



Chaotic

Monthly Newsletter of the Darling Downs Soaring Club April / May 2006

President's Report by Jenny

The weather seems to have taken a turn for the best, and we've had some really good days over the last few weeks. On a couple of occasions, the great days were only appreciated by a couple of us. As Alan Midwood said "Where the bloody hell were you?" Remember, some of our best weather is April and May, so don't miss out.



Welcome to new members Mark Bagshaw and Peter Funke. Mark is a commercial pilot and Peter has 40 gliding hours from around 10 years ago.

Congratulations to Brian Rolfe on achieving his 300km Gold Distance.

By the time CHAOTIC reaches you, the Easter Comps will be completed. We had 14 DDSC pilots competing and I believe the biggest representation of any club. Easter comps are traditionally a great and friendly competition and that has been reported to be true once again. The highest placed DDSC glider was flown by Shane, the second by Ralph... sorry no picture of Shane available.. The third... Chad who took the Easter Trophy for the highest placed pilot in their first competition. Well done Chad.



Our club aircraft and nearly all our private owners are “FLARM-armed”. This has been a wonderful thing for the members to embrace and has been a genuine all round club effort, from donations to installation in aircraft. I’d like to specially thank individuals, but the list of helpers is enormous, so from me, thank you to all. I am sure it has enhanced our safety.

WQX is sporting a new radio, and thank you to Graham Hennessy and Barry Daniel who toiled all day installing it.

On 1st April, we organised Stow and MDK along with Al Sim and Chad, to do some air-to-air photography of some of the gliders.



Al and Chad got some great shots of JT, JSR, IZR and FQL. The Pacific Motor Glider club visited with their two Dimonas and the weather was pretty good for their visit. We had a great amount of activity on both Saturday and Sunday, with only a couple of gliders left in the hangars – great to see.

Also on 1st April, we held a general meeting and a BBQ, very well attended. The main items for discussion were some changes to how accounts are paid rebates and changing our financial auditor. In addition, the meeting was held to broadly discuss club expenses and financial performance. The Committee will produce a paper shortly on the issues for members' information.

The club office is looking really professional now. We now have a dedicated computer area and office area. Our thanks again go to Michael Mowbray and Chad who have put much work into it.



SWR will be engine-less for a while yet. Engine options are being worked through by the Committee. Bob has been very busy in the background and has worked tirelessly to look at all options. I'd really like to thank the members who have added to their accounts and have made it much easier to make these big money decisions.

MLR went back to the LAME a few weeks back to have some rectification work completed, that has been completed and further carburettor works seems to have worked miracles. It is still in the running-in period, and being closely monitored. We ask all tug pilots to be extremely careful in these first 50 hours of running in.

Late Chaotic by the Editor, Keith

Alas it had to come, the fall of the Editor... just too much work and not enough play time, I missed last month's Chaotic sorry. The Chaotic this month is full of last month's reports and has been jazzed up on behalf the hard working committee with a lot of editor's licence. Behind the scenes there has been a lot of issues with regard to the tugs which are a very integral part of gliding and without these we just don't get up there. Please bear with the committee whilst we finalise evaluations of tugs and such, you can be assured we are working for our collective best interests.

Tugmasters report by Bob

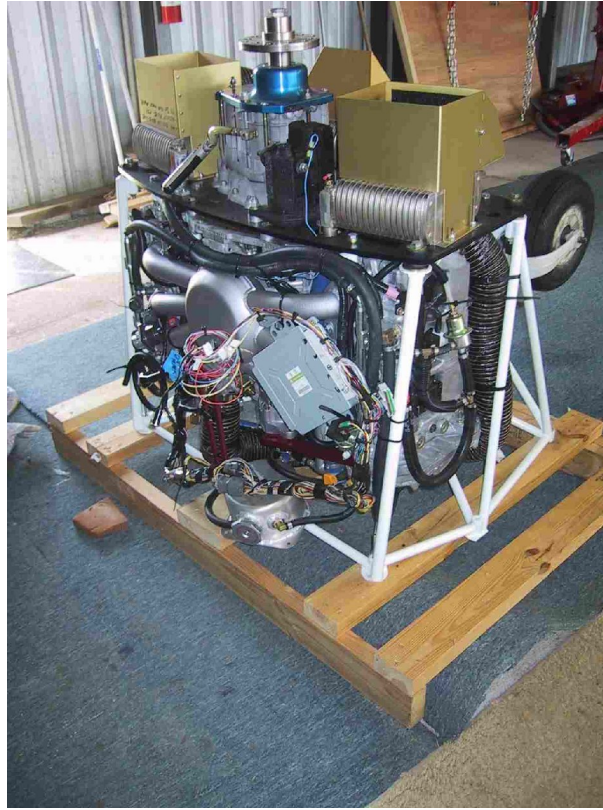
Sad to say over the last few months I have been spending far too much money on engines in our tugs.

MLR has had to be returned to our LAME organisation to have cylinder work completed due to external problems, this now done along with further works it all appears to be running in ok this time around.

Please help out the new engine in MLR by taking shorter tows, if possible, to keep engine temps down during the run in period, this will take a few months to complete.

SWR will be out of the air until we source a new engine at a reasonable price, this may take a little time as a new one off the shelf, no trade is \$70,000 AUD, the options are being worked through in a timely manner.

With the increasing cost of operating tugs, we need to think carefully about the various options! For example do we need two tugs and should we look at other methods of launching, Winch, Auto tow and Motorgliders, all avenues need investigation not only for cost but also member participation.



The Boonah Club Subaru awaiting fitment to a Cessna 150

Don't forget that MLR now has a better radio, so don't forget the rope gone calls.

On another note, Chinchilla was great... you can expect to see me more in a glider☺



Safe Flying

Gift Packs by Bob F

There are now some gift packs for people who take Air Experience of TIF flights. These consist of a Flight Certificate, DVD, Brochure, and "baseball" (gliding hat) and soon a non-transferable Gift Certificate for a half price repeat flight valid for 90 days from the date of their first flight.

The packs (in individual zip lock plastic bags) are stored in the Pie Cart in the right hand end cupboard under the white board. Please fill out the Flight and Gift Certificates and sign and date before giving to the passenger after their flight.

Also any member's friends who are taken for a flight are entitled to a "baseball" gliding hat and a Flight Certificate (these are stored in the filing drawer in the pie cart).

The aim is to convert more people from TIF's or friends to members. It's a bit like the McDonalds catchcry "do you want fries with that?"

If you notice the stock of gift packs is becoming low (less than 10) please feel free to make up some more or let me know.

Thanks

Treasurer's Report from Fran

In an effort to reduce wastage and keep expenses down the following initiatives have been undertaken by consensus of the Committee.

The Club switched from elcom tariff 20 to tariff 22 on 20th April.
We were paying 15.125c per kWh, with a monthly service fee of \$9.42.

Tariff 22 is 6.479 c per kWh 9pm - 7am weekdays and all weekend.
18.37 c per kWh 7am - 9pm Monday to Friday.
Monthly service fee of \$20.72.

This tariff works best for weekend operations as you can see!
Obviously, we want as little electricity used during the week as possible. So please, at the end of the weekend, TURN OFF THE HOT WATER SWITCH which is located next to the ladies toilet in the club room with the light switches. This could actually be turned off some time during the afternoon on a Sunday remembering to switch it back on on Friday. We did investigate off peak systems but this did mean extensive modifications as the meter box is separate from the sub mains.

Some obvious housekeeping duties could be helpful also! We don't want any unexpected bills please.

Please make sure that the window behind the computers is SHUT - water and computer wiring do not mix well, I believe!

Seeing I'm having such a good time telling you all what to do, I might as well add more to the list!!

Please make sure that the rubbish is secure in the bins, so that cats, dogs, possums etc cannot pull it out and make a lovely mess for Shane and Bob to clean up. (This is happening quite often).

Also, if we could leave the outside area tidy on a Sunday night, and also on Friday/Saturday morning make sure this area is clean and tidy. First impressions for visitors is in this area. To summarise: _



Last few to leave club on Sunday - please make sure

- 1) All lights and hot water switch turned off
- 2) Club computer room window shut
- 3) Rubbish secure in bins
- 4) Outside area tidy.
- 5) Bar room locked.

Or else I'll put my foot down 😊

Cheers

Unofficial Easter Chad Championships by various contributors

For those of you who did not get out to Chinchilla let me tell you a few things... Chad was awesome... we all know how well Chad has been flying.. he tells us all the time. But hey he was good. The late night tape pixies vandalized his plane one night and gave it a custom rego... "THE CHAD"



and he just flew the wings off the LS7. Coming home every day and talking about 80km straight line flights under cloud streets after fixing the electrics and struggling away from circuit joining area were tales that kept everyone enthralled and allowed them all to keep their disparaging tales of slow overall speeds and bad thermalling techniques to

themselves and thereby allowing Chad to keep the spirits high and ready for the next day of



competition. As advised he was awesome... no negativity allowed by anyone lest it get in the way of the high all pilots must be on during the Easter Comp. People landed out but consolations were short because Chad never landed out! Now let the bad people talk about under the counter payments to scorers, the falsification of loggers, the similarity of tracks to other sky gods be all put aside, it just will not hold water. Chad searched for a suitable name for OW... in keeping with AW which is Alice (Alice in Wonderland) he dismissed the name of Ophra Winfrey for some unknown reason best kept to himself!!

Do you use your seat-belts correctly? By Bob F

This may sound like a dumb question but it's meant seriously!

The cockpit of a glider obviously does not offer much protection in case of an accident. Almost every car has a bigger and stronger "crush zone" that can absorb some of the impact energy. luckily, this is partially compensated for by our use of a very good restraint system: our 4 point or even a 5 point harness.

However this harness must be:

correctly installed,
correctly constructed,
correctly used,

in order to offer the maximum protection.

The Technical Control Commission of Rhineland ("TUEV Rhineland") has examined this question extensively. Martin Sperber of the Air Transport Section has given a very informative talk on this subject, part of which is repeated below:

The more important half of the restraint system is the hip belt. It has to absorb most of the energy because most of the weight of the body lies between the lower border of the rib cage and the feet. The attach point of the hip belt has to be chosen such that the belt makes an 80 degree angle from a point over the center of gravity of the body backwards and upwards to the attach point. A person's center of gravity is approximately half way between the hip joints. Many mistakes in belt placement were made in earlier gliders with respect to this simple fact because no one knew better. By intuition (or luck) the placement of seat belts in DG gliders has been correct from the beginning. It is also true that the seat pans of our gliders have a relatively steep angle for the thighs. This is very comfortable and reduces the tendency to slide under the hip belt ("submarine") during a crash.

The attachment of the shoulder straps had to be improved a few years ago with respect to their horizontal separation. This must be chosen such that it doesn't rub on the pilot's neck but at the same time it can't be too wide. If the shoulder belts are far apart it is comfortable but the pilot runs the risk of the straps slipping down off the shoulders and losing their effectiveness.

It's hard to believe some of the incorrectly constructed belts on the market. Certainly the harness should not gradually become looser during flight as do belts from some manufacturers. The belt material used in such cases is simply too smooth. The seat belt must be able to be tightened by pulling up. In some types, one has to pull down between the thigh and the cockpit wall where there is little room and it is awkward to apply sufficient force.

Proper tightening of the straps:

Pull the seat belt as tightly as possible!

It holds your weight in inverted flight and more than your weight in turbulence. And the tightness protects you during a crash from sliding under the seat belt.

Tighten the shoulder straps considerably less.

Never pull the shoulder straps so tight that the seat belt is pulled up over the abdominal wall.

In this respect, the same mistake can often be seen: the shoulder straps are easier to pull on and they are pulled as tightly as the seat belt. This pulls the seat belt up over the soft parts or the belly. A pilot thus "protected" looks OK after a crash but may die a few hours later due to internal bleeding.

The researchers from the TUEV Rheinland asked the pilots at a large contest whether they had any problems with fastening their seat harnesses. Eighty percent of the pilots said they had no problems. Then they went along the start grid and found that the 20 % of pilots "with problems" were generally correctly belted in their seats. The other 80% sat comfortably in their cockpits but incorrectly buckled in with the central fastener up under the lower border of the rib cage. That can have bad consequences in a crash!

Secretarial Request from Tony

Hi everybody.

Please could you send me the following information for the period 30th April 2005 - 30th April 2006.

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

Please include flights and hours flown (other than hours in club gliders) 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.

Email: tonycavanna@ozemail.com.au

Telephone: 3262 1961

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

Committee Members

President	Jenny Thompson	0417 629 782	Planning & Development, Communication, Grants, Interclub Activities, Expeditions
Secretary	Tony Cavanna	3262 1961	Secretary, Correspondence, Website, Computers.
Treasurer	Fran Ning	0418 186 494	Treasurer, Insurance, Budgets, Finance
Tugmaster	Bob Keen	0429 639 770	Tugmaster
Airworthiness	Graham Hennessy	0429 170648	Airworthiness, Radios
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, Safety.
Committee Member	Brett Kettle	0410325022	Marketing, Advertising and Promotions
Committee Member	Chad Nowak	0431862553	Airfield, Buildings & Grounds, Working Bees.
Committee Member	Bob Flood	0413 261121	Enquiries Officer, Chief Duty Pilot, Membership.
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

Non Committee Contacts

Charlie Downes		Airspace
Richard Armstrong		Parachutes
Libby Matuszczak, Irene Thompson	0409 140 954 0409 051 566	Social Club, Trophies, Parties & Awards Officers
Robert Hart		Cross Country Chair, Computers
John Knox	0411 143 772	Club Publicity/Promotions/Marketing
Lex McQueen	0418 730 288	
Mike Codling		Weather Station
Ralph Henderson	0409 596 579	Gliding Qld President

Date	Event	Place	Contact
6 May	Committee Meeting	To be announced.	Jenny Thompson
26 May	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
3 Jun	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
23 Jun	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
24 Jun - 9 Jul	Charters Towers Regatta (dates to be confirmed)	Charters Towers	Robert Hart
15 Jul	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
28 Jul	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
12 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
12 Aug	Instructor Panel AGM	To be announced.	Jeremy Thompson
25 Aug	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
26 Aug	DDSC AGM	To be announced.	Tony Cavanna
26 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
29 Sep	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
1 Oct - 7 Oct	State Gliding Competiton	Southern Downs Soaring Club, Warwick	Ivor Harris (President)
28 Oct	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
1 Nov - 17 Nov	RAFGSA Expedition (tentative)	McCaffrey Field	Jenny Thompson
24 Nov	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
2 Dec	Christmas Party	McCaffrey Field	Jenny Thompson

			Instructors	Tug Pilots	Duty Pilots
	May	Saturday 6 th	C Downes J Thompson	L McQueen	Bob Flood (A) Graham Hennessey
		Sunday 7 th	R Bennett R Henderson	D Baartz	Peter Wetherspoon (AEI) John Hook
		Saturday 13 th	P Bell R Hoskings	F Ning	Jo Davis Michael Mowbray
		Sunday 14 th	T Cavanna B Keen	P Kustjens	Keith Allen (AEI) Robert Percy
		Saturday 20 th	J Thompson A Wetherspoon	A Straume	Brian Rolfe (A) Phil Downey
		Sunday 21 st	M Codling J Thompson	G Pitman	Richard Armstrong Paul Bart (AEI)
		Saturday 27 th	C Downes J Thompson	P Kustjens	Ben Bezuidenhout Neil Muspratt
		Sunday 28 th	P Bell R Hart	B Keen	Chad Nowak

			Instructors	Tug Pilots	Duty Pilots
	June	Saturday 3 rd	T Cavanna B Keen	R Bradley	Greg Valler (AEI) Michaeler Valler
		Sunday 4 th	R Bennett M Codling	Jenny Thompson	Brett Kettle (A) AJ Wesley
		Saturday 10 th	J Thompson R Hoskings	J Knox	Bob Flood (AEI) Graham Hennessey
		Sunday 11 th	P Bell R Henderson	Jeremy Thompson	Peter Wetherspoon (AEI) John Hook
		Saturday 17 th	J Thompson A Wetherspoon	B Hofmeister	Jo Davis Michael Mowbray
		Sunday 18 th	C Downes B Daniel	M Robertson	Keith Allen (AEI) Robert Percy
		Saturday 24 th	J Thompson P Mitchell	D Cramer	Richard Armstrong Paul Bart (A)
		Sunday 25 th	R Hart J Grosser	G Kurstjens	Ben Bezuidenhout Neil Muspratt

			Instructors	Tug Pilots	Duty Pilots
	July	Saturday 1 st	T Cavanna B Keen	L McQueen	Steve Harris (AEI) Alan Midwood
		Sunday 2 nd	R Bennett M Codling	D Baartz	Libby Matuszczak(AEI) Peter Davison (AEI)
		Saturday 8 th	J Thompson R Hoskings	F Ning	Bob Flood (A) Graham Hennessey
		Sunday 9 th	P Bell R Henderson	P Kustjens	Gavin Field Joan Robinson
		Saturday 15 th	J Thompson A Wetherspoon	A Straume	Jo Davis Michael Mowbray
		Sunday 16 th	C Downes B Daniel	G Pitman	Peter Wetherspoon (AEI) John Hook
		Saturday 22 nd	J Thompson P Mitchell	J Knox	Keith Allen (AEI) Robert Percy
		Sunday 23 rd	R Hart J Grosser	B Keen	Brian Rolfe (A) Phil Downey
		Saturday 29 th	J Thompson B Keen	R Bradley	Chad Nowak
		Sunday 30 th	P Bell R Hoskings	Jenny Thompson	David Ferguson (A) Roly Sundell

At the end of the Day.... At Chinchilla Easter Comps 2006

