



Web Site www.ddsc.org.au OR www.gogliding.org.au

Chaotic

Monthly Newsletter of the Darling Downs Soaring Club July 2006

President's Report by Jenny

From the latest GFA statistics, DDSC is the second biggest club in Australia, and Queensland is the only region in Australia that has growing gliding membership (Boonah Gliding Club is the fastest growing club in Australia).

I recently was asked to give a presentation to Victorian Soaring Assn (VSA) whose regional membership has dropped significantly. The state has lost 150 in number overall over the last 5 years, whereas Qld has increased its overall numbers by 24. (see <http://www.gfa.org.au/development/stats.php> for details on gliding membership stats)

I have posted the presentation to the website for anyone who is interested, but I would like to say what a great place DDSC is to be and to fly at - our friendly and open attitude and our leading approach is quite special and a large part of our success. Please remember it is quite special and nurture it.



Ralph gliding over the Downs on a typical day in paradise

New Members

Welcome to the following new members & visitors:

- Ross Dowley
- Mirrin McCarthy
- Christian Amstad
- Sabine Schrempp

Sports Psychology Lectures

Lisa Turner organised the Sports Psychology lectures for GQ that was recently advertised. It is tailored to gliding and from my point of view, very helpful – I think all agreed they have got something out of it. The first session was an introduction to sports psychology with a workshop exercise on relaxation. The second session followed on from the first with further sports psychology concepts and exercises on self analysis and goal analysis. Both sessions were attended by quite a number of DDSC members. The third session will have a focus on competition preparation before September. Stay posted.

Another Reminder - GFA AGM and Seminar

We won't be flying on 23 September as we have decided to make the day available for members to attend the GFA AGM and Seminar in Brisbane. This is the first time in GFA's history that an annual general meeting will be held outside Melbourne.

The AGM will be a small part of the day, and the Seminar will be well worth attending. There will be displays from See You, OzFLARM, and other glider technology. Speakers will be Gavin Wills (NZ Mountain pilot guru), Peter Newport (NZ Grand Prix), George Lee (3 times world champion), and others.

As the media and general public are invited to the seminar, we will have some sort of DDSC display as well. Please consider attending – it will be held at Robertson Gardens, 281 Kessels Rd, Robertson http://www.robertsongardens.com.au/leisure_map.shtml

Performance Week 25-29 September

Performance Cross Country Coaching week will be held from 25-29 September. There may be limited places – contact Ralph for more information.

Tug Engine – PLEASE READ

The replacement of SWR's engine is finally resolved but it will be about 6-8 weeks before it is installed. The option finally selected is a 250HP O-540 engine that we are purchasing from the USA which will be stripped and rebuilt by Darling Downs Aviation for around \$30,000. We make no apologies for the long time it has taken, as a great deal of evaluation, discussion and research has been carried out by the Committee.

Just to give you an idea, a new engine costs around \$108,000 AU which is not justifiable for a club operation. Had the SWR engine been not damaged, its core could have been used to get a remanufactured or factory overhauled engine, but it was not acceptable. We were then faced with (1) trying to find suitable engine cores to buy to be used for remanufacturing or overhauling, (2) to rebuild SWR's damaged engine, or (3) to purchase an engine with as few hours on it as possible. The discussion and work that has gone into this exercise is considerable and I will not elaborate much more except to say that after many attempts at finding answers we were left with only two options (rebuild SWR, or purchase the US engine), unless we were prepared to continue to hunt down suitable engine cores that could have taken an indefinite amount of time.

I have posted a spreadsheet on the website, which was used to evaluate the long and short term effects of many decisions, and a summary of issues. About 10 options were reviewed over the life of two engines, and a comprehensive amount of work has gone into not only the \$\$ side, but the risks to the club operation and long term viability. The spreadsheet version provided is about V4, which excludes Autotug options. The Autotug has been eliminated for the time being, due to the fact that the STC is at least two years away. In two years, MLR's engine will be getting closer to decision time, and it is appropriate to look at that option then.

I personally believe the club must look at purchasing a motor glider two-seat trainer within two-three years, giving us mid-week flying capability without tug pilots, allowing better and more efficient training, and keeping us at the leading edge of gliding.

There is a cost for the luxury of running two tugs. We do not have the utilisation for two tugs – more like 1.3 tugs. We made the decision to continue to run two tugs, because of our summertime launching demands, and our sometimes other-times, two-tug demands. This luxury allows everyone who wants a launch to get a launch in a small window of the best thermal time. We are a front-line cross country club and should be able to offer the best I believe. But this comes at some cost.

Glider Self Insurance

At the last meeting, the committee decided to undertake some self insurance initiatives for the club fleet. There are certainly risks associated with doing this, but there are significant savings to be had, especially with the size of our fleet. The insurance will be as follows:

- Tugs – Full hull and liability insurance
- Two seaters – Full hull and liability insurance
- Club single seaters – Ground insurance and liability insurance

There are mixed experiences with clubs who have self-insured their fleets. GCV lost two LS7s in a mid air last year not long after self insuring their fleet - this is obviously a worst case. However, VMFG has been self insuring since the 1980s and it has allowed them to buy two new gliders with the proceeds.

Retrospectively, had DDSC self insured in 2001 in five years we would have over \$50,000 in the "insurance" account now, even taking into account some repairs undertaken in this time.

This decision has not been taken lightly; hence the decision to only self insure the single seaters, being flown by more experienced pilots and doing less landings etc. In addition, we now have Flarm installed which is an additional safety measure, and believe our training and club standards are of a high standard, which should reduce our risk somewhat. We will maintain ground insurance for all gliders for the catastrophic events such as storm damage to the fleet, or hangar fire etc.

Hangar Coordinator

Pearce Mitchell has taken on the role of Hangar coordinator. He is currently evaluating the most efficient ways of stacking hangars, re-establishing the mainwheel plates for locations and in some cases, relocating gliders.

Hangarage is one of the club's current constraints and Pearce is evaluating and re-organising the club and private gliders to provide the best solutions. His decisions have the "blessing" of the committee so please cooperate with his requests and decisions, as they are in the club's overall interests. Please read the Hangar Policy that is on the club website.

Fuel Costs

As you well know, world fuel prices are continually rising and the Club will not be able to absorb these increases. Fran is reviewing costs and will shortly produce some further information.

Caboolture Gliding Club Reciprocal Arrangements

Are you aware that Darling Downs Soaring Club (DDSC) and Caboolture Gliding Club (CGC) have mutual flying arrangements?

The mutual agreement between our two clubs means you can fly at Caboolture at club rates and without joining their club, as long as you are a current GFA member.

This is an initiative Ralph started some years ago, and has continued. DDSC is interested in making gliding as readily available as possible, and to ensure that people stay in the sport by offering a means of progress and challenge for glider pilots - in this case for the many pilots who start their gliding at Caboolture.

The reciprocal arrangements can be used by DDSC pilots for:

- If you are an AEI, getting more AEI experience (DDSC doesn't do that much). CGC is short of instructors and AEI instructors.
- Taking passengers up who only want to do the ½ day exercise, rather than the long journey to DDSC. In the current climate of fuel prices, you may like to consider this option.
- Instructors helping out on the ab initio courses they run. CGC runs about 3-4 courses a year.

For more information, contact myself, Jeremy, or CGC CFI Brian Wade (wade@squirrel.com.au) - who is also a DDSC member and partner in the Alice syndicate when Robert allows him!

Online Competition

On 25th June, DDSC went to the lead in the Online competition for Australia with 50,525 points (57.623 kms) - 191 flights from 26 pilots. Leading the way are Ralph Henderson (9650kms), Gerrit Kurstjens (7600 kms), Robert Hart (5900kms), Pam Kurstjens (5000kms) and many others.

Have a look at the website at <http://www2.onlinecontest.org/>

Committee Update

The re-engineing of SWR has been the dominant activity of the club committee, and has been quite a distraction to other business. At the last committee meeting and through email circulations, the following issues have been discussed and/or resolved.

- Drafting a hangar design for a new high-utilisation, hexagonal hangar
- Applying to the Australian Sports Foundation for registration of the hangar project
- DDSC calendar promotion
- Engine option considerations
- Tug fuel issues
- Self insurance

DDSC Sign at Jondaryan

I have been trolling away at trying to arrange for a sign for DDSC to be erected in Jondaryan on the Warrego Highway. The bureaucracy and expense of this is not to be underestimated. We have successfully been granted \$500 towards the cost of the sign from Gliding Queensland, and presently have a letter of application in with Jondaryan Council for support. I am looking for further sources of funding for this but it is a very competitive environment. Donations towards a sign would be appreciated, or any connections with constructors or signwriters who offer us a competitive (or better!) rate.

Club Form 2s

Winter time is the club Form 2 time. Thank you to all those who have helped Shane with the Form 2s over the last few weeks – this is a great help in reducing costs, helping Shane out, and is a great way of getting to know the maintenance side of things.

DDSC Annual General Meeting

The Annual General meeting has been brought forward a few weeks this year and will be held on 26th August. This year it will be held at the club. We have four people on the committee standing down – Bob Keen is standing down after his maximum 5 years, Brett Kettle is standing down due to work and travel commitments, and Jeremy and I are no longer continuing on the committee. Graham Hennessey continues his Grey Nomad trips and would like this position filled by someone closer to home.

The AGM is not far away, so if you would like to consider being a part of the committee, now is the time to start giving it some thought and talk to a committee member on what's involved. Please call me if you would like to discuss it.

Jenny

PS! Shane reckons this summer is THE summer. If you want to do something special, this coming season is the one 😊

Duty Pilots Corner by Bob Flood

First an apology.

A couple of months ago I made an error with the roster and inadvertently left some volunteers off the roster. Sorry, it won't happen again! No offence intended. Thanks to those who brought it to my attention.

Currently we have 28 people on the roster. There are a couple who currently are unable to attend so if you are one of these can you please contact me if you need to be taken off for a while.

Secondly an appeal.

If you are unable to attend on your rostered day can you try and arrange a swap with someone else and advise your partner what is happening.

Thirdly, another appeal.

The club's biggest cost is fuel for the tugs. The duty pilot is able to help minimize this by ensuring that pilots are ready to launch as soon as the tug lands and pulls in front. When there is a line of gliders to launch the pilot of the second in line needs to be harnessed before the front glider commences to roll. This ensures enough time for checks etc before the tug returns. A well organised line up ensures that at least 6-7 launches per hour per tug can be accomplished, and this contributes significantly to the cost efficiency of the club.

And to those who aren't (yet) duty pilots

If you're not an Instructor or a tug pilot are YOU a Duty Pilot?

The Duty Pilot system is one of the great strengths of our club operations. Members who have flown elsewhere and visitors from other clubs all comment on how efficient our system is. For newer members it's also a great way to meet more of the club members and to learn from their experiences. The task is not complicated and the qualifications not hard. Basic reading, writing and arithmetic is all that's necessary.

The emphasis is on organizing fellow club members, not on doing the work your self.

*Organize the day's flying well and
everyone will enjoy themselves and
appreciate your efforts*

Need more information? Check out the Duty Pilot Manual. Go to www.ddsc.org.au click on Members, then Online Documents, then Duty Pilot Manual. There is also a bound copy in the Pie Cart and another one with the Flight Manuals in the club rooms. Or talk to me at the club any time, (unless I'm at the front of the launch queue).

Bob Flood

About the Annual General Meeting by Tony

Our Annual General Meeting is on the 26th of August. The venue will be McCaffrey Field (more details on the notice). The cost of the AGM dinner will be \$23 per head. The relevant forms and notices are enclosed with Chaotic. In addition all of the relevant documents can be found on the club's website at <http://www.ddsc.org.au/AGM/default.asp>. Committee position nomination forms and nomination forms for the Rex Teakle award will be made available from the club notice board in June. They are also available from the secretary. All committee positions (except CFI) are up for election so don't be shy this is your chance to make a bigger contribution.

Apart from electing club officers we also present club awards at the AGM, the most prestigious being the Rex Teakle trophy. Awarded to the person who is deemed by the club members to be the most popular, worthy and contributing member over the last 12 months. The winner is known only by the secretary and is revealed at the AGM. If you wish to nominate someone please contact me by email or fill in the form below and if you can please provide a reason for your nomination.

Tony Cavanna, Club Secretary.

Decentralised Cross-Country Winner by Pam

We have just had a letter from Chris Stephens, the Decentralised Competitions Officer, to say that Gerrit has won the Winter 2005 and Summer 2005/06 Decentralised Cross-country Events in the Top 50 category, for which he will be awarded the Bathurst SC Trophy. The results are posted on the DCC page of the GFA website.

(editors note, well done Gerrit, another job well done.)

Treasurers Report by Fran

Just a few issues that I would like to remind members about, to try and help the Club not waste any money.

1. The telephone bill has just come in for the last 3 months, \$1,001.76 inc GST.

Club phone \$287.91

Weather station + fax \$201.36

Internet, (1853 calls) \$512.50

It is suspected that the problem could be with laptops connecting to the wireless, and dialling out to check updates on windows etc. Until another form of internet connection becomes available, could you please make sure that:-

A) If you are not using the internet, could you please make sure that your wireless connection is turned OFF on your laptop.

B) Please turn off the Club's computers at the end of the weekend.

The committee, with the help of Robert Hart, are looking at ways to minimise this expense, but have been told by Telstra to wait for their new system to be in place. (possibly early next year).

2. Electricity. Please make sure, if you are one of the last members to leave the Club on Sunday, that all lights are turned off, and also the hot water switch. (Located with all the other light switches near the Ladies room)

3. Insurance. This becomes due on the 31st July for 12 months.

Because of the financial position that the Club is facing with the purchase of an engine for SWR, we have made a decision to renew the full insurance on the 2 seaters and tugs. However, since we have flarm installed in all our fleet, the four single seaters are being insured for ground risk and 3rd party liability only for the next year.

4. Chaotic. If you are receiving your Chaotic by mail, could you please consider switching to email for your invoices, and downloading Chaotic from the web page. This is a big saving to the Club in printing, photocopying and postage.

Thanks, Fran

Fly Faster Course by Ralph

This is cut off an email by Ralph, sorry I haven't prettied up the words too much, Keith

There will be a cross country training course similar to Glidefast... dates are 5 and 6 August, well before we all get busy with the summer's flying. The format will be similar to the course delivered early this year, but with a considerable amount of new material, largely drawn from the new book by Briigliadori. I will endeavour to answer some of the questions about what "it depends" on and how we make better decisions.

We have decided not to use the "GlideFast" title for this course as it is not really in the GlideFast format and will use our own DDSC title of a "Fly Faster" course. If you have a better suggestion of a name for our DDSC courses please let me know.

And of course, contact Ralph.

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 Vice President Gliding Queensland
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	Queensland Sports Coach

Date	Event	Place	Contact
28 Jul	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
5/6 Aug	Fly Faster Course	McCaffrey Field	Ralph Henderson
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
July	Saturday 1st	T Cavanna B Keen	L McQueen	Steve Harris (AEI) Alan Midwood
	Sunday 2nd	R Bennett M Codling	D Baartz	Libby Matuszczak(AEI) Peter Davison (AEI)
	Saturday 8th	J Thompson R Hoskings	F Ning	Bob Flood (A) Graham Hennessey
	Sunday 9th	P Bell R Henderson	P Kustjens	Gavin Field Joan Robinson
	Saturday 15th	J Thompson A Wetherspoon	A Straume	Jo Davis Michael Mowbray
	Sunday 16th	C Downes B Daniel	G Pitman	Peter Wetherspoon (AEI) John Hook
	Saturday 22nd	J Thompson P Mitchell	J Knox	Keith Allen (AEI) Robert Percy
	Sunday 23rd	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

		Instructors	Tug Pilots	Duty Pilots
August	Saturday 5th	T Cavanna B Keen	Jeremy Thompson	Greg Valler (AEI) Michaeler Valler
	Sunday 6th	R Bennett M Codling	Des Cramer	Brett Kettle (A) AJ Wesley
	Saturday 12 th	J Thompson A Huggins	Mark Robertson	Bob Flood (AEI) Graham Hennessey
	Sunday 13th	P Bell R Henderson	Gerrit Kurstjens	Peter Wetherspoon (AEI) John Hook
	Saturday 19th	J Thompson R Hoskings	Des bartz	Jo Davis Michael Mowbray
	Sunday 20th	C Downes B Daniel	Brian Hofmeister	Keith Allen (AEI) Robert Percy
	Saturday 26th	J Thompson P Mitchell	Lex McQueen	Richard Armstrong Paul Bart (A)
	Sunday 27th	T Cavanna J Grosser	Fran Ning	Ben Bezuidenhout Neil Muspratt

		Instructors	Tug Pilots	Duty Pilots
September	Saturday 2 nd	TBA	G McMahon	Steve Harris (AEI) Alan Midwood
	Sunday 3rd	TBA	P Kurstjens	Libby Matuszczak(AEI) Peter Davison (AEI)
	Saturday 9th	TBA	A Straume	Bob Flood (A) Graham Hennessey
	Sunday 10th	TBA	G Pitman	Gavin Field Joan Robinson
	Saturday 16th	TBA	J Knox	Jo Davis Michael Mowbray
	Sunday 17th	TBA	R Bradley	Peter Wetherspoon (AEI) John Hook
	Saturday 23rd	TBA	Jenny Thompson	Keith Allen (AEI) Robert Percy
	Sunday 24th	TBA	M Bagshaw	Brian Rolfe (A) Phil Downey

Form 2 time and the fleet by Keith.

Shane is always willing to show people round a glider, and it is always best to know what you are driving isn't it. Any assistance you can give to the form 2 process in the form of labour is always an interesting time. Shane completes the form 2's for the DDSC club at a fraction of the going rate and we need to support this anyway we can.

It isn't all polishing and buffing. There are controls to be taken apart for checking, wheels off, seat belts, trim. Measuring of hoteliers, painting and greasing. You name it there is a lot of checks to complete to keep the club fleet in the air and safe. The fleet is diverse and what holds bits on one glider don't on another, a real workshop experience, you can even brush the floor (and well appreciated).

Shane's email note on Chat may have been missed, here it is.

I am running a full time course over the next 2 mths on Club gliders and others in my workshop.

If you are interested in getting up to speed on various types of gliders, aiming to get your 1109- Replacement of Components.

I can give you the induction coarse and indorse you for different types of gliders.

So if you are interested please ring me on 0418759310.

