



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

Chaotic

Monthly Newsletter of the Darling Downs Soaring Club

February 2007

President's Report by Bob Flood

How time flies when you're having fun! Thanks to Keith who published the last Chaotic without reports from many of us who were enjoying ourselves in New Zealand. I'm sure there is a report elsewhere. There was quite a contingent of DDSC members who enjoyed the hospitality of Canterbury and Omarama



Gliding Clubs at various times over a two week period in January. The hospitality was fantastic and I'm sure there are many tales of exceptional flights. Ask Neil Muspratt and Koert Schonewille.

Meanwhile back at DDSC, flying over the Christmas – New Year period was a little quiet due to the weather, however those at the field had an enjoyable time and completed a few tasks around the field.

Our primary tug SWR is now back in the air after having a new engine fitted. It is still being nursed through the run-in period so please be patient. It is

important that this period is completed carefully as it is crucial to its future. Tugs are the clubs greatest expense and without them we all stay on the ground. At the last committee meeting it was found necessary to increase the cost of tows by \$5.50



(incl GST).

This extra money is to be quarantined in a separate account to fund future tug engine replacements, but not the regular etc. MLR is now running "on condition" and in the future will require a new engine also.



The Future

This year our club will be 47 years young! Originally flying from Oakey and

ultimately moving to McCaffrey Field. The members at that time have to be thanked for their foresight and vision in establishing the framework and providing the hard work that has given us the facilities we enjoy today.

We claim to be the leading club in Australia. Our membership numbers and our results provide evidence of that. Last year we were the leading Australian club in the Online Comp, and ranked 15th in the world. Currently we are leading the world in the online comp. For much of this we have our predecessors to thank for providing the facilities and impetus, never forgetting the current member's contribution to continuing this tradition of excellence. What do we do now to ensure that in another 50 years Darling Downs is still recognised as a leading club? What do we do now to ensure that current and future members have the best that we can provide?

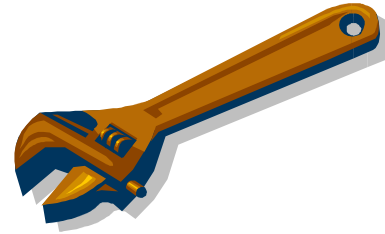
Two years ago a five year Strategic Plan was prepared and accepted and a copy is on the web site. In the last two years conditions have changed a little and the committee is currently reviewing the plan. Where do you see the club in the future? What do you think we need to do to ensure the short and long term viability of our club? What are our strengths and weaknesses? What opportunities are available to grow the club and the sport? What threats lay in wait for us? There is a General Meeting planned for Saturday 3rd March. At that meeting there will be an opportunity to discuss our future. Please try and attend, the committee needs the input of all members.

Welcome to new members.

December

Josiah Murphy. Joined as a junior member following a 3 flight package and has commenced training. Josiah has just

completed Grade 12 and is an apprentice Fitter and Turner from Toowoomba.



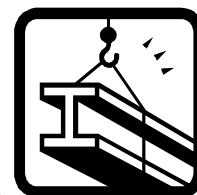
Edi Keck and Aly Otterstedt are on a world cruise in the yacht Single Malt. They first learned gliding at Tauranga in New Zealand, where they flew for two seasons, interrupted by a cruise through the South Pacific. They visited us last year for a couple of weeks. Now following another cruise through the South Pacific, they are based in Scarborough Marina and have joined us while they are in Australia. Edi and Aly have also flown in France and Switzerland as well as one of the South Pacific islands. Ask them the story.

Anton Grishin and Leonid Motin. Anton and Leonid are from Russia and carrying out a scientific research project in Queensland. Both have commenced as ab-initio trainees.

January

Don Cramer. Don is an experienced hangie and Des Cramer's son, who has now turned from the Dark Side.

Willem Langelaan and Anna. Anna is a Polish Canadian engineer working in Aus for 12 months on the new Gateway



Bridge project. She has recently soloed in Canada and is refreshing her training with us. Willem is an experienced Dutch Canadian pilot and is the DG agent for Canada. Willem flies a DG808 in Canada and competes

regularly in various American comps. Willem is here for a month this visit, I'm sure he will be back later in the year.

February

Chad Ballinger and Richard Vanzella joined earlier in February. Both Chad and Richard are trainee helicopter instructors at Oakey.

This certainly is quite a mix of age and experience. Please make them all welcome.

Recently Solo

Congratulation to the following pilots who have recently completed their first solo flights. Jay Murray, Anton Grishan and Leonid Motin. Well done. And now the adventure continues for them all.

Special thanks to Jay's Dad, Ian. Ian travels from Brisbane to bring Jay to the club and has painted the office and computer room as well as other tasks to while away the hours during Jay's training.



What's Happening Next?

Boonah Week. 5th – 9th March Approx 15 of their members will be attending. Robert Hart is organizing this.

Kiwi visit from 28th March to 5th April

Easter Comps Dalby 6th April – 13th April Club 2-seaters will be there. If you would like the experience of competition and cross country flying with an experienced pilot contact Bob Flood to make a booking. Members wanting to fly club single seaters please book soon to avoid disappointment.

Annual General Meeting. Sat 1st September at the Club. Catered same as last year. Keep this date free.

Coaching Week. Sat 22nd – Fri 28th September. Ralph Henderson will have more information later.

Queensland State Comps Sat 29th Sept – Sat 6th October.
To be conducted at McCaffrey Field.
Keep a lookout for more info.

DDSC visit to Omarama - A Tale of Comets, Late Take Offs, Kids Flying to Mt Cook, and Gourmet Dinners by Phil Downey

Well as many of you will know a few of us ventured over to Omarama to have a fly with the Canterbury Club at their annual summer camp. We ended up having fifteen DDSC Club Members, Friends and Partners turn up over the 2 weeks from 14th Jan - 28th Jan and we all sampled some marvelous hospitality, excellent sightseeing and some incredible and varied flying over inhospitable terrain (looking down from 12000 Ft seems Ok) but get low with no lift and the anxiety levels go up quickly - there are airfields to land out but you must know where they are and sometimes they are just not that easy to spot!

As one club member so aptly described - I can see why we needed far more looking after than their guys need at DDSC where everything is mile long paddocks!



To start at the beginning we caught sight of Comet Mc Naught as we approached the west coast of NZ at 10-15pm on the night of arrival and we thought that was pretty cool - well once on the ground in Omarama - Comet Mc Naught was out in all glory every night and we just had to go and see it one more time and all of its 15 million kilometer long tail. A once in a lifetime opportunity and I have never seen anything better and maybe never will The local guys even decided to have a comet watching party and all headed off down the Clay Cliffs Road with beverages to sit out in the country side and partake.

The flying started with some interesting ridge days for us and for one of my mates, Martin Korst; an introduction to gliding NZ style - Geoff Soper hooked into a few thermals on the first flight and managed to get him crook - Martin deserved a Legends Award because he choked it down and managed to hold onto everything! Second time out, all things going well over towards the Wether Range and Geoff managed to make him spew properly. The glider wing didn't look pretty – they said “We hit a

bird” but it was just a poor throw with a full paper bag! Anyway - a couple of very good soaring flights to begin with.

I had an interesting Ridge Flight late in the day and we got up to the top of Mt Horrible and then comfortably managed to "Thermal down" with everyone else. We spent our time just cruising, looking at the scenery and flying formation with a few other gliders so Geoff could do some air to air photography with a young guy flying Charlie Charlie - the local LS - 4 (more on this in a minute). All very nice and as we returned over the field we lined up the strip and completed 3 or 4 nice loops and a couple of nice Chandelle's (Yes upside down so they were properly executed). Excellent Work.

Tuesday Night ended up being a pub night and Terry Delore and Tim Harrison turned up so everyone realised the weather was probably looking good for Wednesday - why else would Terry be here? Neil Muspratt won the lottery and ended up in the backseat of the Ash 25 with Terry and that's another story for Neil to relay.

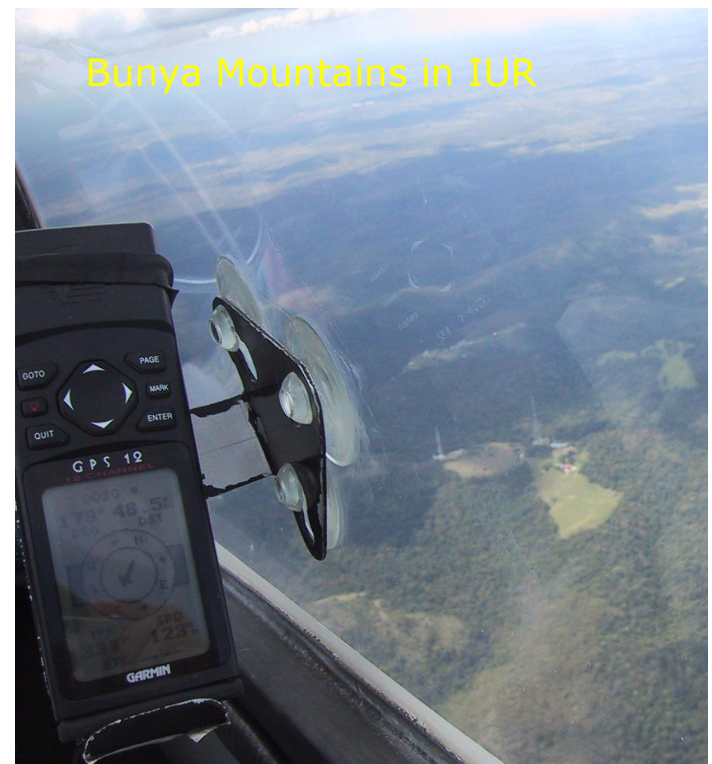
Anyway - the Wednesday flying was very late in starting, with mild easterly conditions to begin, we had a couple of TIFs turn up as well and in the end I climbed into the Grob at 5.45. We were told not to be too late because Lynette Tillman had organised a big dinner as hosts for the DDSC guests and every one else who wanted to come along.



How it began - Well we had a short ride around to Mt Horrible and after heating up all afternoon and the Nor Wester kicking in and blowing at about 20Knots - the ridges & faces were all working a treat - we quickly climbed to about 6,500 and then pushed out into the sink for one of Geoff's favourite wave entry points - the Clay Cliffs. This seems to be a wave assisted thermal - it starts as a thermal off the cliffs but the wave sucks it up as well - imagine one of those theoretical diagrams of a nice thermal spiral straight onto the leading edge of a lee wave and you have the picture. As we pushed out the sink was consistent but not terrible, then that tell tale buffeting and slightly increased airspeed and were into an 8knot climb, cranked in and pulling back for all we are worth; have it nicely centered and away we go from about 4,500 to 6,500/7000 and then without too much drama at all " There's the wave - smooth as silk and going up at 12 knots in the blue - 8000 - 9000 - 10000 - 11000 - 12000 and the wave drops off to about 2 - 4 knots. We explore a bit and decide its good enough to push the Grob across a few ranges - so we jumped waves over Magic Mountain heading west, past the Diadems, past Ben Avon and onto the Barrier Range and then heading a bit more west until we can see well into Lake Hawea, down into Dingle Burn and Wanaka. We can see clearly in any direction for 100's of miles and Mt Cook

standing out in all her dangerous glory to the North.

We turn back towards Ohau and check a bit of snow, the ski field area, some hanging lakes, small glaciers and look way up into the Dobson and Hopkins Rivers - at the head of Ohau Lake, then cruise back across the Omarama basin past Twizel and check out the Benmore range and Big Ben - so now we are looking down into Lake Benmore and the whole world is bathed in that beautiful late afternoon golden glow. We head back towards Omarama and see the braided delta of the Ahuriri River as it flows into Benmore and both of us are just marveling at how fantastic it all was and is. It was just one of those go anywhere afternoons - without the rotor or nasty sink.



As we approach the strip at 7.15 pm - its warm, sunny, still perfect with lift everywhere and we decide that it's a bit cramped and we need to straighten ourselves out - so we line up the strip and complete a couple of loops just for the hell of it. Mix it with some other happy pilots just coming home, call down winds

and finals, roll to a stop and we both say "how good was that". And the day is just about complete. The irony - Geoff had said the best flights always happen when you leave things like Camera's and Oxygen behind - funny thing.....we both forgot camera's and only Geoff had O2. Never mind it was another day in the big gliding paradise as Chad is oft heard to say!

Later when we are grounded and have a beer in hand and the other troops have turned up we learn that Roger Reads son, Toby who is 14 had just completed his 50K by flying to MT Cook in the LS-4 in wave. What a way to go! So some celebrations to be had. Roger has the biggest can of Sapporo Beer I've ever seen and his son had the tiniest can of Sapporo and they salute each other!



Fran turns up later after having an awesome afternoon on ridges everywhere up to Mt Cook and back in the DG 1000 with one of the local commercial guys.

Terry Delore turns up overhead at 9.30 pm with Neil Muspratt (who has a watermelon grin) and is nearly too blown away by it all to talk, especially when everyone says "How was it in Unison" and then dinner begins – Fresh Local Salmon, Venison, Red Curry Beef, Salads, Potatoes and plenty of good local beer and Red Wine. What a lot of happy campers we are – and of course we all had to party on and go out to see Mc Naughts again, just for the hell of it. Thank goodness for late starts in Omarama, sleep ins and double flat whites at the Kahu Café!

Just a small footnote – Roger Read whom many of you will know; had or held the position of GNZ Safety Officer, is a former Sky Hawk Pilot and Current Commercial Pilot, decided to rewrite their Gliding Code to accommodate young people who showed maturity, aptitude and ability to demonstrate control of a glider. As Roger says "Who says that a 15 year old who just turns 16 is mature enough and capable of going solo"How does one day make a difference? Well the code now accommodates 14 year old who want to fly!!

Some of the other members have had amazing flights and no doubt will go to print – Koert Jan was still touring NZ in his SpaceShip last time I heard – but he did have an awesome flight with Jerry O' Neill on the last Friday.

A big thanks to all the CGC people that hosted us and to their members for patiently allowing us to fly.

The pay rate has increased 200% **by Keith Allen**

There is a time when one has come to put up one's hand! That time is now and the Contest Director for the 2007 Queensland State Gliding Championships is me! The lure of the money got me! Languishing on a club PC trying to download a flight I was cornered by Bob Flood.... I submitted easily as we cannot rely on the stalwarts to keep up the pace and organise everything for us.



Previously I have organised a few paragliding competitions and started off the successful "State of Origin" series and the Canungra Cup with my ever concerned treasurer Fran Ning, both carry on in very successful fashion. So I do know what is required, I shall not be surprised by it not all going like clockwork!



Now paragliding and gliding do share a few key matters that success is rated by.

Pilots want extremely good weather and very good tasks and enough challenge to enable the winner to be the unreserved winner, EASY. Poor weather and you will be remembered for some other matters no doubt. So weather is up to "Huey" and the rest is up to the personnel involved in the organisation and of course proper preparation.

Ralph has kindly advised me of who and what is required and having watched on the sidelines a few times I get the gist of what we are all required to do, and many know the jobs and time is now to put your hand up to receive a 200% pay increase from last time you volunteered.

Occupational experts may not all be required and mentoring someone into the positions is always an option that has worked well in the past, so please don't be shy on offering assistance.

Volunteers have already been approached and one of the important jobs of Catering is being headed up by Val Sundell, thanks Val...Scoring by Graham Hennessey, Bar Manager by Pearce Mitchell which leaves a list of others that are yet to be confirmed. These people need your assistance.... Please help.



The following is a list of positions available.

Weather, Chief Task Setter, Tug Master, Safety Officer, Grid Marshall, Website, Launch Director, Launch Recorder, Registration, Chief Fines Officer, Ground facilities, Start Finish Radio, Assistants for all of the above.

There are some volunteers that have looked out from behind the woodwork and they will be approached within the next few weeks to confirm their new pay arrangements and sign their AWA's.

For me it is a huge opportunity to climb the ladder and a significant increase in salary over my present position of Chaotic Editor (200% of \$0)



Mystery Man (Woman)

For some time the wind sock on the hangar roof has been in poor condition. A replacement has languished in the briefing room for some months. Various members have pondered how to replace the old with the new. Some even clambered onto the hangar roof to ponder the task from close range, only to conclude that the wind was too strong,

the ladder too short, and their courage not great enough.

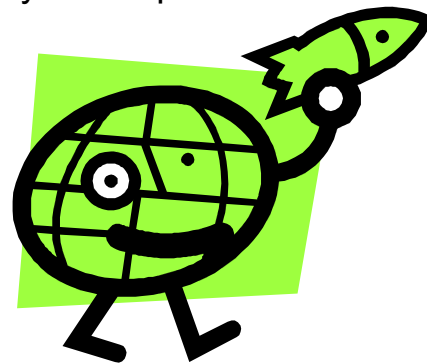
Suddenly during January the offending item has been replaced!

Who could have achieved such a Herculean task?

If you know, please tell us all so that an appropriate accolade can be bestowed.

GFA has requested the following statistical information from the

Club. Could you please email, post, the following information to Fran Ning p.f.ning@gmail.com or 12, Abel Tasman Place, Hollywell, Qld 4216. This information has to be returned to the GFA by 30th April 2007.



- 1) No of x-country flights over 50ks
- 2) Total ks flown
- 3) Longest single flight.



Dudley Waters

1925 – 2007

Dudley's first glider flight was in a T31 during the Otago Gliding Club's annual camp at Frankston, Queenstown in the summer of 1965/66, and he was hooked. Dudley progressed quickly, went solo, gained his power licence, and joined a syndicate with Jock McDonald and Tom Grant in owning a Skylark IV (DE) and a Tiger Moth. Never one to do things by halves, by the end of 1966 Dudley had completed his Silver C and was club president. Dudley was president for two years and along the way became an instructor, tow pilot and competition pilot. He moved beyond the Skylark IV and after a trip to the US bought a new Diamant (GC) which arrived from Switzerland in November 1968.

He competed in the Diamant until early 1972 when it was destroyed in an unfortunate trailer fire. Dudley quickly replaced the Diamant with his first Libelle (GK) and later traded up to a newer model Libelle (IA). By this time Dudley

had become a keen competition pilot and with his first wife Isabel was a regular competitor at regional and national competitions in both the North and South Islands. Dudley resumed the presidency of the Otago Gliding Club in 1972/73 before serving as club treasurer.

When Dudley "outgrew" IA in he purchased Ian Pryde's Nimbus II (IW). In addition to his competition efforts Dudley gained his Gold C and all three diamonds. Isabel passed away in 1976. In 1977 Dudley was appointed National Safety and Operations Officer for the NZ Gliding Assn and later that year married his second wife Bev. Dudley saw the potential of Alexandra and Central Otago for gliding and played a key role in establishing the gliding section of the Central Otago Flying Club. He helped organise a number of competitions at Alexandra in the early 1980s.

Dudley and Bev later moved to Queensland and the Sunshine Coast and he was lost to gliding for some years as he spent more time playing golf and took up painting.

While Dudley kept in touch with some of his gliding friends it was not until October 1998 that he again became an active glider pilot. After the death of his third wife Marion in 1994 he built a motor home, the fourth he had built, with the intention of travelling around Australia. He had hoped to travel with an as yet unknown new partner but despite his efforts, this part of his grand plan did not come to fruition. Before heading around Australia he decided to visit some old friends at the Darling Downs Soaring Club at Jondaryan for the weekend. An enjoyable mutual flight in difficult conditions on the Saturday was followed by some checking and revision on the Sunday and Dudley had joined the club

and was solo again. As he spent more time gliding his travel plans were deferred time and again.

Having owned his own gliders in New Zealand for many years he knew that the only way to get back into gliding was to buy his own glider. At the age of 73 he knew that the clock was ticking and that he only had so many years of active gliding left. He bought an ASW20B (XHC) from Narromine and a 1970 Valiant to tow it home. In HC he quickly clocked up hundreds of hours and kilometres soaring around the Darling Downs and Southern Queensland. He resumed competition flying and became a regular at the Queensland State comps and Easter comp. He got heavily involved in the club and joined the committee and ran the bar. He lived in his motor home at the club and during the week he did a lot for the club looking after the airfield, gliders and clubrooms.

In 2001 Dudley decided to move back to New Zealand, to Omarama, to be closer to his family in Dunedin, and to continue painting, golfing and gliding. He joined the North Otago Gliding Club and was soon back on a gliding club committee as Treasurer.

With advancing years and with increasing accolades and demand for his paintings, Dudley chose to retire from active gliding in 2004. In 2006 he moved to Dunedin to be near his daughter Kaye and her family.

Dudley will be remembered for his passion for gliding, his energy and infectious enthusiasm for the sport, his ability to invent new things, design them

and build them, including gliding equipment and motor homes. He could be charming, and when he got in a spot of bother, somehow always managed to talk his way out of it. He was always competitive, independent, strong willed and sometimes even stubborn, attributes that made him successful in business, sport and life. He didn't suffer fools easily and had a healthy disdain for authority. He strongly believed that you get out of sport and life what you put in and he put a lot into all the gliding clubs and organisations he was a member of. In particular, his encouragement of younger and less experienced pilots will long be remembered. His funeral service was well attended, including members of the former Otago Gliding Club, the Canterbury Gliding Club and Darling Downs Soaring Club.

For those of us who knew him, there will only ever be one Dudley or "cuddly Dudley" as he was known to some women. We will never know how many pilots in New Zealand and Australia were encouraged and inspired by Dudley's enthusiasm and passion for the sport of gliding. While Dudley has completed his final glide, his influence on the gliding careers and lives of so many people will live on forever.

Ralph Henderson

Volunteer is required . Chaotic Editor. Starting next month please? Please contact Keith on 0412 255 879 or any member of the Committee.

		Instructors	Tug Pilots	Duty Pilots
February	Saturday 3rd	R Bennett B Daniel	M Robertson R Bradley	John Hook Rob Murphy (AEI)
	Sunday 4 th	P Bell J Grosser	D Baartz F Ning	Jo Davis Michael Mowbray
	Saturday 10 th	C Downes P Mitchell	J Knox B Hofmeister	Steve Harris (AEI) Alan Midwood
	Sunday 11 th	A Huggins	Gary McMahon TBA / Volunteer	Libby Matuszczak(AEI) Peter Davison (AEI)
	Saturday 17 th	R Henderson J Moller	L McQueen TBA / Volunteer	Bob Flood (AEI) Graham Hennessey
	Sunday 18 th	M Codling	D Cramer A Straume	Gavin Field Joan Robinson
	Saturday 24 th	B Keen R Hoskings	B Keen G Kurstjens	Keith Allen (AEI) Robert Percy
	Sunday 25 th	P Bell	P Kurstjens TBA / Volunteer	Brian Rolfe (AEI) Koert-Jan Schonewille

		Instructors	Tug Pilots	Duty Pilots
March	Saturday 3 rd	J Thompson	M Robertson R Bradley	Phill Downey Chad Nowak (AEI)
	Sunday 4 th	R Bennett B Daniel	D Baartz D Cramer	David Ferguson (A) Roly Sundell
	Saturday 10 th	A Huggins	J Knox B Hofmeister	Greg Valler (AEI) Michaela Valler
	Sunday 11 th	R Henderson	Gary McMahon Jeremy Thompson	Brett Kettle (A) AJ Wesley
	Saturday 17 th	M Codling R Hoskings	L McQueen TBA / Volunteer	Richard Armstrong Paul Bart (AEI)
	Sunday 18 th	P Bell J Grosser	F Ning G Kustrsjens	Neil Muspratt (AEI) Ben Bezuidenhout
	Saturday 24 th	J Thompson J Moller	B Keen P Kurstjens	John Hook Rob Murphy (AEI)
	Sunday 25 th	B Keen P Mitchell	J Thompson A Straume	Jo Davis Michael Mowbray
	Saturday 31st	TBA missing from end of March sorry	M Robertson R Bradley	Steve Harris (AEI) Alan Midwood

		Instructors	Tug Pilots	Duty Pilots
April	Sunday 1 st	TBA missing from beginning of April sorry	D Baartz D Cramer	Libby Matuszczak(AEI) Peter Davison (AEI)
	Saturday 7 th	Easter Comps at Dalby, Come and join DDSC there	Easter Comps at Dalby, Come and join DDSC there	Easter Comps Easter Comps at Dalby, Come and join DDSC there
	Sunday 8 th	Easter Comps at Dalby, Come and join DDSC there	Easter Comps at Dalby, Come and join DDSC there	Easter Comps Easter Comps at Dalby, Come and join DDSC there
	Saturday 14 th	Easter Comps at Dalby, Come and join DDSC there	Easter Comps at Dalby, Come and join DDSC there	Easter Comps Easter Comps at Dalby, Come and join DDSC there
	Sunday 15 th	TBA volunteers?	Gary McMahon Jeremy Thompson	Bob Flood (AEI) Graham Hennessey
	Saturday 21 st	R Henderson J Moller	J Knox B Hofmeister	Gavin Field Joan Robinson
	Sunday 22nd	B Keen R Bennett	G Kurstjens F Ning	Keith Allen (AEI) Robert Percy
	Saturday 28th	J Thompson R Hoskings	B Keen P Kurstjens	Brian Rolfe (AEI) Koert-Jan Schonewille
	Sunday 29th	P Bell B Daniel	J Thompson A Straume	Phill Downey Chad Nowak (AEI)

		Instructors	Tug Pilots	Duty Pilots
May	Saturday 5 th	J Thompson	M Robertson R Bradley	David Ferguson (A) Roly Sundell
	Sunday 6 th	R Bennett B Daniel	D Baartz D Cramer	Greg Valler (AEI) Michaela Valler
	Saturday 12 th	A Huggins	J Knox B Hofmeister	Brett Kettle (A) AJ Wesley
	Sunday 13 th	R Henderson	Gary McMahon Jeremy Thompson	Josiah John Hook
	Saturday 19 th	J Thompson R Hoskings	L McQueen G Kurstjens	Rob Murphy Jo Davis
	Sunday 20 th	P Bell J Grosser	F Ning Volunteer Please	Michael Mowbray Steve Harris
	Saturday 26 th	J Thompson J Moller	B Keen P Kurstjens	Alan Midwoob Peter Davison
	Sunday 27 th	B Keen P Mitchell	J Thompson A Straume	Libby Matisczak Gavin Field



One Door Nowak ploughs the runway with the Ventus and awaits his punishment!