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# Chaotic

## Darling Downs Soaring Club Newsletter August / September 2007

### President's Report by Bob Flood



### "Cloud Shadow – Gaggle Starting"

#### **Presidents Jottings!**

By the time you read this the Annual General Meeting will have been held and the new committee in place. Please support them as you have the current committee. Thanks for all the hard work contributed by the committee members over the past year. The Annual reports from the President, Treasure, CFI and Tug Master were distributed at the meeting and will be published on the web site shortly. Not forgetting the quiet work carried out by many members behind the scenes. Without this contribution the club would not function as smoothly as it does. Thanks.

The recent rain and the grass planting working bee should ensure that the strip is in good condition for the State Comps

in October and for the coming summer. Graham and Rolly put a lot of work into getting this project underway. Let's hope that we return to more normal rain fall patterns this year.

Keith Allen has been working hard to ensure that we have a successful comp in October and would appreciate as much help as possible with all the little tasks necessary to ensure a successful competition.

The recent X-Country Coaching weekends were a great success, well attended and Ralph, Jenny, Mike, Shane and George Lee imparted lots of useful and wise advice and information. Ralph is the State Coach and has put a lot of effort into developing this role and deserves success. Assisted by Helen, Ralph has also been conducting a series of coaching nights and weekends for a group of pilots, most of whom intend to enter the National Club Class Championships at Kingaroy immediately after the State Comp.

Good luck and safe flying to everyone, especially the competitors in the competitions.

#### **Tug Hangar Development.**

The committee has decided to proceed with the development of the tug hangar. A development application has been lodged

with Jondaryan Shire and when approval is granted the building application will be submitted. A deposit has been paid to the company who will provide the kit, in order to secure the quoted price.

Final details of a bank loan have yet to be negotiated, however conditional approval has been received.

A draft plan of the positioning of the hangar is on the white board in the briefing room for all to study. Briefly the hangar will be two structures constructed adjacent to the Kurstjens hangar, but not attached to it. Each will be 9 metres x 12 metres and form a building 9 metres x 24 metres. Thanks to the generosity of a club member will have sliding doors. There will be a wall on the south and north facing ends. The tug shed will be demolished and the equipment stored in the new hangar. The fuel pump will be moved south towards the tree. A small amount of earth work is required to level the area where the hangar will be constructed. Volunteers will be required to construct the hangar, just a giant Mecano set really. The supplier has volunteered to come and mark out the foundations without charge when we are ready.

This hangar will be a dedicated tug hangar and will not be suitable for gliders.

Constructing this hangar will make life easier for the tuggies and make for easier access to the rear hangar.

### **Instructors Day**

Sat 8th Sept has been set aside as an Instructors Day.

There will not be any training, check or conversion flights available on that day. Towing will be available, however there will only be limited access to the club aircraft.

The day is to allow instructors to fly together and to standardise skills and training techniques.

Thanks for your co-operation.

### **Working Bee & AGM**

Thanks to everyone who was able to assist with the grass planting on Saturday. There were over well over 20 people involved and an area approx 200m x 20 metres was planted with small turf sods at about a metre spacing. Thanks to Graham for bringing his fertilisers spreader and this allowed 20 bags of fertiliser to be applied to the most heavily used part of the strip. The irrigator was then set up to water the area. There is some rain possible early in the week and this should help to establish the grass.

The working bee was completed by 11.30 and followed by briefing as everyone was keen to launch into a promising sky. A task was set: Chinchilla - Millmerran -home, with 30k circles. However the weather was not as co-operative as expected and there were some interesting tales told on Saturday night. None the less a successful flying day with around 28 launches, pretty good especially considering first launch was about 1.30PM, Several visitors from Caboolture came up to re-sample flying on the Downs, and I'm sure we will see them back again.

The AGM and Dinner was attended by around 40 people and all enjoyed the evening. The reports from the out going committee were presented and then the election of the committee for 2007-08. This was followed by the presentation of Awards. Most Improved pilot was Jay Murray, Club service Award Jeremy Thompson and Rex Teakle Trophy John Hook. Congratulations and thanks.

Thanks to the retiring committee for all the work over the last 12 months and welcome to the new committee. Listed below.

Sunday dawned and didn't look too promising early on, with heavy overcast moving in from the east. However by the conclusion of briefing this had passed through and the cu were popping. A much quieter day, however a few ventured off on task and all returned safely. Apparently, as on Saturday it was a day to stay as high as possible.

**Congrats New Committee:**

- President: Bob Flood
- Secretary: Tony Cavanna
- Treasurer: Fran Ning
- Airworthiness: Graham Hennessy
- Tug Master: Pam Kurstjens
- CFI: Andrew Huggins (The CFI position is selected by the instructor panel)
- Committee: Jo Davis, Shane McCaffery, Chad Nowak, Richard Armstrong.

**Cheers - Floody**

**Treasurers Report**

**DDSC INC FINANCIAL REPORT  
YEAR ENDING JUNE 30<sup>TH</sup> 2007**

During the last year certain cost saving measures have been seen to be working.

1) The electricity bill is down \$1,094.36, due to the different tariff. I am still concerned about the large electric hot water system that the Club uses, and this is an area that does need to be looked at.

2) The telephone bill is also down \$1,294.43. This is due to the satellite internet, and not using the telephone for the internet and weather station that have made such a difference. Thank you AJ for pointing us in that direction!

3) Printing, postage and stationery are down \$2,142.25. This is due to emailing accounts, Keith Allen's great contribution in the printing of Chaotic, and the folding of printed accounts and Chaotic by non paid club member(s).

4) Advertising down \$978.62. This is from not advertising in the Brisbane white and yellow pages.

Unfortunately, DDSC is in the ROMA area, and only gets a free listing in that telephone directory, so we did pay for TWB this last year. The committee thought that the cost of the adverts was not covered by the return, as most people these days use the internet.

5) Audit fee a saving of \$1,245.00. Jemima Champion has carried out the audit for the previous year and this year also on a voluntary basis. A very big thank you to Jemima .

6) The canteen/bar has shown a profit of \$4,487.52, up \$1,238.66 on the previous year. As always, thanks to Libby for stocking the bar and also the club house with life's essentials. Also, a huge thank you to all the members, as our bar is run on an honour system .

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This year and last year the single gliders have not been insured for flight risks. Last year (2006 - 07) this was a savings to the club of \$3,733 after allowing for the accident to the Hornet.

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The tugs continue to be the major expense for the Club. There are ongoing concerns with the increase in the fuel costs, and the increase in maintenance costs partly due to the ageing airframes. The tug charges have been increased by \$5.00, and this is going into a separate

account to help pay for replacement engines. Balance \$2,336.35 at 30<sup>th</sup> June 2007.

Finally, I would like to thank Megan for her continued help as Treasurer's assistant, and to Richard Hoskings for his support. Their expertise is greatly appreciated.

### **Fran Ning Treasurer DDSC**



**“ Slow Down Baby! ”**

### **From the CFI - Andrew Huggins**

As Bob mentioned earlier, this Saturday there will be no general training due to an instructor seminar.

Launches will be available, as normal, however from 1.00pm onwards both Puchacz will be used by the instructors for dual flying.

In the morning, after briefing, there will be discussions on a few points, as detailed in the attached agenda. **These discussions are open to all pilots, not just instructors.** The aim is to find improvements in the way we train and check pilots, and the input from recent trainees or other experienced pilots is just as valuable as from instructors.

Those expecting to come up and fly as normal in club or private aircraft are welcome to do so, as are those who want

to listen in and contribute to all or some of the discussion.

There will however be no general training as the idea is for instructors to fly with each other in the interest of standardising the training within the club.

Any queries please contact me and I will happily answer your questions.

### **Tug Report No 1 - from Ben**

#### **August**

As this report will concentrate mainly on recent findings with SWR, I will start with MLR.

#### **MLR:**

Is due shortly for the fore and aft stab support AD.

The parts have arrived from South America for this job and included a Jig.

This Jig is re-usable and we now own it.

Ryan recommended we should advertise amongst the Piper Pawnee owners, that we have one and we could hire it out for a fee etc. There are many Pawnees out there that should be nearing this AD requirement? Also, within 1000hrs on all Pawnees, this mod must be carried out irrespective. This means SWR will eventually need to be done as well. However that is still a long time off.

I am passing this jig-hire-out idea to the rest of the committee to make a decision on at the next meeting.

I estimate within the next month or so MLR will be due to have the AD done. I.e. 50hrs from the date & tacho listed on the maintenance release. Tug pilots, could you please check this on the maintenance release so that we don't exceed the flying time.

We still need to be able to fly MLR to Toowoomba within that 50hrs.

Last weekend it was noticed that MLR's master switch had been left on (all three switches). This rendered the batter totally flat. This sort of drain, can totally bugger up the battery. We've all done it and it comes down to good old 'checks', there for a reason, not being carried out. The pilot possibly side tracked at the time or similar? But at the end of the day, the pilot is still responsible for his/her actions.

Please be aware that for a totally flat battery on an aircraft that uses an alternator instead of a generator, jump-starting it will not be sufficient.

The engine will start, however there will be no 'exciter current' to trigger the alternator into charging. This means there will be no electrical current to the radio, gauges and instruments etc. The battery must be removed and placed on charged rather.

### **SWR:**

Was flown to Toowoomba last Sunday afternoon for Ryan to look at a few things during the week.

Cowl flap issue, trouble cold starting, engine running a little rough at low rpm's and higher than normal oil pressure readings when at full power.

I received a call from Ryan on Thursday to advise he believes he has sorted out the cowl flap issue, however wanted to discuss some other issues and finding with me.

For the rough running and trouble cold starting we advised, he decided to try out a cold start on one of the mornings. He did find some trouble starting.

After start up Ryan proceeded to warm up the engine correctly to operating temp.

He noted the rough, lower RPM conditions. He then proceeded with some engine and run-up checks.

His first surprise was that when he applied full carb heat, the engine rpm increased? Opposite to what should happen?

Next surprise was during the mixture control check while performing the engine run-up power checks. He proceeded to lean the mixture out and there was no initial rise in RPM from the full rich position towards the idle cut-off position?

Afterwards he inspected the engine and found the following:

While inspecting the mixture control and carb settings he noted the mixture screw was at its limit. (almost unscrewed all the way out it's chamber, being held by the last screw thread or two and the tension spring).

He adjusted the screw in an attempt to reset the correct full mixture setting for the carb. However he discovered that in the new setting the screw was barley in the first thread of it's chamber and was easily prone to falling out along with it's retaining spring?

He advised that the position he originally found the screw in, was the closest he could achieve to correct full mixture setting without danger of the screw and spring falling out?

He advised that although it was safe and would hold in place, is was not ideal long term as could be prone to coming adrift from vibration etc. Not to mention that we still don't have the optimal full rich setting?

He noted that the crab was supplied to us with the new engine from the New Zealand crowd and that it was supplied as 'overhauled'.

Thus it has only flown 120hrs on SWR and in need of a removal and inspection, possibly another overhaul? Ryan recommended that the carb needs to be removed and inspected because he cannot achieve the desired/correct full rich setting on the carb.

Although close, he said ideally it still needs to be correct.

More fuel flow to the cylinders causes a slight drop in CHT, due to the cooling effect of the fuel on the induction part of the cylinders. Less fuel as one leans out has the opposite effect. This may be one reason why we are getting higher than normal temps at higher rpm as the full rich ratio has not been optimal.

Next, Ryan checked the air intake system and found one half of the air filter totally blocked up with bits of grass, dirt and dust-grime. He advised daily check's clearly not being carried out here?

Next, he discovered a leak in the induction manifold system. Out of four studs for an attachment pipe, one was missing and the remaining 3 studs were loose. This was affecting the fuel/air mixture ratio travelling to the cylinders by allowing unfiltered air to be sucked into the induction manifold system, at the leaking point.

Thus altering the already 'pre-metered' fuel/air mixture, delivered by the carburettor, to a more leaner mixture.

Ryan commented that a combination of incorrect mixture (from mixture screw and induction system leak) and the partially blocked air filter has attributed to why the engine has been running rougher than normal, with higher temps.

He advised that after replacing the air filter, readjusting the mixture screw and rectifying the induction leak, the engine ran very well. Although optimal full rich

mixture setting, in the carb, cannot be attained without overhauling the carb.

With regards to reported higher than normal oil pressure readings. Ryan advised oil pressure settings in the engine appear correct and suspect an oil pressure gauge error? The gauge will need to be removed and sent in for calibration/check.

He further advised that if the engine is not at operating temperature when full power is applied, oil pressure will go into the red. Emphasis again on correct engine warm-up procedure.

The tail wheel bearing has been replaced, as well as a new tube and tyre fitted.

As our dusty operating environment continues, please remember the air intake system also takes a battering. The air filter should be changed at every oil change or sooner if it appears really dirty and clogged up. Filters are cheap compared to a damaged engine. If in doubt, change the filter or ask for second opinion. There are two different types of air filter. SWR uses one type and MLR the other type. Basically the difference is one filter is a 'dry type' and the other is a sort of 'oil-soaked' type? There should still be plenty of spare oil and air filters in the tug shed fridge.

Lastly.....it still appears that some pilots are not entering certain info on the maintenance release.

Info such as how much oil added and the tacho reading when that oil added. Any pilot approved maintenance also needs to be added. Such as 'oil change carried out', 'air filter replaced', breaks bled, wheel bearings inspected and greased etc etc. This aids in calculating maintenance requirements, is good airmanship, forms a maintenance history

and helps everyone keep a track on whats been done and/or whats due the aircraft? One will certainly not get into trouble for writing stuff up in the maintenance release. Its when one carries out maintenance on an aircraft, fails to write it up and then there is an incident (not necessarily related), which can cause problems for that person if discovered.

Please utilise the little black books labelled 'Snag Log' that I have placed in each tug.

Remain anonymous if you wish, but please use these little books as a way of recording all snags found. Under 'Pilot Approved Maintenance Schedule', if you rectify a snag you find or noticed logged in the little book, please enter that you did so on the aircraft maintenance release. Don't forget to then cross it out in the snag log too.

Thanks to all those tuggies for helping to stand in for one another, as the needs have arisen. Thanks also to all the members who assist our tuggies with ground handling the tugs.



"Who needs Power - Wave Soaring Pawnee"

## Tug Report No 2 - from Ben

### **September - SWR:**

Not much to report on SWR.

New Zealand has agreed to send us our original carb, overhauled, in exchange for the one they supplied us with the new engine.

On receipt of the carb, SWR will be flown to Av. Sp. To have the exchange carried out.

### **MLR:**

Gerrit and I carried out an oil change on Sunday morning. The air filter was also removed, inspected then re-installed as was still in good condition.

During the oil change exercise I found the carb-heat air supply hose attachment flange almost totally broken off at the heat collector/shroud end. A number of rivets secure the flange to the shroud. All the rivets, except for one, had pulled through and/or broken off? The remaining rivet unfortunately also pulled through while I was inspecting the flange fitting further?

I removed the hose totally from the aircraft and placed it, along with the broken flange, in a box for the LAME to repair.

MLR was flown out by Pam on Sunday afternoon to Toowoomba, for the horizontal fore and aft stabiliser AD work to be carried out this week. All going well we should have MLR back by this weekend, however Av Sp. Will advise on progress later this week.

### **TUG FUEL:**

A dip reading was taken on Sunday and indicated 250gal. This is half tank.

The four green drums that are used for holding 'excess fuel-mix' from the tanker when our fuel is delivered to the U/G tank, all seemed to be full. We ran out of time to decant the drums into the U/G tank, so could someone decant them into the tank this weekend please?

On that note – a reminder to all of us to please ensure we carry out the correct grounding/earthing procedure when re-fuelling the aircraft AND decanting drums into the U/G tank.

Also – remember to check the green drums (from time to time) to see if they are full or have been decanted? If you notice that a green drum of fuel-mix contains fuel (or that there is more than one drum of fuel etc) check the U/G tank dip reading to see if the tank can accommodate the drum's capacity of fuel? If so, please decant the drum into the tank if you get the chance. This helps to prevent a bigger decanting job further down the track if we leave the drums till the end.

Remember that the drums must all be decanted and left empty before we can order the next tanker of fuel. The drums are for holding the excess fuel from the tanker when the tanker driver has filled the U/G tank on delivery. He delivers 2200lt of fuel and our tank is only 500gal (aprox 2000lt). There will always be some fuel in the U/G tank when he arrives to fill it, therefore will have some excess in the tanker once he has filled our tank. This excess goes into the green drums for us to decant into the U/G tank later etc.

If Pam asks someone to take a dip reading of the U/G tank, don't forget to also check if the drums are full or empty?

Lastly, please look out for the new daily Tug Sheets that will be printed soon for use.

This new Tug Sheet is to replace the old one.

**Cheers - Ben**



**“ Patchwork on the Downs”!**

**Pilot Interview – 5 Minutes with Fran**

**How long have you been Flying?**

Power since 1968, paragliding 1993, gliding since 2001

**What types of aircraft have you flown?**

Piper Warrior, Cessna 177RG, Decathlon, Cirrus Sr20, Pawnee, Paragliders

**What brought you to flying Gliders?**

Keith Allen getting me out and about after a paragliding accident.

**How long in Club?** Since 2001

**How many Hours?**

Power 900, Paragliders 380, Gliding 400

**What is it that caught your attention most about gliding?**

Freedom & independence, (The challenge of making my own decisions - quite often

not the best! - but always trying to improve.)

**Favourite Moment?** 12,000ft in a paraglider over Mt Buffalo, Vic.

**Best Achievement So far or Highlight:** Flying 500 ks, even though it was very slow.

**Goals This Season:** Flying a faster 500!

**What are you reading at the moment?** Financial Reviews!

**Favourite Food!** Chinese vegetables & Thai curries

**Favourite Red Wine or Drink?**

Any nice red wine!!

**Favourite Ship** - What are you flying?  
My ASW 20a KYF - She really is lovely!

**Most enjoyable aspect of Gliding?**

Being rather selfish and just concentrating on myself and the lovely environment that I am in when gliding.

**Dream Ship?** An ASW 20 that weighs 20 KG and has NO HOTELIERS

Thanks Fran for taking part!



**"Duo Seeks fling with Summer Sky"**

**LATE PRESS –**

Kiwis are arriving on the weekend – looks like they are bringing the rain with them again. Well it's pouring on the coast anyway!

MV has been refurbished at some expense and labour donation from Club Members so please look after her / him.

Fran is sailing the Greek Islands Apparently!! Keith is doing a Form 2 Course and may give a competition update when he gets back.

Print Version of Chaotic will be mailed next week. Cheers – Phill D.

## September 2007

Day	Instructors	Tug Pilots	Duty Pilots
1st	Jenny Thompson	Jeremy Thompson P Kurstjens	P Davison L Matuszczak
2nd	A Huggins	L McQueen G Kurstjens	G Hennessy B Flood
8th	Instructor Day - no training available	F Ning <b>Volunteer Required</b>	K Allen R Percy
9th	T Cavanna P Mitchell	Bob Keen <b>Volunteer Required</b>	P Downey R Sundell
10th	KIWI VISIT	John Knox <b>Volunteer Required</b>	
11th		John Knox <b>Volunteer Required</b>	
12th		John Knox <b>Volunteer Required</b>	
13th		John Knox <b>Volunteer Required</b>	
14th		John Knox <b>Volunteer Required</b>	
		John Knox <b>Volunteer Required</b>	
15th	J Moller Jeremy Thompson	Jenny Thompson <b>Volunteer Required</b>	R Armstrong P Bart
16th	R Hoskings B Daniel	M Robertson <b>Volunteer Required</b>	AJ Wesley C Nowak
22nd	P Bell J Grosser	G McMahon <b>Volunteer Required</b>	M Valler G Valler
	GQ COACHING WEEK	<b>Volunteer Required</b>	
		<b>Volunteer Required</b>	
23rd	R Bennett	D Baartz <b>Volunteer Required</b>	D Holbrook A Barnes
29th	GQ STATE GLIDING COMPETITION	<b>Volunteer Required</b>	
30th		<b>Volunteer Required</b>	

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## October 2007

Day	Instructors	Tug Pilots	Duty Pilots
1st	GQ STATE GLIDING COMPETITION	<b>Volunteer Required</b>	
2nd		<b>Volunteer Required</b>	
3rd		<b>Volunteer Required</b>	
4th		<b>Volunteer Required</b>	
5th		<b>Volunteer Required</b>	
6th		<b>Volunteer Required</b>	
7th	T Cavanna F Ning	Jeremy Thompson <b>Volunteer Required</b>	J Hook R Murphy
13th	R Bennett J Moller	Jenny Thompson <b>Volunteer Required</b>	J Davis S Harris
14th	R Henderson C Nowak	M Robertson F Ning	A Midwood P Davison
20th	Jeremy Thompson B Daniel	G Kurstjens <b>Volunteer Required</b>	L Matsuzczak K Allen
21st	P Bell P Mitchell	P Kurstjens <b>Volunteer Required</b>	B Flood G Hennessy
27th	R Hoskings J Grosser	G McMahon B Keen	R Percy P Downey
28th	A Huggins	D Baartz L McQueen	D Holbrook A Barnes