have a go next time you fly.

## GFA membership statistics

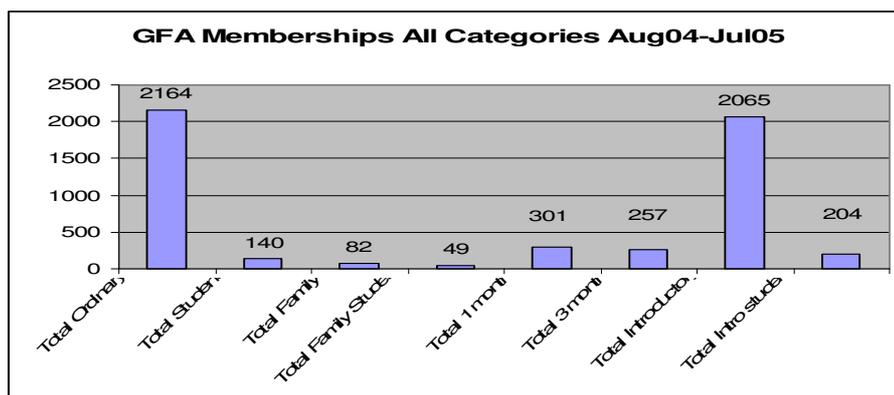
About 12 months ago, GFA introduced a new membership database which allows better tracking of membership trends and numbers. Up till now, the data has been less than meaningful, but now after 12 months, the membership information is now increasingly being able to give some good information.

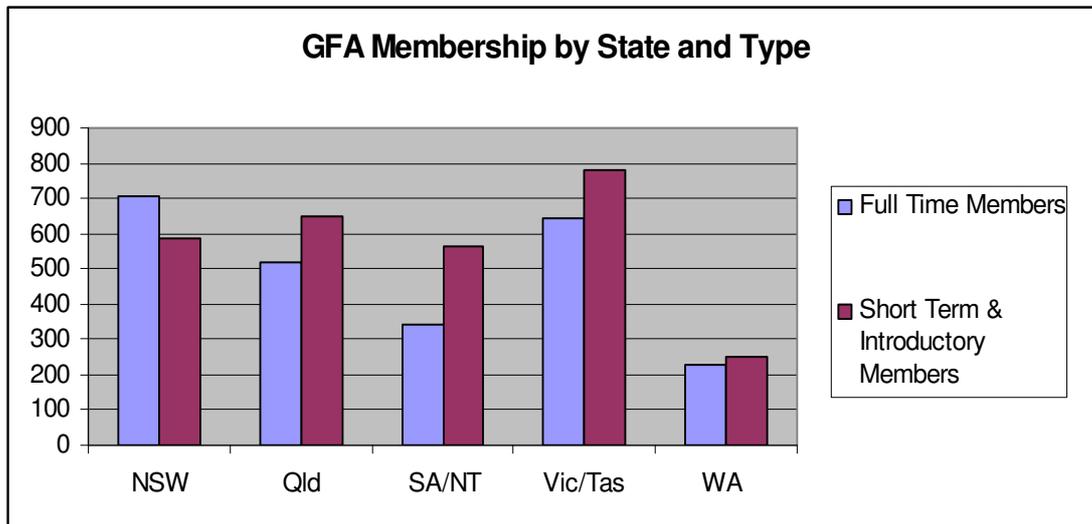
Remember this is GFA membership data and as some people belong to a number of clubs, their GFA membership is attached to only one club. Attached are a couple of interesting graphs and charts. The numbers are not quite aligned for the Qld info and the national info but I believe their data accuracy will improve in the future.

At the last GFA Council meeting, it was noted that GFA lost 300 members last year from the previous year – not a good sign.



12 months GFA Membership Data Aug 04-Jul 05	Total full equivalent	Total Full	Total Student	Total Family	Total Family student	Total 1 mth	Total 3 mth	Total Intro	Total Intro Student	Total full/student/family/famstudent
BOONAH GLIDING CLUB	83.8	71	6	2	3	0	7	0	0	82
BUNDABERG SOARING CLUB	15.0	14	0	0	1	0	0	0	0	15
CABOOLTURE GLIDING CLUB	89.2	77	7	0	1	0	13	117	0	85
CENTRAL QLD GLIDING CLUB	21.2	18	0	2	1	0	0	24	3	21
<b>DARLING DOWNS SOARING CLUB</b>	<b>100.9</b>	<b>90</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>99</b>
GYMPIE GLIDING CLUB	66.7	63	2	0	1	1	2	10	0	66
KINGAROY SOARING CLUB	58.0	54	0	3	1	0	0	3	0	58
MOURA GLIDING CLUB	4.0	4	0	0	0	0	0	0	0	4
NO 201 SQN AAFC	7.0	1	4	1	1	0	0	0	0	7
NORTH QLD SOARING CENTRE	15.0	13	2	0	0	0	0	0	0	15
SOUTHERN DOWNS AERO & SOARING	33.0	28	3	2	0	0	0	4	0	33
TARWAN SOARING CLUB	0.0	0	0	0	0	0	0	0	0	0
	<b>493.8</b>	<b>433</b>	<b>26</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>26</b>	<b>158</b>	<b>3</b>	<b>485</b>





### **Hi Everyone by David**

We are finally back home after our epic trip to the UK where we competed in the Junior World Championships. We had a good time, did some great flights and learnt more in two months than we have in the past year.

I would like to thank everyone from DDSC who has supported Adam and myself during and before this event. Without the support it would have been nearly impossible to represent Australia at the Junior Worlds.

Thanks

### **Jimbour State Gliding Championships by Ralph**

Jimbour Wines Queensland State Gliding Championships, McCaffrey Field, 17 – 24 September 2005

As I write this we have 23 paid entries and expect another 20. This means a final field of 40-45 gliders. This will be a good result, enough to give us a good competition, but not too many so that it will unduly tax our ground facilities or make it too crowded in the air.

The other good part about the entry list is that we have a good number of entries in all classes except open class where there will only be a couple of competitors. All the other classes, 18 metre, 15 metre, standard and club will be very competitive. Standard class in particular is going to be a lot of fun and the winner will certainly have earned their state championship title.

From the entries received to date, there won't be many crew persons coming, so thank you again

to everyone who has offered to help with the comps, we will be needing you all. Most of the entrants to date will be camping at the airfield. This is good as it improves social interaction and camaraderie amongst competitors. It also significantly improves our chances of the club doing well out of the catering and bar sales, two areas where we will need helpers on a daily basis.

Thank you to all those who have helped to organise the comps. The weather is coming right and we look forward to another safe and successful DDSC competition.

### **CFI report by Jeremy**

Last month the club's instructors held a flying day. This was attended by nearly all the clubs instructors and Mike Truitt (RTO ops for Queensland).

Mike gave us a report on recent accidents, the Janus at Gympie and the Grob103 at Boonah. We also discussed the Outlanding accident near Dalby.

Though there were a lot of different factors that led to the final outcome in all three accidents, the one common factor in all three was "control of the aircraft was lost at a height from which recovery was not possible".

It is a timely reminder that no matter what situation you find yourself as a pilot you must select and maintain a safe speed near the ground and continue to fly the aircraft above all else.

The instructors also took the opportunity to fly with Mike and Peter Bell, the club's level 3 instructor. Some even managed to convert to the club's new single seater, the Mosquito.

A decision was made by the instructors that we will hold a briefing before each day's flying. This will be run by the duty instructor and will be used to make sure all pilot's plans are managed considering all operational factors that may affect the day's flying. The briefing will take place at 9am and anyone who does not attend at that time must report to the duty instructor before flying.

A recent accident in the UK may have lessons that we can learn from:

A passenger had been given a trial flight as a gift; he arrived at the airfield and was placed in a K13 with an instructor. He was given a comprehensive briefing by the instructor and then strapped in the glider. A friend gave him a camera prior to the launch, not able to find anywhere to put it he placed it on the floor in front of the control stick.

The take off roll proceeded normally with full back stick at the start of the take off, as the glider became airborne it started to climb and the instructor tried to move the stick forward but found that he was unable to. The glider commenced to climb and eventually the tug pilot released the glider as the control of the tug was being jeopardised.

The glider pilot released the rope at about the same time; the glider then climbed steeply to about 100ft and stalled, dropped the left wing and started to rotate to the left. The glider then picked up speed and levelled off and struck the ground in a level attitude and bounced back in the air.

Again it climbed steeply and stalled a second time resulting in impact with the ground in a vertical attitude with contact on the nose and left wing. The passenger sustained serious injuries and the instructor minor injuries.

The cause was the passenger's camera had become lodged in the gap between the aft edge of the cockpit floor and the front seat control column, during the glider's ground run the camera moved rearwards and prevented forward movement of the control column.

The instructor did not realise that a camera was taken into the glider and did not brief about the danger of loose objects in the cockpit.

Loose objects in any glider should be stowed correctly; if a passenger wants to take a camera it must be appropriately secured.

## **British Airways Flight Operations** **Department Notice from Tony**



There appears to be some confusion over the new pilot role titles.

This notice will hopefully clear up any misunderstandings.

The titles P1, P2 and Co-Pilot will now cease to have any meaning, within the BA operations manuals.

They are to be replaced by Handling Pilot, Non-Handling Pilot, Handling Landing Pilot, Non-Handling Landing Pilot, Handling Non-Landing Pilot, and Non Handling Non-Landing Pilot.

The Landing Pilot, is initially the Handling Pilot and will handle the take-off and landing except in role reversal when he is the Non-Handling Pilot for taxi until the Handling Non-Landing Pilot, hands the handling to the Landing Pilot at eighty knots.

The Non-Landing (Non-Handling, since the Landing Pilot is handling) Pilot reads the checklist to the Handling Pilot until after Before Descent Checklist completion, when the Handling Landing Pilot hands the handling to the Non-Handling Non-Landing Pilot who then becomes the Handling Non-Landing Pilot.

The Landing Pilot is the Non-Handling Pilot until the "decision altitude" call, when the Handling Non-Landing Pilot hands the handling to the Non-Handling Landing Pilot, unless the latter calls "go-around", in which case the Handling Non-Landing Pilot, continues Handling and the Non-Handling Landing Pilot continues non-handling until the next call of "land" or "go-around", as appropriate.

In view of the recent confusion over these rules, it was deemed necessary to restate them clearly.

### **Final glide safety** (a timely reminder for the season ahead)

Before thinking about conventional final glides, to say nothing of a low and porpoise up final glide, a pilot has to be very clear about the special safety issues involved in final glides. *Off-field landings close to the airport are extremely dangerous.* The areas around airports are littered with glider wreckage from misjudged final glides.

To see why, think about how you do an off-field landing on course. As you get lower, you steer towards a good area. By 2,000 feet you have several good fields picked. By 1,500 feet, you stop trying to make forward progress, and you look for thermals while checking out the fields. By 1,000 feet you have picked a main and alternate. By the time you commit to a pattern and landing from say 600 feet, you have been directly above good fields, looking for wires, slope, ditches, planning approach and so on for a good 10 minutes.

Final glide landings are totally different. At 2 miles out, 40:1 is 300 feet, and 400 feet is enough to blast home at 90 knots. *Everything* happens below 300 feet. More importantly, you didn't *get* to 2 miles out and 250 feet the same peaceful way you got to the on-course landing. At 5 miles out, 40:1 is 750 feet. The bare minimum of 1,500 for decent field selection is 10 miles out. Think hard about being 5 or 10 miles out on a MacCready 0 glide, or even a bit below. You've read all those great articles about pilots who popped over the fence and rolled in. If in a contest, you're also thinking about losing 450 points or more if you don't make it. One bitty thermal will give you 100 feet and you'll scream home. Tell your spouse otherwise, but you will find it almost impossible not to keep going.

Therefore, unlike a landing on course, field selection, checking for wires, slope, ditches, fences and alternates, *will*, inevitably, all happen from a 35:1 or lower angle, straight in, while intensely watching the airport and glide computer. The final decisions will be made in seconds, from 300 feet or less. There is just *no*

way to do a good off field landing in this situation. This isn't just theory. I looked at a lot of GPS traces from contests with 2-5 mile out landings. All of them flew *straight* toward the airport until below 300 feet, took at most one turn into the wind and landed.

What can we do about this danger? For a new contest pilot, recognize the trap and keep a very conservative margin. On a decent day, it will cost no more than 3 minutes to gain an extra thousand feet.

As you want to go faster, the options narrow. An ambitious pilot cannot give up 3 minutes per day. The standard answer is that you must carefully check out the fields around the airport before you do a final glide. If you know where fields are 2-5 miles from the airport, meaning you have completely checked them for crops, wires, slopes, obstructions, ditches and fences, and you have picked approaches and landing spots, then it is not ridiculously unsafe to glide straight into them. Many pilots *say* they do this, but few actually do. A glance down while milling around at the start is not nearly enough.

I think it helps to prepare yourself psychologically to make a very quick decision, as you do for PTT emergencies. 10 seconds of indecision has killed. I rehearse congratulating myself for making the safe decision, not to criticizing myself for landing out and blowing the contest. When you're at MacCready 0 and 5 miles out, an alarm bell should go off –*this is how people get hurt.*

This danger is entirely a creation of the rules. If the rules specified a 1,000 foot finish altitude for speed points, then a pilot at 800 feet, 5 miles out will calmly either stop to thermal or do a good pattern into a well-inspected field. He gains almost nothing by stretching a glide into the airport. A safety finish is particularly easy to implement with GPS rules: pilots must clear a 1,000 foot barrier two miles out.

We have crash after crash within 5 miles of the airport, including totalled gliders, serious injuries and fatalities. Most pilots take a "right stuff" attitude to these crashes – "well, he must have been a bozo, any real pilot wouldn't do that." Safety in flying comes when you get over this attitude, and recognize that we all can do silly things on rare but costly occasions. I hope we do not have to wait until another prominent pilot

dies to eliminate this needless danger, as we seem to finally to have done with similarly preventable assembly mistakes.

Source: *Just a little Faster Please, John Cochrane (Canadian Advanced Soaring)*. This

is an excerpt from a very good article on improving your cross country speed. Go to <http://www.sac.ca/cas/techniques/techniques.html>, Article 9, for the whole article.

**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

**Days Passed by Keith**

Dennis gave me a copy of the attached newspaper which is the Brisbane Telegraph from December 7<sup>th</sup> 1953. Below are a few of the adverts of the day. It is good to see that without purgatives you can enjoy a tune on the piano!



Date	Event	Place	Contact
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>
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	<a href="http://www.narromineglidingclub.com.au/">http://www.narromineglidingclub.com.au/</a>
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

	<b>Day</b>	<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
<b>September</b>	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 <sup>th</sup>	Comps no club flying	R Bradley	Comps no club flying
	Sunday 18 <sup>th</sup>	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)

		<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
<b>October</b>	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 <sup>th</sup>	P Bell C Downes	A Garrone B Hofmeister	Brett Kettle (A) Ron Walker
	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 Kurstjens 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

		<b>Instructors</b>	<b>Tug Pilots</b>	<b>Duty Pilots</b>
<b>November</b>	Saturday 5th	R Henderson	B Keen L McQueen	Chad Nowak James Southwell
	Sunday 6th	R Bennett	B Hofmeister R Bradley	Steve Harris (AEI) Rob Murphy
	Saturday 12th	P Bell R Hoskings	G Pitman A Straume	David Feruson (A) Roly Sundell
	Sunday 13th	T Cavanna B Keen	TBA TBA	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 19th	A Garrone J Grosser	TBA D Baartz	Richard Armstrong Paul Bart (A)
	Sunday 20th	C Downes	M Robertson P Kurstjens	Greg Valler (AEI) Michaela Valler
	Saturday 26th	M Codling A Wetherspoon	A Garrone TBA	Bob Flood (A) Graham Hennessy
	Sunday 27th	P Bell R Hart	D Cramer G Kurstjens	Brett Kettle (A) Ron Walker