



Web Site [www.ddsc.org.au](http://www.ddsc.org.au) OR [www.gogliding.org.au](http://www.gogliding.org.au)

# Chaotic

## Monthly Newsletter of the Darling Downs Soaring Club November / December 2006

### *President's Report by Bob Flood*

Time for another Chaotic report, and the club has seen a plethora of activity, in and out of the air. Performance Week was an absolute highlight of the year. The weather cooperated most of the time and many personal goals were achieved. Thanks go particularly to Ralph who coordinated the week and the others who assisted him. The outstanding day was obviously the Thursday when 14 flights of over 500km, 3 of over 300km and a 5 hour duration were achieved. Several more outstanding flights took place on the Friday and Saturday. Well done all. Particular thanks to Fran who organised and performed most of the catering, with assistance from some helpers, as well as flying and achieving her own first 500.



*Fran Ning returning from her 500km flight*

The GFA Seminar in Brisbane was well attended by DDSC members and was a great success.

Club members participated in the State Comps at Warwick, as well as the National Multi Class at Kingaroy and congratulations to everyone for an enjoyable and safe comp. Alan Barnes was a clear winner in the Club Class at Warwick while at the Nationals Shane placed second in the Open Class, competing in the Duo against some BIG wings. Robert Hart also in Open Class, while finishing out of the "money" had an excellent comp with two 3rds, two 2nds and a 1st out of 10 days flying.



*Late afternoon soaring in a Puch, abeam Millmerran  
with 100knot final glide established*

As I'm sure all are aware by now DDSC finished 1<sup>st</sup> in Australia and 15<sup>th</sup> in the world in the OLC. Ralph and others initiated our involvement in the OLC, and it is a fantastic achievement, which is bound to be noticed both here and overseas and could well provide increased opportunities for DDSC in the future. Let's all contribute again this year and see if we can improve our overall position.

On the ground much has also been happening. New benches in the computer room, upgrades to software and hardware, soon a blind. Further improvements are planned as the volunteer's time permits. Thanks to Chad, Michael, Mike, Robert and Barry as well as others for all the work and planning that has gone into this project. AJ has done great work with the Forum and this now has a link from our web site.



*Some great soaring... 4.30pm at 12,000 in Puchacz*

Other improvements around the club also are also being planned, so keep your eyes open. Many other members contribute behind the scenes to the maintenance of our facilities and equipment and we all benefit. Volunteers with ideas and enthusiasm are

encouraged to contribute ideas and effort. As always a club is only as good as its members, and that is our great strength, let's keep it up.

Recently we lost a weekend's flying due to RAIN! The field will be much improved by the drenching, and the farming locals relieved I'm sure.

### **Airworthiness Report by Graham Hennessey**

If this was a report on the airworthiness of our club aircraft it can be concluded in a couple of sentences. That is, only the "JEANS" is left in this year's quota for its annual inspection which is due at the beginning of December. All other club aircraft are airworthy.

Now wasn't that easy, but that is not the end of the story.

Comments made by Adam Wooley with regard to the condition of the LS7 which he recently flew in at

the Nationals at Kingaroy highlighted a malaise that all gliding clubs must suffer with their club fleets.

Let me explain, all aircraft before flight must have a daily inspection and the first thing that must be done is to review the list of minor and major defects in the maintenance release.

We then carry out the daily inspection and if we find any defects, then these defects must be added to the defects list. Either minor or MAJOR. *(Please ensure you understand or get guidance on which category.*

Noting that minor defects not always stop the glider being used, however MAJOR defects stop the glider being used until the glider has been fixed or assessed by a suitably qualified person and the defect signed off.

If we are satisfied that there are no defects that prevent the aircraft from being flown safely we sign the maintenance release and away we go happy that we have done our job and everyone who flies can view the defects and make their own assessment of the defects. We have this preconceived idea that all these little and not so major defects will be fixed by some magical process that we do not need to think about. A very common human trait, give the "monkey" to someone else.

What I am saying none too subtly that quite a few of these defects can be fixed by you, perhaps you will need help, advice or even some bits and pieces, there is generally someone on the field that can help if you ask. Defects relating to flying surfaces and such should only be "fixed" by suitably qualified people... some matters that relate to aesthetics or Colibri wiring can be "fixed" by competent people. If you cannot do the job on the day then please consider getting the gear and do it next time you come to the club. I can identify with the reasoning that people come to DDSC to fly not to spend the morning fixing the aircraft; however, it is not uncommon to see aircraft that have been flown sitting in front of hangers for hours in the afternoon, what a great time to catch up on those small jobs.



*John Moore returning from XC for a perfect touchdown*

It has been suggested to me that all club aircraft could have an owner and that person would take responsibility for taking care of it. I think this is a great idea and if anyone wants to take that role with the aircraft that they use please let me know. This would mean that it is a coordinating role. My fear is that the pass the “monkey” mentally may get worse.

We have a club fleet of aircraft whose condition is second to none and that does not just happen, it takes a great deal of hard work which seems to be done by a few. To keep our fleet in this condition please take an interest in their maintenance and care it is very rewarding.

### **Financial Report by Fran Ning**

Bank Balance at 6/11/06 \$22,604.48  
Money in IBD \$30,000.00

The engine for SWR has been paid for, only the cost of installing and other incidentals to come.

The insurances for the next 3 months have been paid.

Electricity costs are down due to various measures. Please be diligent in turning the hot water and drinks boilers off.

Postage is down, emailing of Chaotic and statements is keeping costs down, please supply email address and subscribe to Chaotic on-line (more info via Tony soon).

Phone costs are high and will be monitored with the change to Satellite Broadband. The dial in for the weather station has been changed to the Satellite which has allowed the club to discontinue the fax line and save more.

Club glider use is up on last year.

Keep flying everyone.

## **CFI Report by Jeremy Thompson**

### **Recent Incidents**

September 2006	Kestrel	Marginal final glide resulted in outlanding one paddock short. Aircraft landed with wheel up causing damage to fuselage.
October 2006	Hornet	Pilot became aware on tow of control problems with ailerons. Landed immediately, ailerons checked.

### **Training with DDSC**

Whilst it is recognised that pilot training within our Club produces safe and proficient pilots with a high level of basic flying skill, it is also recognised that pilots have not always received advanced training to the same high standard.

Glider pilots are exempt from having to hold pilot licences. GFA is responsible for the establishment of pilot certificates which are regarded highly enough by CASA to be considered as a satisfactory substitute for licences.

As the basic building block of learning to fly gliders, the GFA has established 3 levels of pilot certificates, known simply as A, B and C certificates. The purpose of the 3 levels is to progressively build up pilot ability and confidence, offering the pilot more privileges as experience increases. They may be considered as the basic certificates of competence and finish with the awarding of the C certificate as the equivalent of a pilot licence.

The ultimate training objective of the GFA is to produce safe and efficient cross-country pilots. To achieve this aim the club has implemented several changes to help manage the advanced training post solo.

Firstly by formalising the advanced training for C certificate. This is with a booklet containing the syllabus and requirements after completion of the first solo flight. On completion of the first solo flight the pilot will use this booklet to guide them to C certificate. The awarding of a C certificate means that you are a qualified glider pilot with passenger rating privileges and basic cross country skills.

Pilots after being trained to "C" Certificate would be then further trained in advanced soaring techniques (principally cross-country).



*Richard Hoskings returning from XC*

This can be done in 2 stages, first a dual cross country flight with a club instructor (all club instructors are qualified to train for the cross county rating), this is a training flight to assess the competency for solo cross county in the initial category area.

The pilot can then fly cross country in a single seater within the initial category area. A minimum of 5 cross countries must be completed before obtaining an open category cross country rating.

Whilst this gives the basic skills for cross country flying further training and practise is required for polishing and improvement prior to competition flying. This is done by the sporting coaches in conjunction with the instructors.

The purpose of the Coach is to improve the standard of pilot performance in the cross country, record or competition areas. This coach will be qualified to work with pilots who have obtained their "C" or higher achievement certificate and have a minimum of an initial cross country rating.

This may be in a two seater, lead and follow in single seaters or simply flying in a group.

It is the club's intention to roster a coach on at least 1 day during the peak season to assist with all aspects of cross country flying. Short lectures will be given during briefings and flights will be analysed at the end of the day.

An annual coaching course will be programmed at least once per year.

Ralph Henderson is the club's coaching contact so if you have questions about coaching contact Ralph.

### **Annual checks.**

In conjunction with the recent change from GFA on how instructor's ratings are renewed, guidelines have been issued on how annual checks are to be carried out.

This is to give club pilots some guidance of what is expected of them and to standardise the checking process.

A copy of the document is available on our website under "online documents operations" then "Annual check and recency requirements". A copy also is on the club notice board.

Achievements:

Ross Downey first glider solo

500km flight for Diamond distance

Ziggy Kusiak 5 hours and outlanding check

Chad Nowak

Pearce Mitchell

Silver C 50km flight to Jimbour (and return :-)

Andrew Straume

Fran Ning

300km flight for Gold C

600km flight distance

Paul Bart

Jenny Thompson

AJ Wesley

Rob Murphy

700km flight distance

Alan Midwood

Barry Daniel

## **Tugmaster Report from Ben Bezuidenhout**

Thanks to all those members spotted washing MLR after the days flying and assisting to hangar it.

It's nice to see the tugs being considered by club members as not just a 'Tug Pilot' responsibility.



*Looking down on the Downs on another good day*

## **Upcoming Event not to be missed (coaching) by Ralph Henderson**

The really good news is that Giorgio Galetto will be coming to Queensland to run a 4 day coaching course. For those of you who haven't watched the NZ Grand Prix DVD:

- Giorgio is currently ranked 21st in the World.
- He has been gliding for 30 years and is in his late 40s. His occupation is Gliding Instructor.
- He has been Italian National Speed Champion 10 times and National Distance Champion 12 times.
- He has also been a member of the Italian National team since 1984 and represented his country eight times in the World Championships.
- In 1999 he took out the 15m World Champion title.
- Giorgio currently holds five Italian distance and speed records and in 2004 flew 1,350km over the Alps in his Ventus 2ax.
- He placed 4th at the recent Worlds in Sweden.

The course Giorgio is running will be at DDSC, Wednesday 20 – Saturday 23 December. Having Giorgio here will be a great opportunity for us all to get a new perspective on coaching, and to promote coaching in Queensland.

While these days may not suit everyone it is a great opportunity and the only time he is available to us in Queensland!

Just so you know, Giorgio is giving his time free of charge to come and coach us. His expenses are being paid from the GFA coaching program. (Please remember this when next you are tempted to ask "what does GFA do for us?")

The way I intend to run the 4 days is to have a 3 day "coach the coaches" course on Wednesday to Friday and then have a one day coaching session on the Saturday which will be open to all pilots.

**This all happens soon. If you have yet to advise me, let me know asap of your intentions as below:**

- 1 likely or definitely plan to be there, or
- 2 unlikely to be there or definitely wont be there

I don't need an iron clad commitment, just an indication, because if it isn't going to work I will change the format of the four days we have!

Also, if you do think you will be there, will it be for 3 or 4 days or just for a day or two?

I look forward to your early response to this great opportunity. [contact Ralph]

### **Christmas at DDSC by Fran Ning / Irene Thompson**

This is being held on Saturday 9th December, not the 2nd as previously advised. A Christmas spread is being provided by Irene, cost \$20.00. Please advise Irene of attendance for catering purposes.



Santa will be arriving - please advise Fran Ning 0418186494, email [pning@bigpond.net.au](mailto:pning@bigpond.net.au) of ages and names of children 12 and under.

## Low Level Flying Pilot seen at Ipswich by Keith Allen

There does seem to be some pilots from another flying regime... that is low level flying.

Whilst there are those who may not approve of such antics on the road we all enjoy the antics of Valentino Rossi on the track.

Recently spotted at Queensland raceway was David McManus taking the speed off the road and participating in a safer low flying environment at a track day where you race against yourself on a track without hazards such as police, cars, kerbs, bumps, gravel on road etc etc.... good to see David playing safe.



*David on white/red speed machine*

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

### **Committee Members**

President	Bob Flood	0413 261 121	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	Ben Bezuidenhout	0415 620 438	Tugmaster
Airworthiness	Graham Hennessy	07 3849 6166 Mob 0429 170648	Airworthiness, Radios
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, Safety.
Committee Member	Jo Davis	0413 304 238	TBA
Committee Member	Chad Nowak	0431862553	Airfield, Buildings & Grounds, Working Bees.
Committee Member	Shane McCaffrey		TBA
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

### **Non Committee Contacts**

Charlie Downes		Airspace
Richard Armstrong		Parachutes
Pearce Mitchell		Hangar Coordinator
Paul Bart		Chief Duty Pilot (Rosters)
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

		Instructors	Tug Pilots	Duty Pilots
<b>November</b>	Saturday 4th	J Thompson	D Baartz D Cramer	Steve Harris (AEI) Alan Midwood
	Sunday 5th	J Thompson A Huggins	B Keen A Straum	Libby Matuszczak(AEI) Peter Davison (AEI)
	Saturday 11th	P Bell R Henderson	L McQueen M Bagshaw	Bob Flood (AEI) Graham Hennessey
	Sunday 12th	J Thompson R Hoskings	G McMahon Jeremy Thompson	Gavin Field Joan Robinson
	Saturday 18th	C Downes B Daniel	R Bradley J Knox	Jo Davis Michael Mowbray
	Sunday 19th	M Codling P Mitchell	P Kustjens M Robertson	John Hook Rob Murphy (AEI)
	Saturday 25th	T Cavanna J Grosser	Jenny Thompson B Hofmeister	Keith Allen (AEI) Robert Percy
	Sunday 26th	P Bell	G Kurstjen F Ning	Brian Rolfe (AEI) Phil Downey

		Instructors	Tug Pilots	Duty Pilots
<b>December</b>	Saturday 2nd	R Henderson R Bennett	D Baartz B Keen	Phil Downey Chad Nowak (AEI)
	Sunday 3rd	P Bell A Huggins	M Robertson D Cramer	David Ferguson (A) Roly Sundell
	Saturday 9th	Jenny Thompson B Keen	R Bradley Jeremy Thompson	Greg Valler (AEI) Michaela Valler
	Sunday 10th	B Daniel M Codling	J Knox Jenny Thompson	Brett Kettle (A) AJ Wesley
	Saturday 16th	C Downes Jeremy Thompson	<b>G McMahon</b> L McQueen	Richard Armstrong Paul Bart (AEI)
	Sunday 17th	R Bennett	F Ning A Straume	Neil Muspratt (AEI) Ben Bezuidenhout
	Saturday 23rd	J Thompson P Mitchell	Volunteer Volunteer	Steve Harris (AEI) Alan Midwood
	Sunday 24th	C Downes J Grosser	Volunteer Volunteer	Libby Matuszczak (AEI) Peter Davison (AEI)
	Saturday 30th	R Henderson R Hoskings	Volunteer Volunteer	Bob Flood (AEI) Graham Hennessey
	Sunday 31st	P Bell J Moller	Volunteer Volunteer	Gavin Field Joan Robinson

		Instructors	Tug Pilots	Duty Pilots
<b>January</b>	Saturday 6th	R Bennett John Moller	M Robertson R Bradley	Keith Allen (AEI) Robert Percy
	Sunday 7th	A Huggins P Mitchell	D Baartz D Cramer	Brian Rolfe (AEI) Koert-Jan Schonewille
	Saturday 13th	R Henderson R Hoskings	J Knox B Hofmeister	Phill Downey Chad Nowak (AEI)
	Sunday 14th	P Bell B Daniel	Gary McMahon TBA / Volunteer	David Ferguson (A) Roly Sundell
	Saturday 20th	M Codling J Grosser	L McQueen TBA / Volunteer	Greg Valler (AEI) Michaela Valler
	Sunday 21st	C Downes	F Ning A Straume	Brett Kettle (A) AJ Wesley
	Saturday 27th	R Henderson P Michell	B Keen G Kurstjens	Richard Armstrong Paul Bart (AEI)
	Sunday 28th	B Keen P Mitchell	P Kurstjens TBA / Volunteer	Neil Muspratt (AEI) Ben Bezuidenhout

Hi, I'm Scrubby. I'm the strong silent type. I won the Masters Games in Alice Springs.

Hi, I'm Bob the President of DDSC. I have a really serious side also!



Hi, My name is PEZ of PEZ the Sailplane Racer Fame. Any problems with the Hangars.. talk to me.

During a recent wet weekend the hangar convener Pearce Mitchell AKA PEZ the Sailplane Racer reviewed the hangar arrangements so that we could fit maximum gliders back in when both the tugs were back. Much assistance was sought and many people sweated and grumbled their way through the task. It was a complete success and everyone then looked back on the exercise and thanked PEZ for his inspiration in allowing them to be part of the monumental achievement.

After the event a mud map of the floor arrangement was artistically reproduced and these can be purchased for reasonable cost signed by PEZ to record the achievement. The mud map shows the uninitiated which wing is up and which one is down. Several gliders can be interchanged. Care should be taken with the Ventus where it is actually possible to fit the glider in either the Mossie or ASW19 positions, but only when in 15M configuration. If the wingtip extensions need to be removed, this should only be attempted by pilots who know the intricacies of the aileron tabs which can be damaged easily even when care is taken by experienced operators (if in doubt.... Move the glider position)

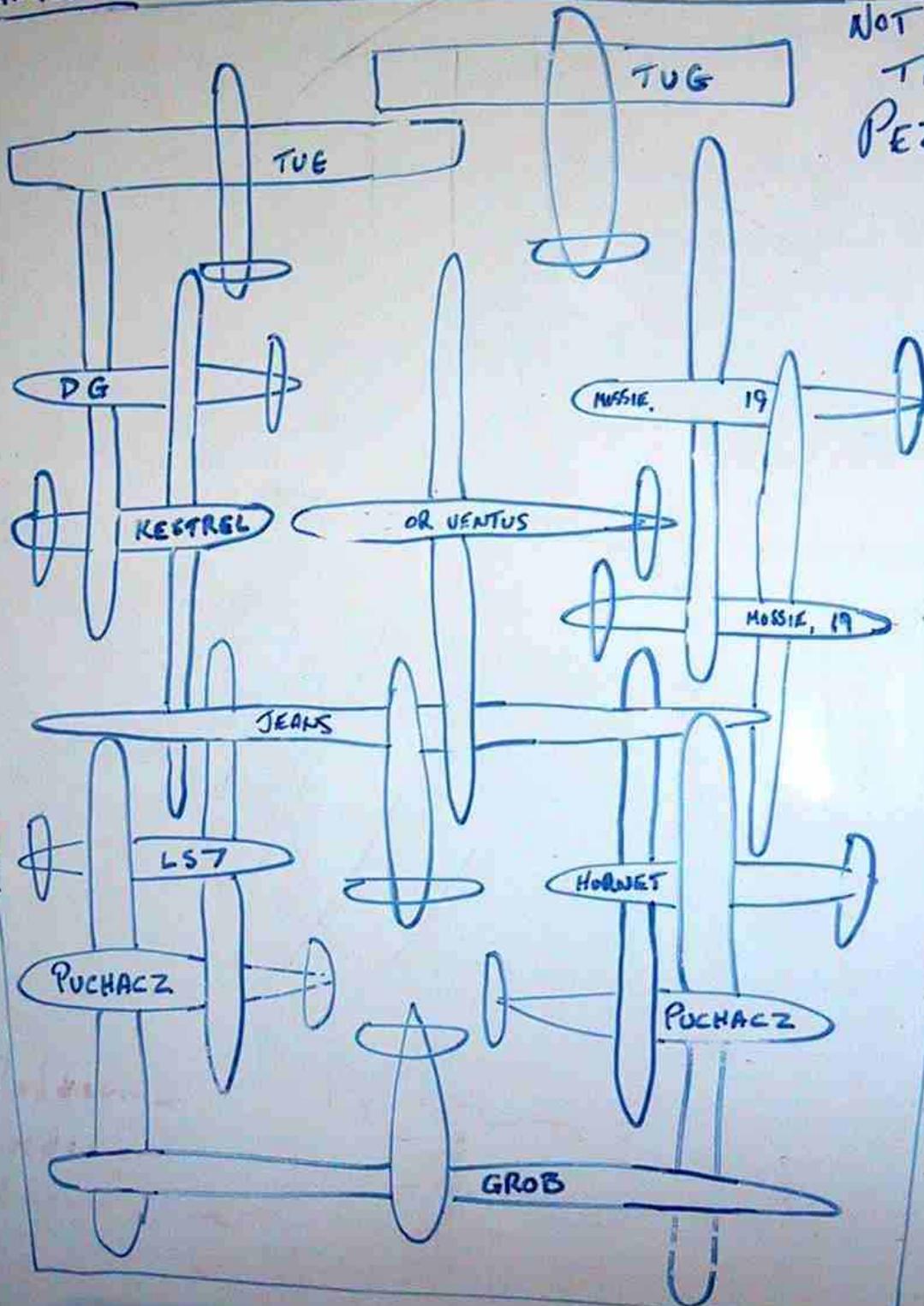
PLEASE TAKE NOTE THAT IT IS NOW IMPORTANT  
THAT THE GLIDERS ARE PUT AWAY AS SHOWN.

FOR EXAMPLE IF THE JEANS IS THE OTHER WAY AROUND THE SYSTEM WILL

NOT WORK.

TA.

PEZ.



USE THE RED TROLLEY FOR THE LST