



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

Chaotic

Darling Downs Soaring Club

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Presidents Report

The Prize draw weekend

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President's Report May 2010. Land Purchase.

By Pam Kurstjens.

Early this year, not one but 2 neighbours offered us land for sale. Shane and Irene McCaffrey offered us land to the south along the creek, and Cam Hart offered us land to the east. These are two very different pieces of land, and we had to decide what to do. We listed the pros and cons of both blocks, and called a General Meeting so the membership could be fully informed, and play their part in the decision making process.

First though, why would we want more land? We have been operating successfully at McCaffrey's Field for 40 years, but we need to look to the future. Parts of Shane's land will be sold and there is a real possibility that we could have fences on our North, West and South boundaries, and lose the ability to overflow into Shane's land during competitions, when trailer parking and camping rely on his generosity in providing space.

We have run out of space for hangar development. Any further development to the west of the existing hangars encroaches on the trailer parking area, which is where we tie down all the gliders during competitions.

Also, this area is flood prone, and the trailers have been known to have water go through them. Hangars have to be built on a thick layer of fill to bring them above the flood level. We are a busy club with a bright future, the only gliding club serving the Darling Downs, and beginning to feel hemmed in.

The land to the south of the creek would offer hangar development areas above the flood level, relatively close to the clubhouse, but with the need for a causeway across the creek. The land to the east offers ample safe flood free space for hangar development, trailer parking and tie down areas, and a cross runway 1km long and 120m wide. The costs and benefits both favoured the land to the east, and the membership voted to buy this land, subject to planning permission.

Accordingly, a deal was finalised with Cam and Susan Hart, to buy approximately 18Ha (45 acres) of land, subject to planning permission.

Your president then spent a frantic month finding out all the ins and outs and ideas about all aspects of the purchase and planning requirements, getting competitive quotes from



all the necessary professionals, and trying at all times to save costs. However, the reality is that the 'costs of purchase' are substantial, whether we buy one acre or 45.

We have applied to Toowoomba Regional Council for planning permission for a combined 'Realign a Lot' and 'Material Change of Use' which aims to extend our 'Use' into the new area, thus extending our airfield both from the point of view of gliding activities, and hangar development. For this critical part of the process, we were fortunate to employ just the right planning consultant, who has been tremendously helpful, with a thorough and detailed approach, so we know exactly what we can expect. He has already proved his worth by successfully applying for a 50% reduction in the Planning Application fee, saving the club over \$5,200.

If all goes well, we should know the outcome of the Planning Application by August or September. I am hopeful for a successful result. Members have pledged large amounts of money to be paid into their accounts, which will keep the club bank account in a strong position while our expenses are high, and we can buy this land without having to borrow money.

We are taking expressions of interest in building private hangars on the area, and may even build a new club hangar in the future. A group of 4 members has already expressed serious interest in building a 4-glider hangar.

Tug Hangar

The new Tug Hangar has been long in the making. Most people will be aware that the planning and development applications took a long time, and for the record, some history follows.

The first planning application with Jondaryan Shire Council fell through simply because the local paper didn't print the Public Notice. Because the application was 'Impact Assessable' we had to notify the neighbours, put a sign at the entrance, and place a Public Notice in the local paper, and all these things have to be done in a 28-day time frame. The application therefore lapsed. This coincided with all the local shire councils being amalgamated into the new Toowoomba Regional Council, and we had to make a whole new application and start again.

This is an onerous process and you have to see the application forms to understand why. (No way were we going to do the planning application for the land purchase without a planning consultant on our side!) Finally, we had permission to build, subject to a lot of conditions. One of these is to provide Fire Hose Reels, not only in the new tug hangar but also in the existing Kurstjens hangar, as the two buildings are joined together.

Two years ago we thought, a couple of fire hose reels and a pump, can't be too bad. But you have to comply with a lot of regulations and get the system certified, and that is another story.

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As I write this, we are in the home stretch, and with just a little more work we will be ready for the building inspection. Then our 'tin shed' will be a fully fledged 'tug hangar'.

Fleet development.

The committee has been looking into some options for fleet development and upgrade. One option is to buy a high performance two-seater, such as a Duo Discus or a DG 505. The DG has different wingspans for different training roles, whilst the Duo would be primarily for cross country training.

Another option is to buy a single seater such as the Discus CS. Right now, the Euro is very cheap and it would be a great time to buy a new glider, but the club will need to borrow money, and we would like to appeal to members to support the club. So what to buy? Probably the main factor is that whatever glider we get, it need to spend every weekend in the air, and go to competitions and events as well. We have called for feedback from the members, and welcome your input, so keep it coming.

All in all an exciting year for our club.

There is a preliminary plan showing the land on the next page, the area where the new runway and hangars would go is indicated by the blue circle.

Concrete

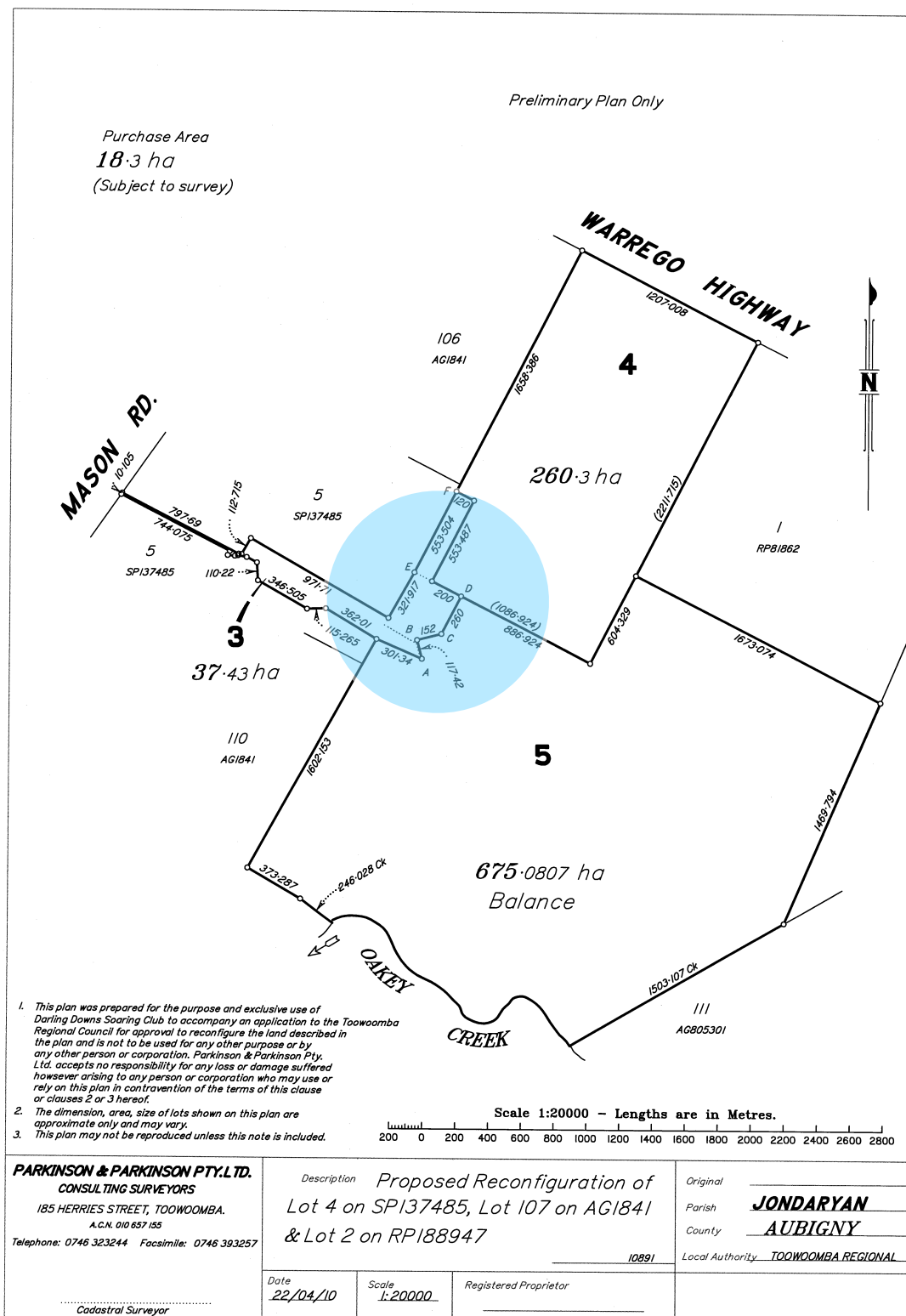
A huge vote of thanks to all who helped when we had over 5 meters of concrete delivered. Thanks to everyone for pushing wheelbarrows of the stuff to where it was needed, and all the shoveling, leveling and finishing work.



A special thanks to those who organised it, especially Pearce, and Robert Gould who arranged the concrete at a very very low price. Now we have to restore the handrail on the steps that lead down from the accommodation block, move the fuel shed and make a new door.

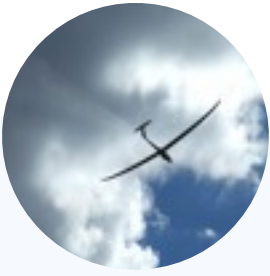
Pam

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A few weeks later, after the concreting. The shed was ready to be moved.



The fuel shed grew wheels! With a combination of the leverage of the long-handled glider 'spoons' and a couple of glider trolleys, it was successfully relocated, making more space for unpacking the tug hangar and the glider hangars.

Thanks to all those who helped. And special thanks to Brad for fixing the shed, and the box around the fuel pump, onto the concrete.

Pam.



And Mike Codling was the chef d'snags. (A culinary term).



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The Draw weekend.

Sat 15th May was the draw for the big simulator prizes, from the raffle that has raised money for 'Team Dingo'; the Australian team in Europe this year.



At the draw

Back to front: Mike Codling, Charlie Downs, Allan Barnes, Pam Kurjstens, Terry Drage, Peter Drage, Ian Lesch, Dave Holbrook.

Earlier in the day Terry Drage had a flight in the Puch with Jenny Thompson.



Dianne Bell kept us fed in the evening with an excellent spread, I think Mike and Charlie were active on the Barbie.

Report from Northern Hemisphere...

As well as the contingent about to head over to Europe for the worlds, some members are already there. Graham and Narelle Hennessey are in Europe already, and so are John and Sue Ennis; who send the following report.

From John and Suzanne Ennis- Comments about facilities and practices from recent visits to London Gliding Club at Dunstable Downs and Soissons Gliding Club approx. 80km NE of Paris.

We spent 5 days at London Gliding Club and so far have twice visited Soissons Gliding Club, recommended by Alain Potier, while we are living in Paris for a few months. There are more adventures to be had of course with pending visits to other parts of France and probably Poland, Morocco and a return to England.

SOMETHING FOR THE TUG PILOTS

At Dunstable Downs they use an electric powered, remotely steerable, dolly for the tugs to save the tug pilot's backs. They just hook in to the nose wheel and it does all the heavy work and the pilot just steers the direction with the electric lead which hangs from the handle.

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They claim they get another 6% performance from the tug and it keeps the engine cleaner, longer life and quieter running.

At Dunstable they have rotax powered Falke equipped with a tow hook.

The 6 drum winch is used whenever possible in conjunction with at least 2 of their 4 tugs. The winch is an impressive piece of machinery.

Powered dolly attached to the Robin.



Close up of powered dolly

At both Dunstable Downs and Soissons the tugs have been fitted with long tuned exhausts which at Soissons was made at the local Speed Car shop.



Six cables are retrieved simultaneously, providing fast turn-around; certainly a step up from shoulder launching off the top of their famous ridge in the early days, eighty years ago, when they then had to haul the gliders back up to the top!



This slasher and tractor with its own shed is a beauty that might keep some, including

Chad, busy for hours.

To protect the airstrips both London and Soissons, and we understand numerous other

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clubs, use golf buggies for towing around on the strip and taxiing . This one is at Soissons.



Private cars can tow up to the launch points using the regular vehicle tracks but never permitted on any aircraft operating areas.

All towing back and setting up for launch is done with their nifty electric golf buggies, mainly Yamahas.

At Soissons the buggies have radio set up in them and 50 mil tow balls. This practice preserves the grass, prevents bogging and subsequent ruts and holes and might be worth any considering. The airstrip at Dunstable Downs is very undulating and in places is very steep. You wouldn't even outland on it if you had the choice. It is so undulating that the 28 metre glider, needs a wing walker on each wing for ground towing. Thankfully I didn't embarrass myself taking off towards the south across the gullies nor landing along the top of a narrow spur straight towards the ridge; there although there was certainly the capacity to do so.

Surprisingly, the golf buggies at Dunstable can handle towing even the heaviest gliders up the steepest slopes even on wet grass.

Cars are also banned from all the grass at Soissons.

At Soissons they only aerotow and they drop the rope at the launch point as the tug comes in to land. The wing runner then lays it out in a particular way and hooks it on to the glider and the tug. The aim apparently is to preserve the strip from dragging the rope and links and tow rope. They can't afford a rope break as their options require skill and maybe a little luck too. There is of course a risk of dropping it onto a glider, or someone, so although it seems to work for them with a very wide grassy strip there would probably be too much risk and extra work to drop the rope at DDSC even if it would preserve the grass.

SOMETHING ABOUT HANGARS



3D model of hangar stacking

Photo 8, looking down on Dunstable Downs, London Gliding Club, from paragliding site on the ridge

Model gliders are painted different colours, for each sailplane type, and mounted under glass to represent their position in the hangar at London Gliding Club. For example, the five

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ASK21 s are white, four ASk23s are yellow and two K13 s are red, etc. Might appeal to those who think better in 3 dimensions, hey you know who we mean. We thought it somewhat amusing but watched members making good use of it.



Looking down from the ridge.

At Dunstable there are at least 70 private gliders most are kept in their trailers. However quite a few are simply parked in the open, rigged, in almost all weather, even wooden gliders, such as the private K7, which we felt very sorry for after it had rained much of the night. Not even all the club gliders fit in the club hangar. They have a small hangar for gliders under the club house dining room and next to the bar. There is also a hangar for the tugs.

Everyone else has to apparently fend pretty much for themselves. Even the awesome 28 metre, EB28, the Club's Duo Discus, and numerous top notch private gliders are rigged and derigged every time they fly or else left

tied down outside at least overnight subject, we understand, to the previous pilot taking full responsibility. How fortunate we are at DDSC by comparison.

Soissons club in France has about 45 members but no private owners which we found surprising since they have some very competitive pilots in their club, including their CFI, Florent Treilhes, who flying one of the club's 3 Pegasus, recently became Club Class champion of France. They have a large hangar with a very nice fleet including their 180 hp Rallye tug and Dimona motor Glider. Three of their gliders are actually owned by Air France and employees of Air France can hire them for 6 euros per hour which is very cheap compared to the 22-25 euros that the other members pay for them including the other club gliders. Tows to 600 metres are 25 euro, approx A\$35. The club operates one of each, K21, JanusC and Arianne 34 (wing like a Grob Twin) two seaters and at least 4 single seaters, including a nice LS6. About half the members are Air France employees and apparently Air France have gliders at other clubs too. One guy we met, a captain of Boeing 777s, did a 300k in 4 hours on one day we were there below 4,500 feet QFE. Their ground engineer, Bernard Combelles, used to be a chief engineer with Concorde.

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SOMETHING ABOUT THE CLUB HOUSES

We stayed 5 nights at London Gliding Club at Dunstable Downs for about A\$45 per night for a twin room. Compared to DDSC it was 4.5 times the cost and the room was about half the size, but it did have central heating and indoor share shower and toilet facilities. Compared to the option of a hotel in the nearby English countryside it was a very cheap option to use as a base for travelling in the area. It would have been a little inconvenient, but possible to get in and out of nearby Dunstable town, etc without a hire car. There was a very civilised bar with beer on tap which was manned by a friendly and informative elderly couple who have worked there for decades. At the bar we met severable people who still fly gliders which are more than 70 years old, yes the aircraft are.

Upstairs above the hangar and looking over the air field is a fully catered dining room serving breakfast and hot lunches and of course cups of tea and coffee for average commercial prices. They do not provide dinner but will prepare a salad plate for you for the evening on request. There are no facilities for self catering at all which meant we either ate takeaway or out of supermarket bags sitting in our very small room. We missed the evening camaraderie of DDSC where you jostle for space in the kitchen, chow down with a few mates at the kitchen table and watch TV or relax on the couches over a self served beer. London Gliding club is locked up and dark and there is no one about after the bar closes,

even on the weekend. Seems they all commute both days. Flying is booked by the 2 hour slot on the weekend and certainly a visitor dropping in or staying there doesn't have a chance of a fly, in the weekend, without prior booking. Having said that, we were warmly welcomed and everyone was very friendly and helpful while they were there.

Soissons has a rather novel club house in a building that looks like a cross between a control tower and a UFO. (See background image on last page of this article - Ed). Half the building and one hangar belong to the aero club and the other half and a hangar belong to the gliding club. Both have their own kitchenettes and catering equipment, computers, meeting table, offices, and soccer tables! Sleeping facilities consist of a stack of pine bed frames with mattresses that can be unstacked if people want to stay. However: it seems that people travel home from there also. The building is probably one of the coldest constructions and they refer to it as a fridge not a club house; of course it might easily be an oven in summer too.

We didn't miss the frogs, spiders, mice and snakes however!

SOMETHING ABOUT AIRSPACE

Again we are fortunate that our airspace is relatively free compared to the London Gliding Club. They have the extended centerline of Luton International Airport only one km from



their airfield boundary. On our first day at the club there was a serious breach of air space when a club member wandered into the final approach path of Luton Airport, presumably lost, diverted two fully loaded airliners for 10 minutes, a police helicopter was despatched to ID them while the pilot proceeded to work a thermal or two, get away and come back to the air field rather than quickly land in the nearest field and get out of the way.

Needless to say, the repercussions of the incident could have been, and may still be, dire for the club which owns its own field as we do. These issues were not resolved before we left. The pilot could, we are told, possibly even be jailed and/or fined a hefty amount and the club could possibly be further restricted. I was site checked next day during a nice soaring flight which tracked around all boundaries of their local soaring area mostly at their maximum permitted altitude of 3,000 feet. The airspace incident however meant that I wasn't game to ask if I would be flying solo, after just one flight which was also without a map. John decided not to invest further time and money on flying there; A\$100 for a tow and 50 minutes.

The club at Soissons is about 30 nautical miles from Charles De Gaulle airport and directly below what they call 'the A lane to Europe'. The lower limit of controlled airspace, for some considerable area around the field, is 1400m QFE. Fortunately on the day that John had an enjoyable long flight in their immaculate Janus C it was possible to use all available height as

that was around the base of the adequate small cu which provided a great sightseeing tour of villages, castles, churches, forests and nice fields; all very civilized.

One other interesting thing about the airspace at Soissons is that there is an imaginary line drawn down the centre of the very wide airstrip and one side is just for glider ops and the other side is for aero club ops and this includes the airspace in the entire circuit area. Gliders always land as close as possible to their side of the strip and taxi off to their particular taxiway and are retrieved back along there with the golf buggies. Gliders takeoffs even seem to depart from just left of the centerline and GA departures from just right of the centerline.

SOMETHING ABOUT GLIDER AIRWORTHINESS

Naturally gliders at both clubs were generally well maintained, as one would expect. However the K21s at Dunstable are so much in demand that not all of them have yet come available for long enough to be re gelcoated. We had a chance therefore to see how far that gel coat can be allowed to go. Some of their others, however, including their fleet of K23s, have been fully restored and look like new.

Their regularly used K13 which might possibly be over 40 years old looks like brand new.

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By the way we are told that there may be as many as 15 gliders flying there that are older than 50 years and apparently 5 or more that are around 70 years or more but still flying.

The Soissons Janus C, which probably performs similar to a Duo Discus, was fairly recently totally refinished and reprofiled, interestingly at Priedvidza, and looks like new. Despite its great performance John wouldn't recommend it as a two seater for our club. Its ergonomics and rudder can result in a long flight using narrow broken lift becoming rather tiring. There are high performance two seaters that are more relaxing and comfortable to fly. Also the undercarriage lever, which is only in the front seat, requires two hands to retract.

The quite tidy Limbach engine Dimona, by the way, is for sale and apparently they don't expect much more than 30,000 euros for it, possibly some indication of the secondhand market in Europe.

AND THE FLYING FLEA

Flying Flea- opposite

This yellow Flying Flea has not flown for some time but is privately owned and hangared at the Soissons Airfield. There is also a more modern 2 seater version there too. It's very small, practical and simple? Could it be our solution to hangar space?

The trips so far to the gliding fields have also been very interesting but in the words of Dorothy "There's no place like home."; I.e. the DDSC.

John & Sue Ennis.





Change in Radio Procedures (CAR 166)

Civil Aviation Regulation 166 requires all aircraft with serviceable radio to maintain a listening watch and make any calls necessary to prevent conflict. That is listening on an appropriate frequency and if necessary to make a call with position and intentions to avoid conflict.

This regulation becomes effective on June 3rd and there will be new procedures for operations at non towered (non-controlled) aerodromes. At aerodromes which are military, certified or registered a serviceable VHF radio must be carried when operating at or the vicinity of the aerodrome, that is 10 nautical miles and at a height that may cause conflict.

In our area this includes:

Chinchilla
Kingaroy
Goodiwindi
Roma

Certified or registered aerodromes are shown on white pages in the ERSA.

If you experience radio failure in the vicinity of certified or registered aerodromes or en route you may continue to your destination and are advised to join overhead the aerodrome if possible.

At uncertified and unregistered aerodromes the carriage of radio is not mandatory but there can be exceptions.

In our area:
McCaffrey Field
Dalby
Warwick
Boonah

Uncertified of unregistered aerodromes are shown on grey pages in the ERSA.

The club should have a current ERSA (En Route Supplement Australia). Please note that a new ERSA becomes current on the 3rd of June. You can also view the ERSA on the aircservices website <http://www.airservicesaustralia.com/publications/aip.asp?pg=10>

In addition, aircraft with serviceable radio operating in the vicinity (defined as within 10nm and at a height which may conflict with aerodrome operations) should make the following calls;

Taxi call (applicable to motorgliders).
Prior to entering runway/Pre launch. Our tow pilots should do this.

Inbound to the aerodrome (preferably at 10nm). That is some point prior to joining circuit.

Immediately prior to joining circuit.
Transit within the vicinity of an aerodrome.
Any other calls within the circuit are those deemed necessary by CAR 166.

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We should be aware that aircraft are now permitted to join directly to base leg as well as straight in and be scanning these areas for conflicts.

Aircraft joining straight in or on base must ensure they don't conflict with other traffic conducting a standard circuit. You should announce your intentions before starting a non standard approach.

The regulation specifies different 'standard' circuit heights for different categories of aircraft. Low performance (that's us) above 500ft, General Aviation above 1,000ft and high performance (turbo props etc) above 1,500ft

You should use 'miles' when quoting distances in radio calls under the new system. You do not need to prefix the distance with 'nautical'. A distance quoted in miles will be taken to be in nautical miles. 1 nm (nautical mile) is 1.8 km and 1 km is 0.56 nm.

<http://www.casa.gov.au/wcmswr/assets/main/download/caaps/ops/166-2.pdf>

There is also an article in the May/June edition of Flight Safety Australia which the club gets.

Duty Pilot Roster.

start date	Saturday, 29 May 2010	
end date	Sunday, 19 September 2010	
	Date	Person
1	Saturday, May 29, 2010	Craig McGarrick
2	Sunday, May 30, 2010	Roly Sundell
3	Saturday, June 5, 2010	Mark Leahy
4	Sunday, June 6, 2010	Bruce Jaques
5	Saturday, June 12, 2010	Steve Harris
6	Sunday, June 13, 2010	Sam Mayall
7	Saturday, June 19, 2010	Bill Smith
8	Sunday, June 20, 2010	Peter Werda
9	Saturday, June 26, 2010	Ian Lesch
10	Sunday, June 27, 2010	Craig McGarrick
11	Saturday, July 3, 2010	John Hook
12	Sunday, July 4, 2010	Keith Allen
13	Saturday, July 10, 2010	Paul Clark
14	Sunday, July 11, 2010	Richard Armstrong
15	Saturday, July 17, 2010	Roly Sundell
16	Sunday, July 18, 2010	Andrew Klos
17	Saturday, July 24, 2010	Mark Leahy
18	Sunday, July 25, 2010	Libby
19	Saturday, July 31, 2010	Bruce Jaques
20	Sunday, August 1, 2010	Peter Richards
21	Saturday, August 7, 2010	Steve Harris
22	Sunday, August 8, 2010	Sam Mayall
23	Saturday, August 14, 2010	Bill Smith
24	Sunday, August 15, 2010	Peter Werda
25	Saturday, August 21, 2010	Ian Lesch
26	Sunday, August 22, 2010	Craig McGarrick
27	Saturday, August 28, 2010	John Hook
28	Sunday, August 29, 2010	Keith Allen
29	Saturday, September 4, 2010	Paul Clark
30	Sunday, September 5, 2010	Richard Armstrong
31	Saturday, September 11, 2010	Roly Sundell
32	Sunday, September 12, 2010	Andrew Klos
33	Saturday, September 18, 2010	Mark Leahy
34	Saturday, September 18, 2010	Graham Hennessey