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Chaotic

Darling Downs Soaring Club Newsletter April/May 2009

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CFI's report

I would like to dedicate this months report to safety, something that is vitally important to all of us and something that we are all responsible for.

Over the last few months we have had a number of incidents and I want to communicate to all club members what we can learn to do better. So please take a few minutes to read and understand what is written below and if there is anything you are unsure of please talk to one of our instructors.

Checking canopy closed and locked before take off

Checking the canopy is closed and locked before take off is a standard part of the pre-take-off check. Check that the canopy is down properly and that the locking lever is in the locked position. The canopy can then be checked by lifting gently up on the frame or the handle, never push on the Perspex or lift on the clear vision panel. If the glider has two canopies, like the Grob, make sure that both are closed, locked and checked.

Ballast

Checking ballast is another part of the pre-take-off check. Check the placards and be sure that you are going to be

flying the aircraft within its placarded limits. If flying a two seater, these limits will change depending on whether the glider is being flown dual or solo and will depend on the weight of the other pilot.

Harness

During the DI, check that the harness is secure and that there is sufficient strap clear of any buckle to be safe, i.e. 75 cm. When loosening the straps prior to getting into the cockpit, check that the straps are adequately secured.

Frayed cable release

A recent case of a frayed release cable highlighted the importance of checking cables for fraying and of carefully checking over any minor defects that have been recorded on previous DIs.

The above reminders are all of things that can easily be checked on the ground before take off. Please do not do checks automatically, each item is there for a reason, your safety, take adequate time to do the check properly.

The most critical incidents in recent times have been near misses between tug-glider combinations and other gliders in the circuit area.

The training panel have made the following recommendations to help prevent further occurrences.

All pilots should:

- be aware the circuit area is a high traffic area that requires vigilance and flying predictable patterns
- maintain an effective listening watch and ensure that appropriate and timely radio broadcasts are made
- make radio calls at the correct location in the circuit
- check their flarm and radio to ensure correct operation
- fly by the principle, “see and be seen”, and continue to monitor identified aircraft
- join the circuit in a correct, safe and predictable way avoiding the tug towing patterns.

Tug pilots should also:

- nominate the days towing pattern at the morning briefing, thus generating an awareness of tug operations amongst glider pilots
- maintain runway heading on the climb out until 1,000 ft agl to avoid the circuit area as much as is practicable
- operate the tugs in a predictable way.

As I said above, safety is everyone’s responsibility.

Ralph

BULK FLYING SCHEME.

A reminder about this for those who don’t know. For one payment of 1200 dollars you can fly all the club single seaters all year and just pay for the tows. Excluded are privately owned gliders like the Mosquito and Duo Discus and the two seaters.

To join, ensure your balance goes above 1200 dollars credit in your gliding account. Probably a good idea to put a suffix of ‘Bulksch’ after your name when transferring the money, (that’s what I did). Also notify the treasure you are joining the scheme.

Dave Holbrook (Editor).

Cross Country Mentoring.

Chad Nowak.

Hi, as you most likely know the training panel has set up mentors to help monitor the progress of pilots and help guide them along the way. I am looking after the stage 3 group of pilots.

Stage 3 covers "C" certificate (start of cross country) up to around State Comps flying level.

At this stage you are most likely to get advice from coaches more so now than instructors and my aim is to help in finding out who and what is most benefitted with coaching and pass this onto the coaches. That said I am more than happy to help with any questions/problems etc. you have so please ask if you have any needs.

In the next month or two I hope to be bringing out a CD which will be given to a

pilot when they reach their cross country rating. I will also make sure all pilots who are at or above this level will get a copy as well. The CD covers hopefully all the basic questions an early cross country pilot may have as well as including articles about flying in comps and some coaching documents.

For those of you who fly them I have been working on improving the club gliders for general use and in particular cross country flying. The glider trailers are getting a bit more up to scratch with regard to retrieves. I have installed water ballast filling systems for all the club gliders that carry it, with the help of Andrew Huggins have made water ballast placards for the gliders and have made ballast filling instructions for them as well. I have made Pilot handling Guides for all the club gliders which include general information. De-rig manuals are slowly getting there as well. Glider accessories like tow out gear and canopy covers have been addressed and I am talking with the committee about a possible instrument update in the cross country gliders. All this I hope to have finalised before the start of the next soaring season.

It is very hard for me to keep track of each pilots progress in the group as I don't get to see or talk to all of you all of the time so I have sent a word document via email which will help keep me up to date.

I would appreciate if you could fill out the form and send it back to me when possible. This may become a 12 monthly thing to help me keep track and help me to inform the coaches if they are needed.

Thanks again and enjoy your cross country,

Chad Nowak

Shear Wave Fun.

Chad Nowak

Since this soaring season hasn't been putting on the usual "BIG" cross country days I've been focusing on perfecting using shear wave since a 750 wasn't on the cards. I've always heard from people like John Moore and Peter Bell that there is more shear wave around than we give credit to.

In the past couple of years I've only found shear wave a small number of times but since concentrating on it lately I've managed to get above cloud base around 5 times so far this season. I must give thanks to John Moore who de-briefed a couple of my flights on SeeYou and answered my dumb questions that I had. Anyway, about saturday.

I took out GH with the intention of taking Ian Lesch in MV for a lead and follow on his first solo cross country. The day was windy and not looking good for an inexperienced pilot so I punched upwind with Ian trying to keep a comfortable altitude for Ian and hoping for Dalby return at best. As some of the clouds started to form they were showing signs of wave so I diverted 90 deg off track to a cloud line that looked like it may have some wave to use. After getting to cloud base at 8000ft Ian and I punched upwind and I told him what to do on the radio if we found wave. DID WE EVER!!!! Just upwind of the cloud we got a steady 5knt smooth climb and proceeded to ridge run up the side of the cloud in loose formation. At 11,00ft we left the top of the cloud and I got to 12,500ft with Ian topping out at around 11,500ft. What a sight.... It's got to be the most impressive sight in gliding I've seen so far.

We then punched upwind again as all the clouds were looking promising and you guessed it, up we went again. Although it doesn't show it on SeeYou there was a 34knt head wind so our progress was slow. After about 1 and a half hours and about five climbs Ian had enough and went back to the airfield with a huge smile on his face. Not bad for a first cross country attempt.

With my duckling gone I could go out and really explore my new play yard. I headed in a general into wind direction just following the good clouds and getting to them from above for a change. Did I mention it was all in super smooth air.....

I ended up heading towards Tara and just getting over the edge of the scrub south of Dalby. I had plenty of height in reserve but was going to run out of daylight so decided after a total time of 2 and a half hours of flight time above cloud to head home. With a now strong tail wind I made excellent time and after landing I just sat in the cockpit on the ground re-living what I had experienced. What a ride..... I hope you enjoyed yourself too Ian.



A busy day mowing on the downs...
Photo by Libby.

Due to technical difficulties I lost Libby's photos of women's week. So they will be in a later edition now. (Editor)

Day	Instructors	Tug Pilots	Duty Pilots
Sat 2nd	Jenny Thompson (L2) Alain Potier (L1)	Jeremy Thompson Gary McMahon	Greg Valler Michaela Valler
Sun 3rd	Jeremy Thompson (L2/Coach) Greg Valler (AE)	Charlie Moses	John Hook
Mon 4th		Brad Anstey	
Sat 9th	Andrew Huggins (L3) Keith Allen (AE)	Gary McMahon	David Nash
Sun 10th	Jo Davis (Coach) Richard Hoskings (L2) Barry Daniel (L1)	Des Baartz	Paul Clark
Sat 16th	Ralph Henderson (L2/Coach) Bob Flood (AE)	Andrew Straume Lex McQueen	Dave Holbrook
Sun 17th	Peter Bell (L3/Coach) Pearce Mitchell (L1)	Scott Merrick	Allan Barnes
Sat 23rd	Mike Codling (Coach) Charlie Downes (L2) Chad Nowak (L1)	Gerrit Kurstjens Brad Anstey	Keith Allen
Sun 24th	Denis Lambert (L2) Paul Bart (AE)	Andrew Straume	Ian Lesch
Sat 30th	Jeremy Thompson (L2/Coach) Greg Valler (AE)	Lex McQueen Des Cramer	Libby Matuszczak
Sun 31st	Jenny Thompson (L2) Barry Daniel (L1)	Pam Kurstjens	Steve Harris