



(The mini comp on 7<sup>th</sup> June.)

Web Site [www.ddsc.org.au](http://www.ddsc.org.au) OR [www.gogliding.org.au](http://www.gogliding.org.au)

# Chaotic

## Darling Downs Soaring Club Newsletter April/May 2009

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### It's a team effort

Just a reminder that the gliding club operates as a team effort. I won't list names – but quite a few people have put in a lot of work over the last weeks to enable everyone (else) to go flying.

Even those of us that don't have special talents for making things or fixing things can help; by assisting with getting gear out and putting it back. Oh, and we seem to be missing a parachute. Could it be in the back of someone's car?

Some new stuff in the briefing room this month; comprehensive new manuals for each club glider. Chad Nowak has put together these, and they are not just reproduction of manufacturer manuals. There is a lot of relevant information for everyone that flies a club glider, including notes on water ballast and tow out equipment for example. Please ensure you read the manual for the gliders you fly when you are next at the club. Chad explains a bit more about the manuals later in this issue...

The Training Panel has decided that this month's safety theme will be airworthiness.

A quote from the BGA "Glider Accidents in 2008" summary is particularly relevant:

***Accidents caused by gliders that have not been properly prepared for flight are wholly avoidable.***

What do you need to do in your club to ensure that no future accident results from incomplete rigging or an unlocked canopy?

For most of us, our main interest in airworthiness is when we DI a glider.

There are some parts of the DI which most of us could improve on, in particular checking the bits of the glider that come into contact with the ground, i.e. wheels, skids, wing tips and under the belly.

Please pay particular attention to these areas, this means actually getting down and having a look under the glider when we are DI ing it.

Another important part of airworthiness is getting the weight and balance correct within placarded limits.

Please become familiar with the limits of the gliders you fly and ensure that they are ballasted correctly.

There have been recent changes to the maximum pilot weights for two of our club gliders.

The maximum pilot weight for the Ventus GH is now **92 kg**.

The maximum total pilot weight for the Grob IUR is now **168 kg**.

These limits, which include the weight of the parachute, will be challenging for some club members.

The other area of airworthiness we want to stress is use of the green DI book.

This book is for recording minor and major faults – please use them accordingly.

Even if a suspected defect is checked and cleared by a form 2 inspector, still write it in the book.

There is then a record for the future and if the same fault occurs again, the pilot knows the history.

We have too many pilots flying our club gliders to rely on word of mouth, the chat line, or osmosis for transferring information.

The green books are there for a purpose, please use them.

Instructors will be emphasising and discussing these points at briefing over the next month.

Ralph

### **Dates for your diary.**

Christmas in July: Saturday 11<sup>th</sup> July at DDSC. Libby and Irene catering, \$25 a head. 3-course dinner, RSVP 30<sup>th</sup> June to [libbymat@westnet.com.au](mailto:libbymat@westnet.com.au)

AGM: Saturday 5<sup>th</sup> September at DDSC 2009. Outside Catering.

Queensland State Championships 26<sup>th</sup> Sept to 3<sup>rd</sup> October 2009 at DDSC.

Christmas Dinner: Saturday 5<sup>th</sup> December 2009 at DDSC. Outside catering.

### **Raffle Winners.**

The winner of the 737 flight was Geoff Easton the gent in the middle. The other two are Alan Butler and Keith Canning. Hookey sold the ticket and they are mates of his from his motorcycling life. True gentlemen and a great time was had by all.



## Glider Handling Notes: Chad Nowak.

For a while now, as an instructor I have felt that the information given to a pilot converting to a new club glider type has been somewhat lacking. For nearly all the club gliders an old flight manual translated from another language was all that was given apart from a briefing from an instructor that may not be totally current on the type. Unfamiliar instruments, some without a user manual added to the stress.

For the last 5 or so months I have been working on a folder for each club glider type which gives all the information needed to be familiar with all aspects of the glider. I have finally got each folder to a state that they can begin to be used by the membership.

Each folder contains the following:

### Pilot Handling Guide

This is similar to the handling guide made for the Jeans but contains a lot more general information like ground handling and storage, DI particulars about the type, special notes on items such as trailing edge airbrakes or flaps as well as flying notes.

### Instrument Guides

Instead of simply taking extracts from the user manual I have written guides (with pictures) that are easy to understand about all of the different instruments. (L-NAV in the Ventus is the only exception which has an extract from the manual)

### Water Ballast Filling

All the gliders that carry water have got a picture guide on how to fill them with water.

### De-rigging

At the moment only the LS7 has one but the plan is to have a De-rigging manual with pictures for all the cross country gliders (GMV, XOW, GGH).

### Flight Manual

A relevant copy of the gliders flight manual has been included.

I have gone through the area in the briefing room where the flight manuals are kept and updated it. The new flight folders are there now and ***must not be taken away from the briefing room***. This will now become what is required by the pilot to read before they are converted to a

new type.

All of this information will be available on the club website shortly also.

## 3<sup>Rd</sup> Generation DDSC members!



Left is Taylor Wetherspoon, grand-daughter of Jim Wetherspoon, and daughter of Peter Wetherspoon.

Right is Chloe Mercer, grand-daughter of Keith Mercer, and daughter of John Mercer. (Both girls are 15 years old, and are the third generation of their family to be DDSC members.)

Welcome to the club to the both of you!

### CANOPY COVERS – a reminder.

Canopy covers are there to keep the cockpit cool for the benefit of the pilots, but more importantly to keep the instruments cool.

We are currently upgrading radios and vario / nav systems, and these sensitive electronics are not designed to be roasted in super heated cockpits. PLEASE put canopy covers onto gliders when parked even if only for short periods of time.

On the downside, canopy covers put onto a dusty canopy can cause scratches, so it is essential to keep canopy covers clean, don't let them get dirty or dusty, take care to keep them off the ground when handling them. If you roll them back on themselves, one person can put them on and off easily, even in wind. At the end of the day WASH the canopies before putting the canopy covers on.



Rinse the canopy covers and hang them up to dry if they are getting dirty.

## MiniComp notes: Allan Barnes

This is just a note to thank all those that took part in the mini-comp over the weekend.

About a dozen hardy souls launched on Saturday for the task DDSC-Pittsworth-Warra-DDSC, in relatively weak, low, blue and breezy conditions, with only Jo and Jenny making it all the way round.

Mike Codling salvaged some honour for the boys by making it back to within 10km of the club, while to my knowledge no-one else managed to make the second turnpoint. No doubt Jo felt personally obliged to prove that the task was in fact possible, since she had formulated it in the first place! On handicap, Jo narrowly beat Jenny and scored the wine.

On Sunday, it was evident that Jo's efforts had exhausted her, and Jenny was considerate enough to not risk humiliating the boys for a second day.

This reticence was reflected across most of the other competitors, with only brave Dave (Nash) venturing to challenge Mike and me. The task was an assigned area distance task (rarely flown in Australia) of DDSC - Bunya Towers - Brigalow - each with 20km circles. It was a better day than the Saturday, and both Mike and me managed to complete the task, albeit with a few low saves and a marginal final glide. So the second bottle of wine was retained for another day's challenge.

Thanks to Helen and Ralph for organising the comp, and to our crew - Captain Charlie Downes, Graham Hennessy, and Keith Allen, who put a great effort into making the weekend as realistic a competition as it could be.

Hopefully another mini-comp may be on the cards before we depart in mid-July for the wintry European summer.

(The front page Chaotic logo, this month, shows the mini comp ready to go on Saturday. Ed)

## Pre Toaster Checks now required...



Toasted mice do NOT smell nice – thanks to Allan we now know that. (Dave).

A picture says a thousand words, and I believe in this case some of those words could not be reproduced here...



Chad is now a *onetime farm machinery enthusiast* [9,3]. (Extractor Fan).

## Safety in the DDSC local traffic area

### *The problem*

An increase in the number of reported near misses in the DDSC local traffic area, defined as the area within a 5 km radius of the field and up to 3,000 ft agl. This is a wider and higher area than the circuit area.

We have had 6 near misses in the DDSC traffic area in the last two years. Five of these involved a glider and tug combination and the sixth a power aircraft. Three of the six involved a two-seater glider. One was during a

competition the other five were during normal weekend club operations. The separation has been less than 100 feet.

#### *The risk*

Managing risk consists of two parts, likelihood and consequence. The consequence of a mid air is catastrophic and is almost beyond our control, therefore the most important way to improve safety is to reduce the likelihood.

#### *Possible reasons*

- The circuit area is a concentrated traffic area with a high level of risk of a mid air collision due to aircraft on different tracks and rising and descending in the same area.
- Vertical closing speeds can be as much as 1000 feet per minute.
- High levels of activity with two tugs and over 20 gliders operating on busy days plus occasional other power traffic.
- A traditional view that because we fly gliders we can't have the same level of rigor in our circuit procedures as power aircraft.
- The adoption of flarm has led some pilots to think that flarm is more important than good lookout.
- Lookout by club pilots needs to be improved.
- On busy days our club operations are busier and more complex than many gliding competitions or power aircraft operations.

#### *Need for change*

A mid air collision will almost certainly prove to be fatal for a tow pilot or pilot of a power aircraft, and quite possibly for the glider pilots as well.

We have flarms, but this is no substitute for good lookout and following standard procedures.

Half the near misses at DDSC have occurred in the area where the glider joins the circuit.

We have to have procedures which are good enough to keep us safe on the busiest days and we need to use these same procedures on slow days, and not change procedures between busy days and quiet days.

#### *Sources of possible solutions*

### **1 Power circuit procedures**

We have been flying aeroplanes for over 100 years, during this time we have developed standard power circuit procedures.

In GA and RAAus training, a training aircraft takes off, departs the circuit area and flies to the training area, where training exercises are performed. At the conclusion of training, the training aircraft re-enters the circuit area and lands.

### **2 Competitions**

At a competition we successfully launch and land a large number of gliders in a short space of time. Again, we can learn from the standard procedures adopted.

However our club operations are more complex. In a competition, gliders are launched, climb away, leave the circuit area, and then return at the end of the day. The airfield is generally only used for one purpose at a time.

### **Proposed changes**

The aim of the changes is to reduce the likelihood of a mid air in the DDSC local traffic area.

Nothing in these changes reduces the need for good lookout and high standards of airmanship, both of which should be at the highest possible level when flying within the DDSC local traffic area.

Five ways to reduce the likelihood of a mid air in the DDSC local traffic area have been identified:

- 1. Ensure all aircraft and instruments are fully serviceable**
- 2. Minimise the traffic**
- 3. Standardise the traffic flows**
- 4. Increase awareness and accept responsibility**
- 5. Increase skill levels through training and checking**

### **1     *Aircraft***

Ensure all glider and tug radios and flarms are operating effectively before takeoff. Check that the pilot of each aircraft knows how to operate the radio and flarm. If a glider radio is unserviceable carry a handheld radio.

Parachutes should be worn by all glider pilots and if weight limits cannot be complied with, the pilot should not launch.

### **2     *Minimise the traffic***

The DDSC local traffic area has to be used for taking off, departing, entering, flying a circuit and landing and for some training. Wherever possible, other flying activities should be undertaken outside the local traffic area. Aircraft which are not involved in the above activities should depart the local traffic area as soon as possible and only re-enter the local traffic area to undertake the above activities, which should be done as safely and expeditiously as possible.

In simple terms, the local traffic area is not a playground. It is a high traffic area and therefore an area of higher risk.

Manoeuvring in the traffic area should be predictable and in the circuit area should be minimised. Aircraft entering the live side of the circuit area should fly a normal circuit and land without undue delay. Other manoeuvres, including circling and losing height, should be done before entering the live side of the circuit area.

Gliders should exit the circuit area as soon as possible after releasing, either vertically or horizontally or both.

### **3     *Standardise the traffic flows***

Standard traffic patterns should be flown whenever possible, but varied when good airmanship dictates otherwise. Poor planning, poor airmanship and poor attitude are not valid reasons for ignoring standard procedures.

#### ***Task setting***

As we do at competitions, when pilots are setting the task for the day, they should consider the options for joining the circuit on return to DDSC. Where possible, they should set the last leg so as not to cross the expected tow pattern.

Remote start points away from the tow pattern should be used, rather than have aircraft overflying the airfield.

The use of remote finish points, marshalling points or a large diameter finish circle should be considered to clearly separate finishing from circuit flying.

#### ***Launching***

As we do at competitions, we should designate a tow out pattern and drop zone for each day's operations. In establishing this pattern, daily factors such as wind strength and direction, sun angles and likely weather conditions should be considered.

Before take off, each pilot should visualise the tow path and drop zone and consider their release options.

The tug should tow straight out to 1000' or until well clear of the circuit joining area and then turn left as per power circuit procedures. This should be at a height above the downwind leg of the glider circuit.

Pilots releasing low in the tow out area assume responsibility for maintaining separation from launching aircraft and should move away from the tow out pattern when another tow begins.

Pilots who wish to release early in good lift need to consider the safety of others and the increased risk posed by circling in the tow out area. Safety should be the primary consideration in releasing early.

Glider tug combinations have right of way and are far less manoeuvrable than a glider which should move clear of the combination's expected flight path.

Self-launching sail planes should follow a similar launch path before turning right to stay clear of the tow pattern. During the engine shut down procedure, pilots should ensure they maintain adequate lookout and should shut down clear of other aircraft. Other pilots should be aware of the reduced lookout of self-launching pilots during this procedure and maintain adequate separation.

## ***Landing***

### *All aircraft*

All tug and glider circuits will be left hand unless operational circumstances require otherwise.

Pilots should plan their circuits to reduce risk and maximise safety regardless of the loss of personal convenience.

Other circuit patterns, such as straight in and joining on base, are non standard procedures and it is the duty of the pilot to ensure adequate separation from other traffic and clearly broadcast their intentions.

Pilots flying a right circuit must ensure the intended flight path is clear and clearly broadcast their intentions.

Low level finish ratings and privileges are be temporarily suspended for three months while these new procedures are implemented. This will enable experienced pilots to set an example and less experienced pilots will be able to see that these changes apply to everyone. It will also remove one distraction from the circuit area.

### *Tugs and other power traffic*

After release, the tug does a wide downwind and base outside the glider circuit.

### *Gliders*

Gliders will be expected to fly cross wind across the threshold of the non-active runway, then downwind, base and finals in standard positions and heights. Any variations from the standard procedure increase risks for others and should be minimised. Pilots flying a high downwind must realise they are at greater risk by doing so.

The glider pilot's downwind call is to be made abeam the threshold of the non active runway, and include a comment on any changes to standard procedure, i.e.

- Mid or late downwind
- High or low downwind
- Wide or close in downwind

Gliders returning from cross country flights approach the circuit area on the

non-traffic side and join crosswind. This keeps them clear of the tug launching and circuit areas.

If low, alternatives are joining on base or finals.

#### **4 Awareness and responsibility**

All pilots flying at DDSC should be briefed on the problems we have recently had and of the consequences of these incidents being repeated.

All pilots need to accept responsibility for each other when operating at DDSC. We can no longer afford to jeopardise safety in the interests of the personal preferences of individual pilots. Pilots who are unable or unwilling to follow standard procedures must accept that they are making the sky unsafe for others, regardless of how safe they may think they are personally.

All pilots should be aware that radios are to be used to advise each other of any potential conflict.

#### **5 Skill**

In the circuit area pilots should be highly alert, lookout should be at its best, standard procedures should be followed, standard radio calls should be given, and the standard circuit pattern should be flown.

Pilots should be trained in effective lookout procedures. When flying in the local traffic area, pilots should know where the tugs are.

Pilots who are unable or unwilling to follow standard procedures will be offered checking and retraining opportunities.

#### **Communication**

The new procedures to be notified on chat, in Chaotic, by a notice on the operations noticeboard, copies available

in the briefing room, at morning briefings and pre-flight briefings for training and check flights.

### **Implementation**

#### **Aircraft**

##### *Gliders*

Check radios and flarms as part of the DI, especially 2-seaters.

##### *Tugs*

Check radios and flarms.

#### **Standardise the traffic flows**

There are now only two basic tow patterns, one for each runway. Variations may be required on some days. These will be determined by the duty instructor in consultation with the tow pilot.

#### **Training**

All pilots to be made aware of the new procedures and this to be reinforced at daily briefings.

Training and checking to ensure a high standard of compliance with the procedures, effective lookout, correct use of instruments and awareness of available options.

The importance of lookout, accurate circuit procedures and correct radio calls to be emphasised, especially for new and low hour pilots.

Tug pilots to attend morning briefings whenever possible.

#### **Who needs to do what?**

##### *Tug pilots*

Attend morning briefing whenever possible to get a good understanding of the day's operation, to hear any safety and operational requirements for the day and contribute to the briefing as required.



When launching follow the established procedure:

- Tug should tow straight out to 1000' or until clear of the circuit joining area and then turn left. This should be at a height above the circuit area.
- Maintain good look out particularly of the intended flight path, i.e. look up as well as out and look down when descending.
- After the glider releases, descend as normal and fly a wide circuit outside the glider circuit.

### ***Glider pilots***

#### ***Launching***

Note the registration of the tug towing you before takeoff and envisage possible release options.

Give rope gone calls beginning with the tug registration, even when we are only using one tug, i.e. practice the procedures that apply on busy days, even on quiet days.

If you see another aircraft that may pose a risk to the glider tug combination radio the tug pilot immediately.

If there is no response and the risk remains, release immediately.

The consequences of a misjudged out landing are significantly less than the consequences of a mid air.

Only release in the tow out area when it is safe to do so for all pilots, not just when it is personally convenient. If releasing early, clear the tow out path if another launch begins before you are clear of the area.

Depart the tow out path and drop zone as soon as possible.

#### ***Training***

Conduct training exercises clear of the tow out path and drop zone. Spend as little time as possible in the circuit area.

#### ***Landing***

When planning a circuit, minimise the time to be spent in the circuit area, descend before joining the circuit.

Give a downwind call in the correct position and notify of any variation from a standard circuit.

Fly the circuit accurately and with a high standard of lookout.

Only vary from the standard procedure when it is necessary, not just convenient.

Flights which require circuit variations for training purposes should be done during times of little traffic, early or late in the day or in the middle of the day when most of the single seater fleet is cross country.

#### ***Duty instructors***

Notify tow out path and drop zone at briefing. Consult the tug pilot as necessary. Ensure that all pilots flying that day are aware of the new procedures and the reasons for them.

Adopt a no exceptions/no excuses policy toward all pilots regarding the new procedures.

#### ***Experienced pilots***

Set an example for all club members.

Follow competition like start and finish procedures, which have evolved over time to minimise conflicts in the circuit area.

Fly a standard circuit.

Temporarily refrain from low level finishes with a minimum height in the circuit area of 500 feet unless descending on circuit.

Remember the fun is out there on task, not in the first 5 and last 5 minutes of the flight while in the high risk local traffic area.

*Everyone*

Maintain high levels of airmanship and lookout in the local traffic area.

Remember that we all share responsibility for the safety of all our fellow pilots

Don't allow personal convenience to increase the risk for others.

**Ralph Henderson**

**CFI**

**DDSC**

**4 June 2009**

The standard circuits are indicated visually on the next page.

**Grand Central** – Pam Kurstjens.

Many thanks to everyone who helped run another very successful promotional event at Grand Central Shopping Mall in Toowoomba.

We sold 16 TIFs, and answered many enquiries from the public and several power pilots, some of whom have already visited the club, taken their flights, or booked training. We have a new member already as well.

Thanks especially to Chad who ran Condor on his laptop and got some of the kids to try the flight simulator, and also ran gliding videos on a big TV screen.

The overall presentation of our stand was very professional and smart, with the Ventus gleaming under the lights.

The most frequently asked question: how did we get it in there?

### July 2009

Day	Instructors	Tug Pilots	Duty Pilots
Sat 4th	Jo Davis(Coach) Richard Hoskings(L2) Chad Nowak (L1)	TBA	Libby Mutuszcak
Sun 5th	Denis Lambert (L2) Greg Valler (AE)	TBA	John Hook
Sat 11th	Andrew Huggins (L3) Alain Potier (L1)	TBA	Greg Valler Micheala Valler
Sun 12th	Charlie Downes (L2) Pearce Mitchell (L1)	TBA	Leonid Motin
Sat 18th	Ralph Henderson (L2/Coach) Barry Daniel (L1)	TBA	David Nash
Sun 19th	Denis Lambert (L2) Bob Flood (AE)	TBA	Paul Clark
Sat 25th	Jo Davis (Coach) Richard Hoskings (L2) Paul Bart (AE)	TBA	Ian Lesch
Sun 26th	Peter Bell (L3) Chad Nowak (L1)	TBA	Steve Harris

### Flarm Book: Pam Kurstjens

Currently, the Flarms for the LS7 and MLR are away for repair, and two of my/Gerrit's personal Flarms are being used temporarily.

I'd appreciate good record keeping while I'm overseas through July. (I'm sitting in Singapore Airport on a 7 hour wait for my connecting flight to Heathrow...)

Use the new Book in the Colibri/Flarm draw to record any activity related to flarms (swaps, etc).

Flarm SN 192 came from the LS7.  
Flarm SN 181 came from MLR.

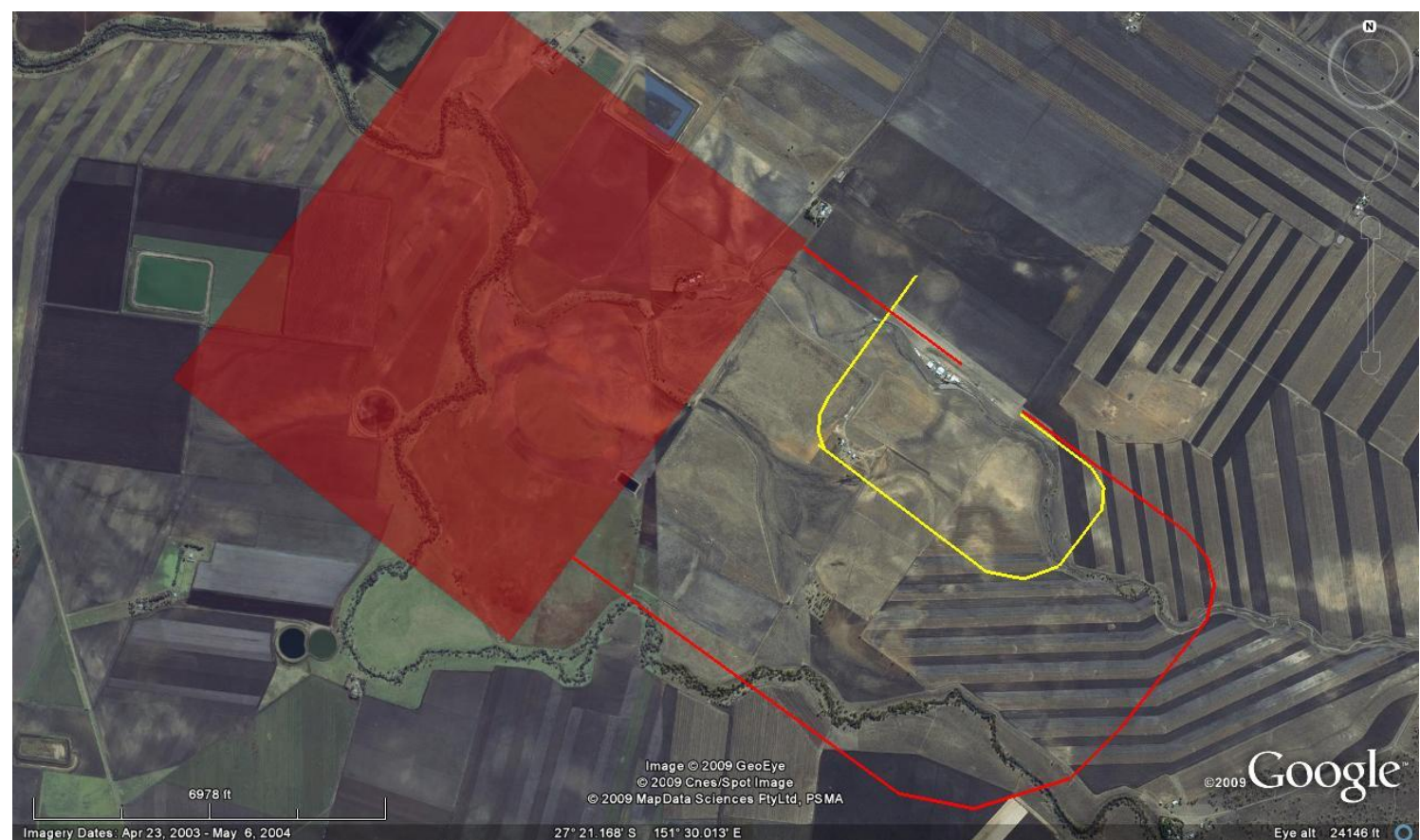
When they get returned to the club, I would like an update on their performance. Both are on their second visit to the technician in just a few months.



Chad has put together these google map overlays to indicate the circuit pattern and drop off area.



Rw 12



Rw 30



# Segelflugrekorde

Seit 1. Januar 1997 unterscheidet die FAI nicht mehr nach der Anzahl der Sitze oder ob der Rekord mit einem Segelflugzeug ohne oder mit Motor zum Eigenstart oder als Heimkehrhilfe (Motorsegler) erfolgt wurde. Jetzt gibt das Leistungspotential des Segelflugzeugs bzw. Motorseglers die Einteilung vor:

DO Offene Klasse, unbegrenzte Spannweite  
D15 Spannweite höchstens 15m  
DW Weltklasse: nur Segelflugzeuge vom Typ PW-5  
DU Ultraleichte Gleit- und Segelflugzeuge

Dabei würde ein Weltrekord in der Weltklasse beispielsweise, wenn er die bisherige Bestleistung in der 15m oder offenen Klasse übertrifft, in beiden oder allen drei Klassen anerkannt und registriert werden.



Warm eingepackt und mit Sauerstoffversorgung im Wellenflug entlang der Anden, Copilotin Gitti Albrecht  
Bildquelle: Gitti Albrecht

Die FAI führt die Weltrekorde in diesen vier Kategorien doppelt, einmal die absolut beste Leistung, gleich wer sie erfolgen hat, und einmal getrennt nur für Frauen.  
Darüber hinaus ist der 1987 von Joachim Kuettner gestiftete OSTIV-Dr.-Joachim-Kuettner-2000 km-Prize and-Trophy für den ersten Flug über mehr als 2000 km in gerader Linie, also geografisch gemessen zwischen Startpunkt und Landung, besonders wertvoll. Ihn hat der Deutsche Klaus Ohlmann mit einem Flug in Argentinien entlang der Anden am 23. November 2003 von Calafate nach San Juan mit 2123 km errungen. Joachim Kuettner, weltweit anerkannter und führender deutsch-amerikanischer Atmosphären-Physiker und Meteorologe vom UCAR der Universität in Boulder, Colorado/USA, hatte ihn zur Förderung des Langstreckensegelflugs in Wellensystemen gestiftet und schließlich 16 Jahre warten müssen, bis sein Preis endlich gewonnen werden konnte.

For those who aren't aware, hang gliding and gliding originated in Germany. One place in particular is the birth of free flying. Wasserkoope, a hillside where all types of flying still take place, is where Otto Lillenthal first flew. On the top of the hill is also a museum of gliding, which we have featured photos from in earlier Chaotics. On one of the walls is a chart about world records. Can you see whose name appears quite a few times? Another reminder of the vast talent and experience that exists in this club...

In diesen 4 Gruppen gibt es jeweils 22 Kategorien:

Für die offene Klasse sind anerkannt mit dem Stand vom 31. Januar 2006:

Absolute Höhe	14 938 m	Robert R. Harris (USA)	17.02.1986	USA	Astir
Höhengewinn	12 894 m	Paul F. Bikle (USA)	25.02.1961	USA	SGS 1-23 E
Freie Flugstrecke über einen Dreieckskurs	1 508,42 km	Steve Fossett (USA)	13.12.2003	ARG	ASH 25Mi
Freie Flugstrecke	2 192,9 km	Terry R. Delore (NZ)	04.12.2004	ARG	ASH 25Mi
Freie Flugstrecke Hin- und Rückflug	2 247,6 km	Klaus Ohlmann (D)	02.12.2003	ARG	Nimbus 4DM
Freie Flugstrecke über 3 Wendepunkte	3 009 km	Klaus Ohlmann (D)	21.01.2003	ARG	Nimbus 4DM
Zielflug (gerade Strecke)	2 123 km	Klaus Ohlmann (D)	23.11.2003	ARG	Nimbus 4DM
Zielstrecke über bis zu 3 Wendepunkte	2 079 km	Manfred Albrecht (D)	17.12.2004	ARG	ASH 25M
Ziel-Rückkehrstrecke	2 245,6 km	Klaus Ohlmann (D)	02.12.2003	ARG	Nimbus 4DM
Größte Strecke im Dreiecks-Zielflug	1 502,55 km	Steve Fossett (USA)	13.12.2003	ARG	ASH 25Mi
Geschwindigkeit (vorher bestimmte Ziel-Wendepunkte)					
über 100 km Dreiecksstrecke	249,09 km/h	Horacio Miranda (ARG)	01.12.2003	ARG	St. Jantar 2
über 300 km Dreiecksstrecke	223,09 km/h	Theo Roger Newfield (NZ)	05.01.2004	NZ	ASH 25M
über 500 km Dreiecksstrecke	187,13 km/h	Steve Fossett (USA)	15.11.2004	NZ	ASH 25
über 750 km Dreiecksstrecke	171,29 km/h	Steve Fossett (USA)	29.07.2003	USA	ASH 25Mi
über 1000 km Dreiecksstrecke	169,72 km/h	Helmut H. Fischer (D)	05.01.1995	SA	Ventus
über 1250 km Dreiecksstrecke	143,46 km/h	Hans Werner Grosse (D)	10.01.1987	AUS	ASH 25
über 1500 km Dreiecksstrecke	119,11 km/h	Steve Fossett (USA)	13.12.2003	ARG	ASH 25Mi
über 2000 km Dreiecksstrecke		am 31.1.2006 noch offen, keine Mindestleistung verlangt			
über 500 km Zielflugstrecke	247,49 km/h	James M. Payne (USA)	03.03.1999	USA	ASH 25
über 1000 km Zielflugstrecke	177,56 km/h	Jean-Marc Perrin (SUI)	17.12.2004	ARG	DG 400
über 1500 km Zielflugstrecke	177,3 km/h	Klaus Ohlmann (D)	11.12.2003	ARG	Nimbus 4DM
über 2000 km Zielflugstrecke	152,5 km/h	Klaus Ohlmann (D)	02.12.2003	ARG	Nimbus 4DM

In der getrennten Frauen-Wertung galten am 31. Januar 2006 in der Offenen Klasse:

Absolute Höhe	12 637 m	Sabrina Jackintell (USA)	14.02.1979	USA	Astir CS
Höhengewinn	10 212 m	Ivonne M. Loader (NZ)	12.01.1988	NZ	Nimbus 2F
Freie Flugstrecke über einen Dreieckskurs		noch kein Rekord anerkannt, Mindestleistung 1 037 km			
Freie Flugstrecke	1 078,2 km	Pamela Kurstjens-Hawkins (UK)	05.01.2003	AUS	Nimbus 4T
Freie Flugstrecke Hin- und Rückflug	1 042,55 km	Hana Zejdova (CZ)	25.12.1998	AUS	SZD-56 Diana
Freie Flugstrecke über 3 Wendepunkte	1 270,5 km	Reiko Morinaka (JPN)	21.01.2003	ARG	DG 400/17m
Zielflug (gerade Strecke)	965,3 km	Pamela Kurstjens-Hawkins (UK)	05.01.2003	AUS	Nimbus 4T
Zielstrecke über bis zu 3 Wendepunkte		noch kein Rekord anerkannt, Mindestleistung 1 044 km			
Ziel-Rückkehrstrecke	1 187 km	Reiko Morinaka (JPN)	30.12.2004	ARG	DG 400/17m
Größte Strecke im Dreiecks-Zielflug	1 036,56 km	Pamela Kurstjens-Hawkins (UK)	25.12.1998	AUS	Nimbus 4T
Geschwindigkeit (vorher bestimmte Ziel-Wendepunkte)					
über 100 km Dreiecksstrecke	159,06 km/h	Pamela Kurstjens-Hawkins (UK)	14.12.2002	AUS	Nimbus 4T
über 300 km Dreiecksstrecke	153,83 km/h	Pamela Kurstjens-Hawkins (UK)	03.01.2000	AUS	Nimbus 4T
über 500 km Dreiecksstrecke	151,37 km/h	Pamela Kurstjens-Hawkins (UK)	04.01.1999	AUS	Nimbus 4T
über 750 km Dreiecksstrecke	150,75 km/h	Pamela Kurstjens-Hawkins (UK)	26.07.2001	USA	Nimbus 4T
über 1000 km Dreiecksstrecke	126,09 km/h	Dr. Angelika Machinek (D)	05.01.1999	NAM	ASH 25E
über 1250 km Dreiecksstrecke		am 31.1.2006 noch offen, keine Mindestleistung verlangt			
über 1500 km Dreiecksstrecke		am 31.1.2006 noch offen, keine Mindestleistung verlangt			
über 2000 km Dreiecksstrecke		am 31.1.2006 noch offen, keine Mindestleistung verlangt			
über 500 km Zielflugstrecke	156,91 km/h	Pamela Kurstjens-Hawkins (UK)	20.07.2001	USA	Nimbus 4T
über 1000 km Zielflugstrecke	133,89 km/h	Pamela Kurstjens-Hawkins (UK)	07.01.2003	AUS	Nimbus 4T
über 1500 km Zielflugstrecke		am 31.1.2006 noch offen, keine Mindestleistung verlangt			
über 2000 km Zielflugstrecke		am 31.1.2006 noch offen, keine Mindestleistung verlangt			

Zu Anfang der 50er Jahre standen die Dauersegelflug-Weltrekorde auf mehr als 2 vollen Tagen. Damit wurde das Risiko, dass die Piloten aus Müdigkeit im Flug die Kontrolle

über sich und Segler verlieren, so groß, dass diese Kategorien gestrichen wurden. Zuletzt hatten sich in die Rekordlisten mit der größten Flugdauer eingetragen:

1-Sitzer Allgemein	55h52'12"	Ernst Jachtmann (D)	22.09.1942	D	Weihe
1-Sitzer Frauen	28h41'	Marcelle Choinet (FRA)	22.11.1951	FRA	CM 7
2-Sitzer Allgemein	57h10'	Bertrand Davuin (FRA)	06.04.1954	FRA	Kranich III
2-Sitzer Frauen	38h41'	Jacqueline Mahe (FRA)	12.01.1954	FRA	CM 7