



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

**Chaotic
Darling Downs Soaring Club
Newsletter October 2008**

Photo competition –

What are the two gliders pictured?



Answer: Libelle Laminar and one of the Horton Flying Wings. The name and symbol on the Libelle is identical to the logo on the Italian manufactured Laminar Hang Gliders...

For this month, we have a Musterle a high performance plane from the late 20s. What city did it soar over in 1931?



CFI's report

The soaring season has well and truly begun and the first two competitions of the summer are over. Congratulations to the many DDSC pilots who did well at the state comps and the club class nationals, particularly Lars, Mike, Chad, Allan, Peter and Jo.

We've also had two members begin their gliding careers with first solos, congratulations to Kyle Lambert and Peter Richards.

For those looking to the future the following competition venues have been decided:

- Multiclass nationals:
 - January 2009 Benalla VIC
- Easter comps:
 - 10 – 18 April 2009 Dalby QLD
- State comps ;
 - October 2009 Jondaryan QLD
- Mutli class nationals :
 - January 2010 Waikerie SA
- Multi class nationals:
 - October 2010 Dalby QLD

And hopefully the world flapped classes' championship December 2012 at Narromine NSW.

Over the last few weeks we have become very busy again. Things have been a bit quiet earlier in the year but recently we have been back to the good old days. This is all really good, with some great new members coming through the training system. As these new members progress past solo and into the single seaters, it is up to all of us to look after them and coach, mentor, assist

and encourage them as they progress on to what will hopefully be long and successful gliding careers.

That was the good bit, now for the not so good.

While things have been quiet we have let some of our standards slip, some of which we can get away with when things are quiet, but not when it is busy. Much of this comes down to thinking about our fellow club members and not doing things that make it easy for me but more difficult for others. We also need to make better use of the longer days when there is more demand for aircraft and launches.

So here are some things we can do to lift our game;

- Get gliders out and prepared before briefing. If we wait till after briefing we can't get flying before about 10.30, which is too late on a busy day or a big day when we want to do long flights.
- Grid the gliders in front of the pie cart so that they don't have to be pushed up all the time.
- Give the tug registration when calling rope gone. We are a two tug operation again, which we need to be, so please give the tug rego. No one wants their tug to begin descending before they release.
- After landing keep the tail on the ground to ensure directional control and not damage under the nose of the glider.
- When landing later in the day, please don't roll to a stop in the middle of the active runway and hold up the launch. I don't want to encourage people to taxi too close to cars and buildings, and sometimes our circuits don't work out quite the way we planned, but

taxiing and stopping in front of a tug and glider that are ready to launch is not very helpful. You can always land short of the take off point!

- Please don't stack gliders out across the runway while waiting to get into the hangars, and please remember that the tugs need to get in to refuel from time to time.

That's my gripes from last weekend.

We all want to have fun and be able to launch and land when and where we want to. Please think of others and do what you can to help each other.

Ralph

ALTEON Visit.

There were a fortunate few who were able to get to the Alteon visit – quite a few actually, but for the valiant crew of Mike Foxtrot battling in the wetlands of Kingaroy, we had to miss out this time. Reading the email from Ben Bz about the visit made me green with envy. The email and some photos are reproduced below. Thanks Ben...

The pics are of our group of four (Ben Bez, Chad, Tuggie Gary M, & not sure I remember the 4th dude, but Chad knows him, (but also could not remember the name in the state of adrenaline we were in), and our instructor 'Jeremy' from Alteon. The sim we got to fly was the B737 800. Other groups flew the A320 and B717.



What can I say, simply awesome experience.

Jeremy was kind enough to let us fly some pretty tight manoeuvres, stalls, engines out, high speed low level and so on. The simulators can be set to various modes of operation from limited movement & realism to 'full motion mode'.

We had the latter setting! The real deal. Full motion was just that. The sim reproduces deceleration & acceleration feel and even some 'G' load feel! Very real. Carrying out a hard landing/touchdown and applying the brakes along with associated deceleration, were all very real-feeling. You actually felt your body slicing forward in your seat under braking!



Our flight location setting was Brisbane Airport. Take-off Rwy 010 and climb out to 9000 feet on a SID (Standard Instrument Departure). Then it was autopilot off for some general handling flying in and around Moreton Bay/Brisbane Metropolis. We were able to fly the aircraft in different flight mode settings such as 'Auto-Rudder' on and off, Autopilot on and off and carried out steep turns, stalls, engine out and glide, engine restart, low level beat up of Brisbane followed flying under the Gateway bridge !

Yes ! That's right...under! No problem! Chad was at the controls at that stage and he executed the under bridge excursion perfectly. Not to mention some minutes prior to the beat up, while we were at altitude, Chad performed a glider text-book Chandelle.

However the 737 does not like the final stage of the Chandelle and exits this manoeuvre with an almost 90 degree down pitch and a rate of knots like you would not believe. The computer warning voice also didn't like the manoeuvre, screaming out all sorts of warnings such as 'Overbank', 'Airspeed', 'Pull-up', 'Pull-up' and so on. Even during the under-bridge excursion...the computer voice was blasting all sorts of warnings, 'Terrain', 'Low Altitude', 'Air Speed' and so on.

A hell of a lot of fun and truly a once in a lifetime opportunity. Alteon staff were great. We had a class-room group briefing on the company Alteon and some gen on simulators and today's airline flight training demands & requirements. This was followed by a briefing on the simulators themselves. Then it was off for a guided tour of the complex and the long awaited-for strapping into the pilots seat of the simulators. The rest is history and I am sure an experience that will be remembered for a very long time

Thanks to the Alteon staff for this wonderful opportunity.

Regards
Ben

Here is the simulator from the outside:



The Barron Hilton Cup

Article by Pam Kurstens.

Gerrit Kurstjens: Gold Medal at the Barron Hilton Cup 2007.



The Barron Hilton Cup is fiercely contested by glider pilots all around the World. The prize, a week at the Flying M Ranch in Nevada, is one of the most prestigious in gliding. Yet anyone can enter, and with the handicap system, you can be better off in a Discus than a Nimbus 4.

In January 2005, Shinzo Takizawa led the Australia/Africa Region with a 1000km triangle in the Nimbus 4DM, from Narromine. Gerrit took the lead with a 1019km triangle in the Nimbus 4, and a few days later Shinzo took the lead back with a 900km triangle in a Discus, winning that round which ended on 14th March 2005, so he went to the Ranch that year.

In February 2007, with only a couple of weeks to go in the two year round, a South African pilot was in the lead with a 1009 km triangle in an ASH26. Gerrit checked the handicaps, and worked out that he had to do over 1100 km to beat this flight in the Nimbus 4T. On February 3rd, 2007, he flew a 1131km FAI triangle, which should have done the trick, but his logger failed! It was a new logger, and the declaration was not valid, due to a software error. John Buchanan flew a 1079 km FAI triangle on the same day, in a Ventus2c/18m, taking the lead. You can imagine how cut up Gerrit felt!

Late in the season, it was almost impossible to do such a long flight, let alone have to do it all again, but that is just what he did. Three days later, he flew an 1134km FAI triangle, beating John by just 5 points, and winning the Barron Hilton Cup. He also claimed the Australian National Open Class Record for Triangle Distance. His speed was 128kph.

Well, that's how he won. So what about that amazing reward? There are 9 winners from the nine regions, Australia + Africa, New Zealand + Japan, two American regions, and 5 classes in the Europe + Asia region. Each winner can take one guest, and the guest may also fly at the Ranch. I was on my best behaviour, but several DDSC members heartlessly offered to take my place if he decided not to take me!

We flew to Reno, Nevada, in June 2007, and met up with several other pilots and their guests from Europe waiting at the airport to board a coach taking us out to the Flying M Ranch, a 2 hour drive from Reno. The reigning World Champion in 15m Class, Michael Sommer, had also been invited to the Ranch. We arrived, late in the evening, to a sumptuous meal in the splendid Ranch house.

We stayed in a long line of 'Recreational Vehicles' or mobile homes. There were some motel style rooms near the Ranch House occupied by organisers and special guests.

At breakfast we met our host, Barron Hilton, chairman of Hilton Hotels, a genial 80 year old, who's love of flying in all its forms, and of gliding in particular, were evident throughout the week. He welcomed us, inviting us to fly the line up of gliders, have rides in a variety of powered aircraft, and to join in the balloon race every morning. Sitting there with a huge cigar, he told us no-one is allowed to smoke in the Ranch. His sense of humour never failed. At the end of the week, he said that 3 good things had happened to him: he had enjoyed the week, he had enjoyed our company, and his granddaughter (Paris) had gotten out of jail!

We gathered he was not too pleased with her!

The first day began with the inevitable paperwork. Two men from the FAA were there to issue all the overseas visitors their USA PPL (gliding) based on paperwork submitted two months previously. We all had to have check rides. By the end of the first of our precious 6 days of flying, some of us had had a check ride and flown a single seater, some had just their check ride, and some were still waiting to fly. There were just two instructors to get through upwards of 20 check rides.

The line up of gliders included 4 Duo Discus, a Ventus2a, an ASW 28, an ASW 27, a Discus, an LS6, and several others. Gerrit flew 5 days in Duo Discus, twice with me, and one day in the ASW28. The two American winners had brought their own gliders, and I flew one of these, an ASW27, on two days while its owner flew one day with Gerrit in a Duo, and one day with Bruno Gantenbrink in his ETA. I also flew the Ventus on two days.

The weather was not at its best, often blue and windy, some wave, and getting up to 18,000 ft amsl at times. The airfield is at 5000ft. We flew between 250 and 450km each day. We have flown in that area on previous occasions, and we knew what we were about, but for newcomers flying in these difficult conditions it might have been intimidating. These top pilots were undaunted and did some good flights. On two days we flew along the White Mountains and into the Owens Valley. There was only one outlanding in the whole week, a Duo in an irrigated paddock along the river.

There were two astronauts among the guests. Bill Anders flew around the Moon and back on Apollo 8. Ulf Merbold has been up twice in the Space Shuttle, and has been also been up in a MIR spacecraft, which makes him a Cosmonaut as well. He flew Barron's ASW20 all week. Steve Fossett flew in in his Citation 10. Chuck Yeager gave

his talk about breaking the Sound Barrier for the first time.



In the mornings, we flew in the balloon race with Barron, or the Beach Staggerwing or the Stearman. We went fishing, skeet shooting, played tennis, swam, used the Gym, or went quad bike riding round the ranch. Every evening we ate sumptuously, in good company, and had a drink or two in the bar. It was not just a gliding week, but a flying jamboree in extraordinary circumstances.

So, where do you come into the picture? We are over halfway through the current two-year contest period, which ends in March 2009. Complete a declared FAI triangle, and enter your flight on the OLC. You must also enter your Official Observer's details otherwise the flight will not be scored for the Barron Hilton Cup. Your flight claim must fully comply with the Sporting Code in all respects. You won't get away with having the wrong pilot's name or glider details in the declaration, for example.

You can keep an eye on the leading flights by clicking on the Barron Hilton tab on the OLC page, and the leading three flights in each region are listed. So who will win our region this year? Gerrit can't win again, that is one of the rules of the Barron Hilton Cup. I will be trying my best, but Allan Barnes has his sights firmly set on it, and he'll be hard to beat. Watch this space!
Pam Kurstjens.

Airworthiness Officer's report from Barry

Since taking over this role I have become far more aware of the team effort that goes into keeping our aircraft in the air. The voluntary assistance from many has seen minor and not so minor inspections and repairs to both Puches, the Jeans and the Grob in the last seven weeks. We all owe a big thanks to the input from Graham, Keith, Bob, Robert, John, Russell, Hookey and Shane in particular over this period, to those that helped with the rig/de-rig, and to many others over the longer term.

The puncture to the wing surface on QX and the 100 hourly are completed. QX is due a Form 2 inspection and service in December at which time the patch will be sanded back and beautified. QX is showing considerable wear in the elevator control linkage which will also be removed at the Form 2. In the meantime QX is limited to 80 knots as a precautionary measure. The Ventus is due a Form 2 in early November, Anyone who can spare some mid week time to help and learn through these annual services would be very gratefully welcomed.

The standard and safety of the aircraft depends very much on the people who fly and DI the aircraft. We depend on all members to handle with care, and report problems immediately they arise. Please be diligent with DI's - especially check dates and past minor and major entries and check tyre pressure (often neglected). Report all faults if not already in the DI book, write new faults in the book, and **ESPECIALLY** report any incidents that may have stressed the aircraft **before next flight**. Possibly stressed aircraft must be grounded until a qualified inspector has checked for

damage. A recent incident with KYT was reported, checked and found sound, but a more severe incident in IUR has not been reported and only detected at the Form 2. This could have been serious and has resulted in many surface compression cracks under the Starboard wing being marked. All DI inspectors should check these marks for any growth in the cracks.

I repeat - the safety of our aircraft depends on all of you reporting incidents or faults immediately. Report to the instructor and please phone or email me if serious (33156665(H), 0432 230350, bcdaniel@optusnet.com.au). I thank you all for your diligence and assistance with this.

Editorial:

DDSC success at Kingaroy Nationals!

Club Class:

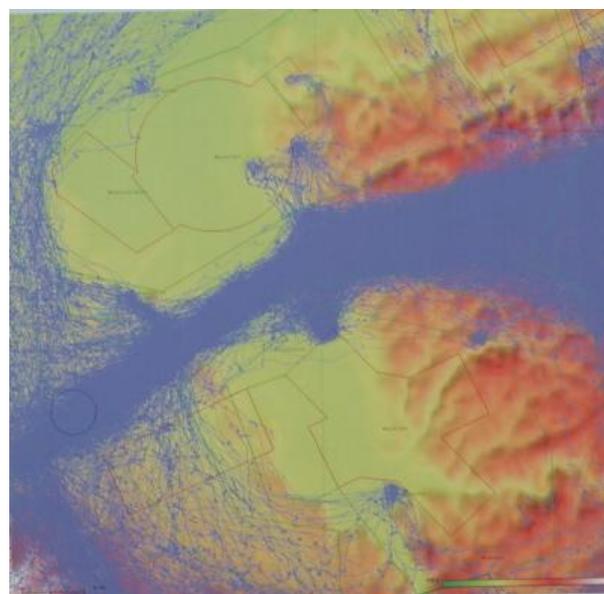
Allan Barnes – First

Mike Codling – Second

Jo Davis also had a day win.

Congratulations to all

Finally, a picture of Germany. What do you think the blue lines represent?



That's right glider flight logs (1yr) – spot the airspace!

Duty Pilot Roster:

Hi

Please find below the duty pilot roster for the next three months. I will repost it monthly. I hope I have taken into account all the requests that have reached me. Welcome to Ian Lesh and David Nash who joined the roster. Currently we have 18 volunteers. If any new members wish to join this select group, please let me know.

(Full Roster for Nov on last page)

Paul

David Nash	1/11/2008
Davis, Jo	2/11/2008
Holbrook, Dave	8/11/2008
Barnes, Allan	9/11/2008
Allen, Keith	15/11/2008
Ian Lesh	16/11/2008
Matuszczak, Libby	22/11/2008
Harris, Steve	23/11/2008
Flood, Robert	29/11/2008
Hennessy, Graham	30/11/2008

Leonid Motin	6/12/2008
Bart, Paul	7/12/2008
Anton Grishin	13/12/2008
Armstrong, Richard	14/12/2008
Bill Smith	20/12/2008
Sundell, Roly	21/12/2008
Valler, Greg, Michaela	27/12/2008
Hook, John	28/12/2008

David Nash	3/01/2009
Davis, Jo	4/01/2009
Holbrook, Dave	10/01/2009
Barnes, Allan	11/01/2009
Allen, Keith	17/01/2009
Ian Lesh	18/01/2009
Matuszczak, Libby	24/01/2009
Harris, Steve	25/01/2009
Flood, Robert	31/01/2009
Hennessy, Graham	1/02/2009

A couple of photos of interest culled off the net...

NZ.Photos



Three Blaniks do justice to the Taranaki wave. GNX piloted by Kevin Wisnewski GHT piloted by Grant Wisnewski & Berwyn Wisnewski GKN piloted by Clinton Steele & Nick Wisnewski. Photos, Clinton Steele, Norfolk Gliding Club.



More of the majesty of flying in the Lake Station - St Arnaud area at the top of the South Island. Photos by Brian Choate, Nelson Lakes Gliding Club.

November Roster in Full

Day	Instructors	Tug Pilots	Duty Pilots
Sat 1st	Peter Bell (L3) Chad Nowak	Pam Kurstjens Brad Anstey	David Nash
Sun 2nd	Denis Lambert (L2) Steve Harris (AE)	Gerrit Kurstjens	Jo Davis
Sat 8th	Jeremy Thompson (L2/Coach) Barry Daniel (L1)	Jeremy Thompson Volunteer Required	Dave Holbrook
Sun 9th	Jenny Thompson (L2) Paul Bart (AE)	Andrew Straume	Allan Barnes
Sat 15th	Mike Codling (Coach) Richard Hoskings (L2) Greg Valler (AE)	Brad Anstey Volunteer Required	Keith Allen
Sun 16th	Tony Cavanna (L2) Pearce Mitchell (L1)	Fran Ning	Ian Lesch
Sat 22nd	Ralph Henderson (L2/Coach) Chad Nowak (L1)	Gary McMahon Brad Anstey	Libby Matuszczak
Sun 23rd	Peter Bell (L3/Coach) Steve Harris (AE)	Gary McMahon	Steve Harris
Sat 29th	Jo Davis (Coach) Richard Hoskings (L2) Bob Flood (AE)	Des Baartz Volunteer Required	Bob Flood
Sun 30th	Denis Lambert (L2) Keith Allen (AE)	Brad Anstey	Graham Hennessy