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# Chaotic

## Darling Downs Soaring Club Newsletter March/April 2007

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

#### President's Report April 2007

Drought is a word on everyone's lips at the moment. At the field, and surrounding areas, we have the worst conditions for some time. Our airstrip is in very poor condition, and with winter approaching, even if we get good rains in the next couple of weeks, we are unlikely to get much growth. We have a large irrigator; however the water flow into the bore is insufficient to allow its use. Peter Griffith has recently loaned the club a smaller self propelled unit. This was delivered at Easter and we have started to water the launch pad area on 12. We also hope to irrigate the area east of the red knob outside the club house. With a little luck we will at least be able to maintain what little grass is left so that "when the drought breaks" we will have something left to grow and spread.

In the meantime please refrain from driving unnecessarily on the strip and certainly on any areas that are damp from the irrigator. We will attempt to move the launch area around as much as possible to spread the load around the field, particularly on 12.

At this stage we have sufficient tank water, however please conserve this as much as possible.

By the time this is published the Easter Comps are over. Once again, a good representation from DDSC. As the official results have not yet been published on the organizers web site I won't attempt to list all the results of our members. However two highlights: Jo Davis was awarded the Trophy for the Highest Placed Women Pilot and Alan Barnes won the Club Class. This year for the first time entry fees for two-seat training aircraft used for cross country introduction / coaching were waived and a number of our newer (or new to cross country flying) pilots had the opportunity to participate in the two-seaters. From all reports everyone enjoyed themselves.

Particular thanks to Graham Hennessy who assisted with the scoring; Bob Keen who flew the Grob most days, Keith Allen, Mike Codling, Steve Harris who flew the Puchs on a number of days with the less experienced members. They all had a great time.

September is set to be a busy time for the club. We are to conduct the State Titles. This is supposed to be at our field, however with the current condition of the field we have to consider relocating the competition to another location possibly Dalby. This decision will need to be made within the next few weeks and the committee will consider the options at the next meeting.

On a brighter note, two experienced spectators at the Easter Comp commented to me that they could tell the DDSC fleet because of its excellent condition. That's good news to hear and thanks to all who work hard to maintain our fleet and all who clean them each day. By next weekend there should be a new supply of chamois and sponges to make this daily task easier. Also we hope to obtain a better vacuum cleaner so that the interiors can be vacuumed regularly.

This is the first newsletter from the new editor Phil Downey. Thanks for taking on the challenge Phil. Next edition I'll try and have my report to you earlier

### **The New Irrigator - Thanks Griffo.**



The operation manual is in the club house. Please check with Shane or a committee member before using.

Please note that at the end of its run the rewind mechanism shuts off automatically, however the sprinkler continues to operate. Don't let this happen as we just waste water and create a mud puddle!

**DDSC Forum competition:** Thanks to AJ.

Ladies and Gents: A competition.

Best distance in a two seater with a performance equal to or lesser than the Grob 103, excluding cross country training flights.

Flights need to be registered on the OLC in the twin seater category for the GFA decentralised competition.

(If the OLC is playing up (especially with regard to non-installed logger traces) we may omit this requirement)

The competition will run until the next AGM.

What's up for grabs:

A brand spanking new copy of the Brigliodori's "Competing in Gliders"

It's so new in fact, the package still has to be opened to confirm that the correct book is indeed within the package.

Rumour has it that Keith Allen might be in contention after the Easter Comps. WQX 377 km in less than 5 hours! And an hour of that was spent parked on the wrong side of the scrub waiting for a climb. Story Keith?

### **Treasurers Report - Fran**

Bank balance at 28<sup>th</sup> Feb 2007 - \$28,900.44 Credit

Term Deposit \$30,000.00 for 3 months at 6.2%

The Club has opened a new account with the St. George Bank. This is only for money from the tows that is being set aside for replacement engines in the future.

The club house telephone can only be used for local calls. Toowoomba is not local, but Oakey is. Should this phone be needed for an STD call, please ask a committee member or an instructor.

A big thank you to Bob Ward! who has replaced the u/s water pump, and is organising the repair of the old pump as a back up for the Club. With the long dry that is occurring at the Club, could every person please be very careful with the amount of water that they use.

## GFA STATISTICS

The GFA requires the following information for the year 1<sup>st</sup> May 2006 - 30<sup>th</sup> April 2007.

They have advised that an estimate of flights for April is acceptable.

### All Pilots:

1. Number of x-country flights 50km or longer.

2. Total kilometres flown.

### Flights in Private gliders only :- (Not Club gliders.)

3. Flying hours

4. No of flights.

Thank you to the pilots that have already replied.

Everyone else, could you please email me the information [pning@bigpond.net.au](mailto:pning@bigpond.net.au). Snail mail: - 12, Abel Tasman Place, Hollywell, Qld 4216. Or phone 0418186494, fax 55775830, if possible no later than April 24<sup>th</sup>. Thank you for helping.



“Wave Setting Up”

## **CFI Report – Jeremy Thompson**

### **Independent operations**

Under GFA rules all pilots must operate under the supervision of a level 2 instructor who is responsible for all operations that occur on that day. **The only exception is if a pilot holds an Independent operators endorsement.**

GFA has just changed the requirements for the Independent operator endorsement. It removes the Silver C badge requirement. Under the new rules, pilots with C certificate and higher can hold a Level 1 Independent Operators rating.

Independent Operators endorsements require annual revalidation and it is the pilot's responsibility to make sure their ratings are current. So far this year I have had one member revalidate an

Independent Operators endorsement, which means that some of the previously issued ratings have lapsed unless they were revalidated at another club. If you are in this boat and want your endorsement reinstated, or if you want an Independent Operators rating for the first time please let me know.

### **Low level practice competition finishes**

The GFA has recently released an Operations Directive on "Low Level Finish Pilot Endorsements" (OD 1/06) as a result of new rules negotiated with and now endorsed by CASA.

In short, the new rules - under certain conditions - allow a glider to descend below 500ft AGL within 5km of an airfield with sufficient energy to enable the pilot to convert energy into height for a safe circuit entry and landing.

Pilots wanting to perform such a "competition finish" **must** meet the prescribed training and assessment conditions and be authorised through a corresponding logbook endorsement by a Level 2 or higher rated Instructor who is current in the procedure.

Previously, per GFA Operational Regulation 9.11(b) (iii), this manoeuvre was only permitted when finishing in CASA approved competitions. The problem with this was that there were no rules to allow a pilot to legally practice low level finishes. So, a rule-abiding pilot would perform their first low-level finish at a competition, while fatigued at the end of a long cross-country task, sharing airspace with many other pilots doing the same thing, with no experience and no guidance as to the proper decision-making process required to do it safely.

Consequently, many pilots in the past chose not to be rule abiding, and

performed these manoeuvres during regular gliding operations, generally known as "beat-ups". And while these are spectacular and exhilarating events to onlookers and the pilot, they take a great deal of skill, exceptional care, and excellent planning to conduct safely.

OD 1/06 now provides the framework for training, assessment, and authorisation of low level finishes so there is no need to do illegal "beat-ups". As with most endorsements in the GFA system, training is based on demonstrated competency. So talk to the instructors to arrange for training and assessment if you would like a low level finish endorsement. It is obvious that high standards of airmanship will be expected and any compromise on safety will be not tolerated.

For those pilots who already hold the endorsements I would like to remind them of the following from the GFA directive:

"Low Level finishes may only be conducted when the procedure will not unduly disrupt other operations taking place at an airfield and will not compromise safety"

"If at any time during a low level finish procedure a pilot becomes aware, or concerned that the procedure will unduly conflict with other traffic the procedure must be aborted"

As we can have inexperienced pilots operating in our circuit it is not reasonable for a glider to fly through the circuit area at high speed when they are other gliders conducting normal circuits with students or inexperienced pilots.

"As an absolute minimum, the glider must never descend below 50ft above ground level during the finish run prior to the pull-



up and all objects must be cleared by at least 50ft."

### **Recent incidents:**

Date	Glider	hours	incident
November 2006	Hornet	240	Landed with wheel up. Did not do a FUST check and was not aware of what the warning buzzer was. Thought it was the Flarm. Has a similar sound.
December 2006	Puchez	N/A	3 pilots on different days completed a daily inspection without noticing the aircraft was over due for maintenance.
December 2006	Hornet	250	Ground loop on landing after a modified circuit, gusty x wind. Pilot currency a factor
December 2006	LS7	400	Daily inspection done, no battery in aircraft, was discovered during cockpit check. Also was rigged that morning and independent control inspection/second DI not done. Pilot was not aware of this requirement.
January 2007	LS1	730	Wheel up landing, check done but position of lever not verified.
January 2007	Hornet	240	Loss of directional control on landing resulting in impact with water tank.
February 2007	Ventus	198	Wheel up landing after practice competition finish
February 2007	LS7	-----	During DI damage consistent with a wheel up landing discovered. No entry in Maintenance release
February 2007	Mosquito	500	Ground loop on landing, pilot looked inside cockpit to find wheel brake and allowed wing to drop contacting ground and ground loop resulting. No damage

### **Airworthiness – Graham Hennessy**

The beauty of flying in Queensland is the number of bright sunny days which usually gives us great soaring flights. However, have you ever thought of the damage being done by all that UV radiation?

That UV radiation causes accelerated deterioration to the safety harnesses inside the glider, which reduces their service life. The harness straps on the parachutes as well as the parachute case

also deteriorate with exposure to UV radiation. You may also notice that the fabric covering the seats is also being affected.

I would encourage all pilots of club aircraft to take actions that will reduce the exposure to UV of the cockpit area of the aircraft. The club did buy a number of automobile windscreen sun shades and I notice that they are "sometimes" used in the two seat aircraft. This is to be commended and I will attempt to get them customised for each aircraft.

A side benefit of using these sun shades is that you do not have to sit on hot seatbelt buckles and they also help protect everything in the cockpit.

### **Around the Field**

Robert Percy led a group of 14 friends (yes I have that many), to DDSC last Sunday for a gliding experience. Many were from my Rotary club in Albany Creek.

I would like to thank all those members who assisted in getting this large number of people through the system and for the fellowship engendered on the day.

Although there was the odd hiccup, they all had a great time and I have already been asked to get at least another group together in probably 2 months time.

Many had no idea of what gliding and gliders were about and interestingly there was a wide range of comments about the gliders from

- How big and strong gliders were!
- How frail and weak gliders were!

- Must be a good day with so much wind!
- Do we always come back to the airstrip on passenger flights!
- Do you need a licence to fly?

Most were stunned to hear of Gerrit's exploits around 1,000K and beyond and the incredible tasks he flew almost every day.

Sadly the thermals were very broken on the day and soaring was confined to the local precinct.

### **Canterbury club Visit**

David Tillman and Nigel Ackroyd have again decided on a visit to DDSC making it into a twice yearly event and are having a wonderful time as usual. On Saturday they took the Duo up to Wondai and described the conditions as neat – running along under the clouds – as Dave said, “We dream of skies like this”. It was just a pity that the cloud did not extend to our side of the Bunyas for the rest of us to enjoy. Sunday looked promising but with a very strong East/North east breeze early there was skepticism about the day. Mike Codlings interpretation of the NOA information was scattered CU up to 8000 ft (fingers crossed)

### **Heard at the Hangar Door**

John Moore on returning in the Nimbus 4DM saying; "It was a bitch of a day". I did not know John even knew such words!

Russell Brothers after some absence from DDSC apparently, decided on a positive start by filling the DG with water, then gave it away after 3 re-lights.

On the same day Mike Codling in fact did quite a good flight which involved flying up a ridge line at the Bunyas, before turning back to the paddocks and of course running straight into a six knotter. (As you do)

Tony Cavanna has emailed to say he is in the US and having fun after finally escaping the wonderful weather of his homeland.

Don't forget the amazing adventures of the Kurstjens and Thompsons over the summer; with Jenny's record and Gerrit's win of the Baron Hilton Cup. Hopefully they will write their flights up as feature articles for Chaotic.....Jenny? .....Gerrit?

And we are all wondering if Paris will be there at the Flying M Ranch?

### **Queensland State Gliding Championships** **McCaffrey Field? 2007 by Keith Allen**

Every year the competition scene comes around. State Championships, Club Class Championships and National Championships. A bewildering array of wingspans, water ballasted and not ballasted. The aim of each is clear, competition to enable the winner of the competition to be named and raised above all others.

Some have the aim of just being in the throng, others want to win at all costs, What ever drives these competitors they will all go home a winner if they fly every day, fly safely, have tasks that enable the winner to be the undisputed winner.

But who organises these competitions? Pilots like you and me! Past efforts by many have allowed the comp scene to bring top class pilots to their clubs and for

skills to disseminate throughout the gliding community.

Skills rub off everywhere, anytime now the Easter Competition/Regatta will have top pilots flocking to Dalby. They will invite people into their two seaters, they will talk tactics, they will help and mentor many. They will even fly in the Puchacz with greenhorns to advance their skills and maintain and create the passion for gliding.

My contribution this year to the cause is to be the Contest Director for the State Gliding Championships here at DDSC. The dates are 29<sup>th</sup> September practice day with 30<sup>th</sup> September till 6<sup>th</sup> October (the QLD school holidays). But of course I cannot do it all myself.

The pilots need food of course and Val Sundell has taken on the task of being the lead organiser and provedore for the week, Val will of course need people to assist and the usual suspects will be rounded up. These usual suspects are the heart and soul of gliding clubs and they should all be sought out and thanked wholeheartedly. Please see Val soon to register your interest in joining the team.

Drinking, there will be drinking and hopefully they will be responsible drinkers. Pearce Mitchell has taken the position of Bar Steward, he has the enviable position as everyone's friend, but of course he needs time on the other side of the bar and he will need assistance, see Pez to offer your assistance.

The pilots want tasks that are realistic and challenging; Shane McCaffrey has put up his hand to be the Chief Task Setter and draws upon years of experience here on the Downs.

We cannot control the weather BUT we must advise all the pilots of the weather and Charlie Downs has the meteorological conundrum to contend with, taking all the available data and advising the pilots so they can strategise.

Flying cannot take place without Tugs and the combined efforts of Bob Keen and Ben Bezudenhout will be beavering away in the background to ready the aircraft and provide support for the visiting tugs with fuel and other backup matters, at this stage we are looking for a Tug Master to provide the actual operational focus for the week, any takers please?

Scoring is what decides the day and Graham Hennessey has been honing his skills at the Easter Competition in readiness for the front line task. Graham will be the head scorer and will at times need assistance. If you can assist Graham and have database type skills then please come forward.

Of course as we get closer to the competition there will be ground keeping duties, trailers to move, watering, mowing (hopefully!!) rolling and grading. These duties are available for everyone, they are usually done by some quiet and much appreciated volunteers.... Please assist now, operation of the tractor briefings can be arranged.

I better stop now, or else I could run on for some time. Believe me there is much done by few that create the competition scene that rubs off on us all. What I have missed (yes I'm sure I have missed lots) will be caught up in future Chaotic and on the Chat line.

The broader promotion of the Competition will need some Web Page help. Any volunteers please.

## **My shortest ever XC flight – Robert Hart**

After a week working with the Boonah Boys, I was keen to do some flying of my own. Sat 10 March looked promising in terms of weather forecast and so I was up early. Back in January I had launched quite early a number of times and felt confident in my ability to stay airborne in the weak, early morning lift. Looking back over those experiences I had also realised that I had spent far too much time close to the airfield and should have set off on task much sooner so as not to waste the advantage of an early start. Whilst the lift is weak and the working height band is usually from 1,500 to 2,000+ agl, the thermals are quite closely spaced. At this working height, paddock selection is a continuous process that must be a high priority all the time - so all in all the workload is quite high for an early start.

With Alice at the launch point by 8am, convection had already started but, at about 1,000ft agl, was still too low to be useful to a fully ballasted Nimbus 2c and so we waited. As 9:30 approached things started to look better and we launched at 9:24, coming off tow 4 minutes later at 1600ft agl.

What had appeared to be usable lift on tow turned out not to be so and we had to sniff around until we found a typically weak early climb of 1.4kts to 2,000ft agl. With this under our belts we set off (through the start sector) for a wispy cloud past Bowenville and climbed at just over 2kts from 1,000ft to 2,200ft agl. During the climb, everything to the west looked rather quiet, but there were wispy clouds west of Dalby in reach and so we headed for them - noting that there were land able paddocks all the way.

Tracking for the clouds, we flew through the odd bubble, but there was nothing usable. Paddock selection was a constant process as we approached the wisps, with a firm paddock decision made (noting the SWER) as we planned a circuit that would take us under the cloud and across the available trigger points. The clouds gave us only a faint bubble and the trigger points were clearly on 'safety'.

Down with the wheel, flaps +10, FUST, landing flap and a short time later we rolled to a stop in a fallow strip south of Myall Creek for a total XC distance of 21km! Many thanks to Richard Hoskings and crew who came and retrieved Alice and I.

Inevitably, there were quite a few comments about such a short XC - but the important thing to remember is that if you don't try you can't succeed...

If you want to make really long flights (750km and more), you will need to be airborne in the early part of the day, well before the thermals are organised and clouds at a more comfortable height above the ground. To make this possible, you have to practice - don't always wait until the day is going well to launch. Get airborne early when there are wispy clouds showing convection has started and practice staying airborne close the airfield (so you don't have to worry about paddock selection). Try it without water first and before you try it with water, make sure you know how long it takes to dump!

Of course, like me, you won't always succeed in staying airborne, but practice accumulates as experience grows.





"Cap'n Koert & Yvonne – Omarama 07"

### **Grounds and Maintenance**

With the lack of water around the Downs, the airstrip is looking rather sad and is literally being blown away by the wind.

When the duty pilot is towing out the pie cart please try to set it up at new areas to help reduce excessive wear on one place.

Once morning activity has died down a quick clean out including sweeping of the pie cart would be appreciated as dust is invading it and having an effect on its appearance.

When setting up the pie cart, please make sure it is behind the underground irrigation pipe. Just look for the yellow covers on the ground or the only green grass patch on the runway for an idea of where it runs. While on that subject; a big thanks to those who helped to fix the leak in the irrigation pipe (Green grass patch) which was suspected to have been caused by a tent peg.

Lastly, if you are out at the club with nothing to do, there is always something that can be done around the clubhouse. Every little bit counts. Thanks Chad.



After the recent trip to NZ and some reasonable wave flying over there, I started thinking about the story's I have heard about the Bunya's again and wave in Winter which is fast approaching ( Year 07 is going quickly). So I started asking different Club Members on their personal experience; here is an excellent account from Bob Ward and some thoughts & experiences from Robert Percy on how the Bunya wave sets up. The printing of these articles is with permission of Jeremy Thompson and the articles themselves are not to be construed as permission to chase the local wave. You must have the necessary wave endorsements and open cross country experience and specific approval for the particular flight beforehand.

### **Pioneering the Bunya Wave – By Bob Ward**

Essentially, I believe I pioneered a way to get into the Bunya wave with a normal launch from DDSC, on days when the required SW air stream is sufficiently convective. In summary, thermal down wind to the Bunya mountain spur running

out from the Bunya towers. Then run that spur using slope lift, until one is on the main Bunya ridge at the point that we refer to as the bowl, just to the west of the towers. One can enter this bowl even below ridge height, with safe outlanding options below. Then, one uses slope lift to as high as it goes, and if lucky, this lift connects with convection going to perhaps 6500 QNH.

That is enough, if lucky once again, to run straight down wind over the mountain. There is of course extreme sink in the first few Ks, but it is then possible to fly into the front edge of the rotor, and use "rotor thermal lift" which with a lot of perseverance will lead into the wave proper. It is usually possible to climb up into the primary, which is about where the tree line is on the Kingaroy side. If not, there is a possibility to use the secondary, about abeam Kumbia, and even the tertiary back further still. Once one is established in any of the down wind waves, it is possible to transition upwind to the primary, by climbing in each wave, and then penetrating very fast through the sink band which is always down wind of each wave lift band. Once in the primary, it is usually possible to get to the twelve thousand feed minimum required to penetrate the 40 Kt + winds at height, and get back to the club.

As you can tell from the above description, there is plenty of room for error, and out landing in twenty knot plus winds at ground level, in hill country, is not for the inexperienced.

I really think that the Instructor panel may not want such an article published lest it encourage pilots with insufficient experience to try it on for themselves. However that will be their call.

To my knowledge, the only pilots who have successfully done this transition are Shane, Andrew Georgeson, Lars Zehnder and myself. Unfortunately, none of the above are still instructors, and in any

case, the Duo is probably the only two seater with enough performance to do the job.

Years ago, we also did many flights by towing directly into the wave itself from Jondaryan. I did I think, five of these in one day in a Twin Astir that we used to cross hire, and got into the wave and climbed to sufficient height to return to Jondaryan ready for the next shuttle every time. From memory though, the turn around for the tug is well over one hour with the flight back against 40 K winds. At today's tow prices, rather daunting. I well remember that on that day, Alex Russell was my last passenger, and we could only get twelve thousand feet in the wave as the system was dieing. We fully expected an out landing when we left the Bunyas for Jondaryan, but with the weakening winds, late in the day, Alex and I just scraped over the fence at last light. Yes, we did have a fence in those days.

### **Bunya Wave – Robert Percy**

There have been plenty of people over the years access the wave from Jondaryan.

I have not, but I know Bob Ward and John Moore and I think Shane and others have.

It is harder as you probably know for a number of reasons.

- The distance to tow to the lee side is great and thus the increased cost of towing out in a standard glider as the tug still has to return into the headwind
- The motor gliders are a bit different but still a fair way although down wind travel one way (if you get into the wave) is cheap and fast

- The increase ground speed once you intercept the wave traveling downwind as opposed to upwind means you need to be mighty fast in turning around up wind once you approach the primary
- You don't have to battle secondary and tertiary waves to get into the system
- You do have a strong crosswind to handle at DDSC as the wind has to be south westerly

I have done about 7 - 8 wave flights years ago and there is a bit of variation.

The standard wave has about three waves back to Kingaroy with 3 - 4 being the norm by sight. There may be more but I have only ever used the primary and secondary and flown though the tertiary.

There was one unusual day of 8 waves back to Kingaroy for some reason.

There is usually only one wave system as there is only one mountain as opposed to many mountainous areas where they interact, so it tends to be relatively easy to work out what to do.

My Diamond climb is the lowest I believe you can go at 3,700 to FL 190 on 11 June 1977. Yee Ha!

I believe the best height was about FL25.

It was -28C at this height on my diamond day and I ended up with three frost bitten toes.

The electric socks I made to Allan Woolley's design from cut up electric blanket element and fancy clothing did not work entirely when the batter for the sock froze.

The wave over the Main range is even bigger, but tends I believe to be a bit more transient.

The weather for the Bunya wave is longer lasting in the right direction as the highs and lows that generate the air movement from the southern ocean moves eastwards. Towards the end of the movement the winds turn westerly for only one day usually when this wave really works.

I believe Glen Hart ex Warwick and now Caboolture has the record at about + 30,000 ft with John East, Neil Maxwell and Val Wilkinson.



"Good looking clouds"

From the Editor

**I would like to encourage you all to make contributions to the newsletter. If you had a great flight, tell me. If you had a terrific flight at the Easter Comps let me know. If you have an issue or something to suggest let me know and we will print it.**

Thanks to all this months contributors -  
Phill Downey

Roster Remainder of May

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