



(The mini comp on 7th June.)

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

Chaotic

Darling Downs Soaring Club Newsletter July 2009

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Aussie teams abroad.

At the time of writing, there are two contingents of Australian teams abroad; Women's Worlds in Hungary and the Pre club class Worlds in Slovakia. And – all the players involved are from this part of Australia, most in fact from this Club!

At the Womens Worlds – Jenny Thompson, supported by Jeremy (Thompson) and Ziggy and Greg Schmidt. Results online at <http://www.flatlandcup.hu>

Also see their blog <http://aussiesinhungary.blogspot.com/>

The Preworlds in Slovakia are at Prievidza and the website is here. <http://www.wgc2010.sk/>

At this comp we have Mike Codling and Allan Barnes (who will be the club class team for the Worlds) and Brendan English and Tobi Gieger. Support crew is made up of Captain Charlie Downs, Keith Allen and Graham Hennesey. I hope I haven't missed anyone

You can see a heading on the page for 'Flash News' and the gliders approaching the tower are giving their call signs which are then posted. You can see JT (Mike) and VS (Allan) were landing together on the 3rd – so the team flying still working OK!

They also have a blog, and it is here... <http://teamingo.blogspot.com/>

Dave.

Knoxy back in the Pawnee(s)

After 22 months out of the air due to C.A.S.A grounding me over a perceived medical condition I'm happy to report that my licence has been fully restored and on Saturday and Sunday 18th/19th July I hopped back in SWR and recommenced flying my beloved Pawnees.

A bit tentative at first but after a few solo flights and a few with gliders under the "eagle eye" of Robert Bradley my towing permit was restored.

I must say the feeling of being back up

there doing what I love was just great in perfect weather under which to return to the fold.

A big thankyou to those who made me feel welcome back in the game which I look forward to playing for a long time to come.

I'll get in a little more practice on Saturday the 25th and then go onto the roster.

J.K.

Rex Teakle Trophy - call for votes.

The Rex Teakle trophy is awarded to the person who is deemed by club member vote to be the most popular, worthy and contributing member over the last 12 months. Can you please provide a reason for your nomination (the best comments are used when presenting the award)

Trophy winners to date have been:

2000 Murray Knight
2001 Shane McCaffrey
2002 Bob Keen and Ralph Henderson
(joint winners)
2003 Allan Latemore
2004 Bob Keen
2005 Tony Cavanna
2006 Jenny Thompson
2007 John Hook
2008 Bob Flood

The trophy is a magnificent silver eagle. A picture can be found at <http://www.ddsc.org.au/AGM/Rex%20Teakle%20Trophy.asp>

Voting is via email to Richard Armstrong (richard.armstrong@qtac.edu.au)

PIK 27

Here is a progress report on the Pik 27 tow plane, with attached photo of current stage of construction, as there are usually many enquiries each time I visit the club.



The fuselage frame is now substantially complete. Seat, firewall and elevator circuit are fabricated and installed (Installed for the first time, as everything has to come apart again for painting, before fabric is applied) The aileron bell crank is fabricated and ready for installation. I am waiting on the drawings for the aileron push rods.

The stick and mixer assembly is also complete and temporarily installed. I am awaiting the return from holidays of my welder, before finally welding this assembly in place.

The firewall is installed with bolts only for now. It is to be welded on later as well, but am holding off on welding until I have the drawings for the rudder pedal area and have fabricated those, as the firewall would limit access for welding.

The seat is a racing car seat, and has been crash tested by the FAA for aircraft use. It is superbly comfortable, with cushioning removable, and could be used with a parachute. I will be fitting the canopy with parachute egress in mind.

Next in line for fabrication will be the canopy and the turtle-deck area. The latter is simply Nomex honeycomb formers with wooden stringers.

I have just been advised by the Finnish factory that the wings together with ailerons are finished and are being packed. Below is a photo of what we get. As you can see, much to be done in the wing root area, as spar caps only are supplied here. Spar caps and centre section are carbon.



The firewall and engine mounts are constructed to take either the 115 HP Rotax 914 engine that is in the prototype, or alternatively one of the Subaru aircraft engines based on the 1.8 L and 2.2 L Subaru engines. The prototype Pik 27 towed at the recent Junior Worlds in Finland. I have spoken with Andrew Maddocks who attended. He reports that towing performance with the club class was as good as the Pawnees and Ag Wagons towing, but that it was a little slower with the heavily ballasted Standard class.

Not surprising I guess on only 115 HP. The Subaru conversions that I am researching currently are respectively, 140 and 160 HP, so on a pro-rata basis, using one or other of those, one would expect much better than Pawnee climb performance when towing, and of course very much better descent times with the water cooling.

The further I get into this project the more I am amazed at the simplicity of the design. Airframe maintenance will be no more complicated than a very small sailplane, and will not require LAMAEs to do it.

Likewise engine maintenance will be possible by suitably qualified and trained people, not LAMAEs. And best of all, everything will be brand new, rather than 40 plus years old following a torrid life in the aerial ag industry!

When can we expect it on the field? How long is a piece of string? I could be finished in twelve months from now, if I continue to receive drawings as fast as I can build. Lack of drawings has been the biggest headache since I started the project a little over twelve months ago, but things have improved a lot lately. Watch this space.

Regards
Bob Ward

Dates for your diary.

AGM: Saturday 5th September at DDSC 2009. Outside Catering.

Queensland State Championships 26th Sept to 3rd October 2009 at DDSC.

Christmas Dinner: Saturday 5th December 2009 at DDSC. Outside catering.

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.

Please try to ROLL the covers off – as this keeps them cleaner and also makes it easier to put them back on. Also note, that it is preferable to leave the covers off when putting the gliders away – if the canopy hasn't been washed. I know it isn't always possible to wash everything.

PHOTOS FROM EUROPE.

There are a lot of photos on the websites listed at the start of Chaotic, but in any case, here are a couple of interesting ones...

The briefing in Hungary – a likely looking crowd!



And also,



Mikes outlanding! Looks like the top of a hill to me.

August 2009

Day	Instructors	Tug Pilots	Duty Pilots
Sat 1st	Ralph Henderson Bob Flood (AE)	Lex McQueen	Bob Flood
Sun 2nd	Richard Hoskings (L2) Jo Davis (AE/Coach)	John Ashford	Peter Richards
Sat 8th	Andrew Huggins (L3) Paul Bart (AE)	Scott Merrick John Knox	Paul Bart
Sun 9th	Peter Bell (L3/Coach) Pearce Mitchell (L2)	Des Baartz Gerrit Kustjens	Anton Grisin
Sat 15th	Alain Potier (L2) Barry Daniel (L1)	Andrew Straume	Richard Armstrong
Sun 16th	Denis Lambert (L2) Dave Holbrook (AE)	Brad Anstey	Bill Smith
Sat 22th	Robert Hart (L2/Coach) Chad Nowak (L1)	Gary McMahon	Roly Sundell
Sun 23th	Ralph Henderson (L2/Coach) Pearce Mitchell (L1)	Des Cramer Gary McMahon	John Hook
Sat 29th	Peter Bell (L3/Coach) Greg Valler (AE)	Charlie Moses	Greg Valler Michaela Valler
Sun 30th	Andrew Huggins (L3) David Nash (AE)	Fran Ning	David Nash