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# Chaotic

## Darling Downs Soaring Club Newsletter October / November 2007

### President's Report by Bob Flood

#### **Presidents Jottings!**

Just a short note to add to Ralph's report on the Coaching week. Narelle Hennessy (assisted by Graham) catered for all the participants. breakfast, lunch and dinner for the 5 days and raised a total of \$742 for the club.

Congratulations and a big thank you to Narelle.

Narelle has requested that the funds be directed towards something that will assist with coaching and briefing and has suggested an overhead projector for connection to the clubs computer for presentations etc.

Also thanks to Ralph and his assistants Robert, Mike Jenny, Jeremy, Shane for a great week. The amount of preparation put in to make this a worthwhile experience was unbelievable. I'm sure we all learnt a lot, even though the weather was having a rest in preparation for the comp the following week.

Bob Flood

### **Around the Hangar with Chad**

Now that the Coaching week and State Comps are finished there are bound to be a few things around the clubhouse and grounds that still need to be put away. By the time this Chaotic comes out most things should already be packed up but if you find yourself at the club and not flying, ask around and I'm sure there will be something to do. If not there is always general cleaning to keep you occupied.

Lastly, during the State Comps we launched every day on runway 30. As you can imagine in the area where the tugs applied full power, the strip has suffered quite a bit. When launching from 30 it may be wise to move the piecart further upwind or launch from the opposite side of the runway, which has been done in the past. Ultimately it will be up to the Level 2 instructor on duty for that day, so ask if you are not sure. If we can keep off this patch as much as possible it may help it to recover quicker.

Chad Nowak

## Last Weekend from Chad

With a trough line coming in from the west the weekend was either going to be great or ordinary. On Saturday the high cloud could be seen to the west and south with a moderate breeze blowing down runway 30. After a late start some nice CU's formed streets to the east of the club at around 9000ft QNH.

Pez and Wobert in Alice did a bit of nose following and ventured to Towoomba, Bunya Towers, Jimbour and Millmerran. Jo flew Wicked Lady back from Warick for what would I think would be her longest ever "out and return" and I think I saw KO venture away too. John Moller went for a flight in IUR with Tony. Dennis Lambert continued his training after a long break from gliding and Mike Zupanc from Boonah came to continue his post solo training in the hope of doing X country flying soon. I took my partner Amanda up in IUR for a semi-local flight.

Saturday night saw the Committee meeting take place with many important issues discussed.

Saturday, although windy and having high cloud ended up being pretty good with decent climbs early on but the high cloud made things softer around midday only to improve again in the arvo. There was some very impressive shear wave during the day but I don't think anyone managed to contact it.

Robert managed to do Macalaster Silos and back with Pez and John Moller in the LS7 staying fairly local.

Anna Flew the Grob, Bill Smith had a check flight and flew twice in the Jeans. Mark Green did some more training in the Grob, Mike had some solo flights in RI and I took up an instructor from the Netherlands for his first flight in Australia. He was impressed at how big our country is.

Another weekend in paradise!

Cheers Chad

### **From Tony Cavanna –**

Tony has asked me to remind everyone about the Christmas Party which is rapidly approaching

Our Christmas party is only 4 weeks away (24th November). Please could you let me know if you're coming so that I can give the caterers some idea of numbers. Cost and menu have yet to be finalised but it is expected we'll have a Christmas type menu, the cost is expected to be around \$20.

Children are of course welcome and free of charge as usual. If you are intending to bring yours please could you let me know their names and ages?

Regards, Tony.

### **Treasurers Report Oct 07**

#### **From Fran**

At the previous audit the auditor asked that DDSC give a receipt to any one who hands money over at

the Club. So please, if you hand money over at the Club, could you make sure that you get a receipt, and could all duty pilots, instructors etc if they are handed any money, do the following:-

1) Write a receipt from the receipt book in the pie cart, or from the receipt book in the bar. Please hand a copy to the person giving the money, so that they have a written record .

2) Write amount and name etc on the flight sheet as usual. (Very important.)

3) Money in envelope as usual. Please hand to Fran Ning, Richard Hoskings, committee member or instructor on duty, in that order preferred. If absolutely no one available to hand the money too, please look after, and contact me on 0418186494 to arrange banking.

Thanks, Fran

## **Airworthiness – Graham Hennessy**

During the State Competition one of our members took the Jeans for a flight after all the competitors had launched. When he landed the aircraft he had great difficulty in moving the aircraft and when it did move made a terrible grinding noise. His landing had been watched by a club member and it was regarded as a very good landing.

He found me once he had the aircraft moved off the strip and sought advice on what to do next. On inspection it appeared the aircraft had been heavy landed because there was movement in the undercarriage and the wheel was rubbing on the fairing.

The aircraft was taken to the workshop derigged and the fuselage tipped upside down. The undercarriage being misaligned was only one of the problems. This aircraft has had the underside of the nose badly abraded. This could not have happened without the pilot knowing. My point being if you as a pilot damage an aircraft in anyway please be honest enough to report it to either myself or the duty instructor. There is always the chance for us to have a minor accident and most things can be fixed without too much trouble, however, you are responsible to arrange for that repair. We are a volunteer organisation running on limited funds and I believe it is only fair that if you break you fix it.

This also applies that if the aircraft has a flat tyre, don't just pump it up. You may be able to fix it. There are some spares at the club.

We were able to fix the undercarriage without too much trouble. There is an axle that attaches the undercarriage to the frame and the circlip had come off the end of the shaft and allowed the axle to move.

These are our aircraft, please look after them.

Cheers - Graham

## From the CFI - Andrew Huggins

No Report Available this month

## Tug Report Sept 2007 from Pam

Here is my Tug Master's report.

I took over from Ben Bezuidenhout at the AGM on 1<sup>st</sup> September. Since then it has been a busy time for the tugs.

A week later, MLR went in to have an AD carried out which involved replacement of a corroded part in the tailplane. You could see a pinhole of daylight at the centre of the corroded area. As soon as had I flown it back to McCaffreys, we realised it needed a 100-hourly, so I flew it back again to Toowoomba.

The Kiwis were here for a week. Thanks to John Ashford for towing most of the week.

The week before the State Championships was a coaching week. Gary McMahon towed all week, and learned a lot from Ralph's morning talks. This was a case of the tug pilot benefiting from the coaching week! Now we need to see him in a glider more often!

SWR developed a rattle in its tailplane due to a loose stringer. With the State Championships fast approaching, the simplest and fastest solution was to replace the left stabiliser with our spare one. SWR also had a new carburettor fitted. Stow Kentish took on the job of Tug Master for the State

Championships, spending the whole time at the airfield which I could not do. Thanks to Stow and the tuggies who flew that week, Gary McMahon, Lex McQueen, Des Baartz and Grant Pitman.

Then we had to send SWR to Kingaroy for two weeks for the Club Class Nationals. Thanks to Jeremy, Gary and John Ashford, who all stepped in at short notice to help out?

Thanks also to everyone for turning up for their rostered days so reliably. It is now getting warmer, and harder to do a whole day on your own, but we do not have enough people to roster two pilots for every weekend day. Also, as I write this, MLR is offline again and we will be operating with just one tug for the next few weeks.

Safe flying! Pam Kurstjens

## Coaches Corner!

### Ralph Henderson

So what do you intend to do?

2007 has been a busy year coaching wise, during which DDSC has been the leading club in Australia for coaching. Ok, I may be biased, but it is true. Personally, I have just about done enough coaching for 2007 and now wish to concentrate on preparing for the multi-class nationals at Temora in January 2008.

But before I sign off for 2007, I would like to refer everyone to the article in the October 2007 edition

of Soaring Australia, on page 18, on planning training programs. I talked about his briefly at one of our winter coaching weekends, but the article by David Wilson is far more comprehensive.

It is up to every individual member to decide how much effort they wish to put into their gliding and how much they wish to get out of it. There is an old theory that the more you put in, the more you get out, which seems pretty true. The real problem arises when you put a lot in, but get little out. This is when someone loses interest and the club and the sport of gliding lose a member, which is a problem for the sport and the club.

So if you want to get more out of what you put in to gliding, maybe what you need is a training plan, refer to the article. Many athletes in all sorts of sports have a training plan, so why not glider pilots? Some years back, when I used to run marathons, every marathon was preceded by a training plan. I would suggest that the great majority of athletes would never finish a marathon without having had a good training plan. Indeed there are books on how to run a marathon that have pages and pages of different training plans.

So if you want to get more out of your gliding, please read Davis's article. If you want some help with a training plan please talk to me or one of our other coaches, remember we are here to help you. I have electronic copies of the plan's David

refer's to, so please email me if you would like a copy.

Otherwise, the summer has begun, set your goals, and plan how to achieve them!

Ralph

### November Roster

Sat 10th	T Cavanna B Daniel	Jenny Thompson	G Valler M Valler
Sun 11th	R Bennett P Mitchell	Jeremy Thompson	Jo Davis N Muspratt
Sat 17th	P Bell J Moller	J Knox G Pitman	J Murphy J Hook
Sun 18th	R Henderson	M Robertson	R Murphy P Davison
Sat 24th	R Hoskings J Grosser	D Baartz	K Allen L Matuszczak
Sun 25th	A Huggins	B Keen	B Flood G Hennessy

### Decemeber Roster

Sat 1st	Tony Cavanna	Lex McQueen	P Downey D Holbrook
Sun 2nd	C Downes	F Ning	A Barnes R Sundell
Sat 8th	R Henderson F Ning	G Pitman	R Armstrong P Bart
Sun 9th	R Bennett B Daniel	G McMahon	G Valler M Valler
Sat 15th	P Mitchell	Jeremy Thompson	N Muspratt J Murphy
Sun 16th	P Bell C Nowak	Jenny Thompson	J Hook R Murphy
Sat 22nd	R Hoskings	P Kurstjens G Kurstjens	J Davis S Harris
Sun 23rd	A Huggins	Volunteer Required	P Davison L Matuszczak
Sat 29th	Jenny Thompson	D Baartz	B Flood G Hennessy

