



November 2010

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

Chaotic -

AGM This Sat 13th November

Darling Downs Soaring Club

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~ ~ ~ In This edition ~ ~ ~

Presidents Report

Safety Notes

49th Australian Multi-Class Nationals

Darling Downs Soaring Club Anniversary

Celebrations

Duty Roster

President's Report

By Pam Kurstjens

This year we celebrate the 50th Anniversary of Darling Downs Soaring Club.

Nearly 100 members and guests attended the 50th Anniversary Celebrations held at McCaffreys Field on 4th September 2010. The club started life at Oakey and the first flights are recorded in the log book of the club's first glider, an ES53 Shortwing Kookaburra, VH-GRL, on 7th September 1960.

The club moved to the present site, McCaffrey's Field, 41 years ago. Former members Lindsay Richards and Ingo Renner, as well as Geoff Brown who is a current member to this day, all gave interesting speeches over dinner. The flying activities planned for the day were curtailed by weather, with Nigel Arnot being unable to fly in from Boonah for a planned aerobatic display. Robert Bradley did some aerobatics in his Jantar,

and several former members had flights in the Puchatz. A great time was had by all. Many thanks to Jenny Thompson for organising the event.

From the Committee's point of view, the year got off to a gentle start, with the building of the tug hangar, a revamp of the website, and strategic planning all ticking along. There were discussions of fleet upgrade, Pawnee MLR needing a lot of work, overheating in the bar leading to the perforated screens being fitted, all routine stuff.

Then things started to get busy, the tug hangar needed a lot of work to comply with Fire regulations, the website change over took longer than expected, MLR needed a lot of work on the electrics, and the fabric. With a new paint job it looks very smart indeed. We changed the clubhouse internet connection from Satellite to Wireless Broadband, a much better service for less money.

We had some working bees, the big one being to work with a delivery of 6 cubic meters of concrete for the pathways around the toilet block, and the new pad for the fuel shed, which was moved back to give better access to the hangars.



We had a second year of successful fundraising including the raffle of simulator slots on the Airbus and 737 simulators at Brisbane airport, for the DDSC pilots going to the World Championships.

Future fundraising will be for club development and fleet upgrade.

On the less welcome side, the club's multimedia projector was stolen in February. At briefing on Saturday 13th Feb it just wasn't there anymore. It is a very bad feeling when that happens. We have improved security around the buildings and everything must be locked up on Sunday evenings, wherever there is a lock provided. It is everyone's responsibility to check. When you are leaving on Sunday, please cast an eye around the palace looking for a door open or a padlock undone.

We bought a new mower as concerns over the age and unsafe aspects of operation of the old mower finally reached a head. Another good reason for locking the workshop!

The big issues that have really occupied a huge amount of time for the committee have been the subject of General Meetings. At the General Meeting in March, the members voted overwhelmingly to purchase land for a cross strip and hangar development, and this has been the biggest issue for the committee throughout the year. We have obtained planning permission but at the time of writing this report, we are negotiating with Toowoomba Regional Council over the onerous and expensive conditions that they have

imposed and which make the land purchase too expensive for us to proceed.

We hope to improve the final outcome but at this stage we do not know if the land purchase will go ahead.

More issues were taken to the membership. Updating the Rules of the Association, increases in membership fees and flying fees which had remained unchanged for 5 years, and fleet upgrade. The members voted to order a Duo Discus, and sell the Ventus.

The Duo Discus XL has been ordered and a deposit has been paid. The manufacturer expects the glider to be ready in 'the European spring 2011' which means any time from March to May. We should have it here sometime next winter..

We had a change of CFI in May, with Ralph Henderson stepping down, and Tony Cavanna taking over. The CFI's role is of fundamental importance to the entire operation of the club and a tough role for anyone to take on.

Peter Bell and Robert Hart ran two ab-initio courses in July, with several Griffith University students, and two high school students, training intensively. Thanks to all the instructors and tug pilots who made this possible.

Ralph Henderson directed the 49th Multiclass National Championships, hosted by DDSC at Dalby Airfield, in October. It took several months of hard work to plan everything and



Ralph deserves a big vote of thanks for all the hard work. Some 33 club members helped out in some way, and some were there the whole time through the competition. After an exceptionally wet winter, the weather just didn't co-operate. At a time of year when we expect to some of our best soaring conditions, it just didn't want to stop raining! The Downs were flooded, yet we still managed to fly on several days. Ralph squeezed every bit of flying that was possible from the difficult conditions on offer, and he and his team did a great job. See his report in this issue for more details. Thank you Ralph!

I would also like to make a special mention of the work that Bob Ward and Peter Richards did in renovating KYT's trailer. Our club depends heavily on volunteers, from instructing and tugging, to mowing the grass and maintaining the buildings, or serving on the committee. A lot of this work goes on unseen so that when we turn up at the weekend, we can all enjoy a good day's flying. We all contribute to the success of one of the best and busiest soaring clubs in Australia, and we look forward to another 50 years of DDSC! ✈

Pam Kurstjens
President Darling Downs Soaring Club Inc

Safety Notes - Tony Cavanna

Recently we had an incident where the tow rope wrapped around the wing of a glider whilst taking up slack. The rope lodged in the

aileron gap and pulled the glider sideways. Fortunately there was no damage.

If you are the pilot in command make sure you can see all of the rope in front of you. Similarly if you are hooking up the glider make sure that you can see all of the rope between the glider and the tug.

Don't forget that anyone can stop a launch if they see something they that looks unsafe.

Restricted Area 626

You will have heard about Restricted Area 626 in morning briefings. The objective of the Training Panel regarding area 626 is to make sure that all flying members are aware of it. It is an exercise area used by RAAF Amberly based Super Hornets. It is expected that Area 626 will be active during the working week but activation at weekends is possible. I have been assured that if this area is breached we will be identified. (See map on page 5)

It is the lower levels (Alpha, Bravo and Charlie) that concerns us the most. These areas start at 10,000ft, extending to Flight Level 210 (Alpha) and Flight Level 310 (Bravo and Charlie) and cover the area to the south and west extending almost as far south as Moree and west almost as far as Dualcca as well as directly above the airfield.

Obviously if you are planning a flight in this area on a good day you need to be sure that either the area is not active or do not exceed

November 2010



10,000 ft. This area is unlikely to be a problem for us during winter but we are going to need to be vigilant during the rest of the year. The important point is that unlike Oakey, if Amberly intend to activate this area at a weekend we won't be contacted, we have to find out for ourselves. For those contemplating flying in the vicinity of the Diving Range you should also consider Area 620.

Restricted Area 626 is activated by NOTAM and finding out if it is active is really easy. You can find a link to the relevant webpage at "<http://www.airservicesaustralia.com/brief/default.asp>". You will need to login to use the links on this page. You can either use the club's login (username "ddsc", password "1234") or you can register for your own (takes 24 hours). Select the "Restricted Area" link and you will get the Restricted Area webpage, the relevant part of which is shown below.

Restricted Area Briefing

ARFOR Areas

or

Restricted Areas

or

Airspace Groups

Valid for hours

You can enter the ARFOR area to show all the Restricted Areas in our area (40), the restricted areas themselves R626A, R626B, R626C or Airspace Group AWX. You will get a display

something like the one illustrated below, 24 hours from 1pm (0300 UTC) on the 25th July.

Restricted Area Briefing

Valid from 2010/07/25 00:00 to 2010/07/26 00:00

This report only shows the status of restricted areas. The status of NSL CTR/CTA are not included.

Name	Activity	Status	Start	End	Lower	Upper	NOTAM	Comments/Planning Info
R626A	MILITARY FLYING	Active	2010/07/25 00:00	2010/07/26 00:00	2000	2000	PL 112	AREA 626A
R626B	MILITARY FLYING	Active	2010/07/25 00:00	2010/07/26 00:00	2000	2000	PL 112	AREA 626B
R626C	MILITARY FLYING	Active	2010/07/25 00:00	2010/07/26 00:00	2000	2000	PL 112	AREA 626C

[Return to Briefing Home Page](#)

In the air you can contact Brisbane Centre on 121.2 and making a call such as "Brisbane Centre, Glider XYZ. Request status of restricted area 626". Repeat the status back to the controller so that they can be sure you've understood.

The map on the next page is a rough guide. The club has a Visual Terminal Chart and related briefing materials will be put in the briefing room, and on the website.

Other Items

Canopies

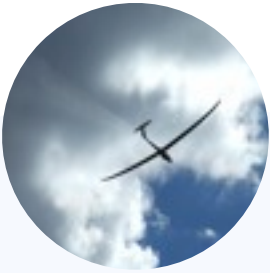
I have noticed people walking away from open canopies. Please ensure that canopy is closed and locked when cockpit area is unattended. The canopy should also be locked (not just closed) when the glider is being towed.

Airbrakes

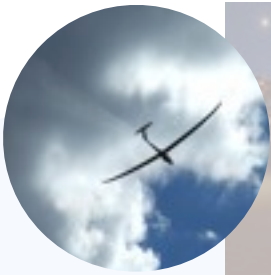
I have also noticed, when getting gliders out, that some gliders are being stored with their airbrakes locked. Please ensure that when you put away a glider that the airbrakes are closed and unlocked and also ensure that the clear vision panels are closed as well. ✈

Darling Downs Soaring Club

November 2010



November 2010



49th Australian Multi-Class Nationals

By Ralph Henderson

and national level as a gold sponsor and Telstra and Ricoh who provided essential equipment.

A different set of skills were required to become a champion at this year's multi-class nationals.

Both last summer's nationals, club and multi-class, will be remembered for some very big days and very high speeds. The skills required to do well on those days were not required at this summer's multi-class nationals.

Soaring conditions across south east Queensland this summer have been the wettest in recent memory. The state championships at Kingaroy, two weeks before the nationals, were cancelled without a glider being launched. There was much doom and gloom about what might happen at Dalby.

The day after the state comps were cancelled the weather started to improve and some pilots had some flying out of Kingaroy. A week out from the nationals and pilots slowly started arriving. The ground conditions were very wet, but good soaring was to be had, so long as you didn't look down.

The competition organising team included a number of people from the 2004 nationals plus some new faces. The naming rights platinum sponsor was **bmag**, Brisbane's largest lifestyle magazine. There were 12 other sponsors, most notably TMS Consulting which continued to support Australian gliding at the international

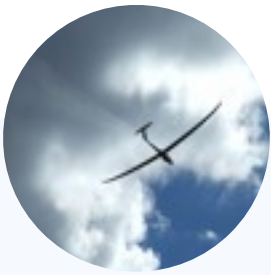
On Friday 1 October the competition organisation moved to Dalby. It was surprising how much the ground had dried out during the week and there was some optimism around. The team swung into action setting up registration, weighing, water pipes, tie down areas and the airfield started to look like competition site.

Around 20 pilots launched on the Saturday to have a look around. With only one tug on site this took a while, but at least we were flying. Late in the afternoon two more tugs arrived. On Sunday there were 36 launches, a lot of gliders were weighed and we were ready for the competition to begin.

On Sunday evening a welcome function was held at the Country Club Hotel and over 70 pilots, crew and organisers attended. They were welcomed to Dalby by Pam Kurstjens as President of the Darling Downs Soaring Club and by Helen Wood of TMS Consulting on behalf of the competition sponsors.

Monday 4 October

Practice Day morning and the mandatory initial safety briefing began in the Dalby Hang Gliding Club hanger. All the required information had been distributed electronically before the competition and only the key messages were reinforced. The key messages were pilot responsibility for safety, and only the pilots can make it a safe competition.



The Mayor of the Western Downs Regional Council, Councillor Ray Brown, arrived and before officially opening the championship, spoke of the billions of dollars of development that was planned for the region. The weather and task briefings were completed and it was off to the grid.

With the support of the Queensland Gliding Clubs, we had every airworthy gliding club owned Pawnee in Queensland at the competition, which we think this was a first. We also had the use of Brad Edward's Pawnee which was ferried up from Armidale.

Wind conditions dictated that we needed to be on the worst runway on the airfield. Pilots slowly got themselves gridded and launching with the 6 Pawnees got underway. We launched off the cross strip and our operations were interspersed with ag aircraft taking off and landing on the main strip. Most pilots chose to fly and have a good look around.

Tuesday 5 October and Day 1 began. After the usual first comp day shambles of gridding it all started to come together. AATs were set for all classes, trying to avoid the wettest areas. Most pilots got home.

Wednesday 6 October Day 2. The ground was continuing to dry out and the task setters became more confident. An AAT was set but with wedges rather than circles. Some instruments didn't like it at all. However it was

a good day and we were starting to get into the swing of it.

Thursday 7 October Day 3. After 5 good days, the weather had changed. The tasking window was short and the decision was made to only launch two classes, standard and 15m. Some 18m pilots grumbled but a lot were quietly smiling and they happily helped out on the launch grid as the little wings were sent off. The day turned out to be a little better than forecast but the decision to set a task for two classes rather than a non contest day for all classes was vindicated. With rain forecast the briefing area became a hangar again, accommodating five Pawnees.

Friday 8 October. Very overcast and drizzling. A task was set for the 18m class only, in response to the pilots feedback the previous day. By the end of briefing a no contest day had been declared for all classes. At briefing there was very light rain. By midday it was real rain, and it just kept raining all day, all 50mm of it in the end. Whereas many previous rain events had gone around Dalby this one got us good and proper. The outlook for the next couple of days was bleak.

Saturday 9 October. No flying today and probably not tomorrow. Some competitors left town.

Sunday 10 October. The rain had stopped but the tie down area now resembled a lake with gliders on little islands in the middle. Doom and



gloom set in and another couple of trailers went out the gate.

Monday 11 October. Just when it should have been getting better, it was drizzling during briefing. Crowd psychology took over. One pilot said I'm gong home so his club mates said "me to". One pilot changed his mind three times before eventually going. It would be interesting to see what might happen if these pilots were faced with a similar scenario at a world championship.

Tuesday 12 October. The ground had dried out enough to make gridding possible. To even up the days only Open and 18 metre were tasked. A run task was set, the first at a multi-class nationals, somewhat unusual but better than not flying at all. It was set with 2 airfields as turn points with the aim of pilots always being within glide of an airfield. It was a challenging day with slow speeds but everyone landed back at the airfield.

Wednesday 13 October. Given the long range weather forecast we decide to cancel the day for Friday and have the presentation dinner on Thursday night rather than Friday night. When this was announced at briefing there was no dissent. The weather had cleared and it was all systems go. Having only 23 competitors made gridding easier. Another run task for all classes. Again it seemed the only feasible alternative.

Everyone landed back at the airfield. We had a competition now that 4 days had been flown. 60% of the field had gone home, this was

disappointing for those who remained and the organisers. A Nationals is not just about good weather and fast tasks. The calls after the worlds this year for more European type tasking had been answered.

Thursday 14 October. The last day. Two classes were probably decided, the other two still up for grabs. The weather was good enough to send all classes. An AAT for big wings, run task for little wings. They launched into a very soft looking sky. Everyone was home by 2.30, traces were, in gliders derigged and the airfield looked empty by 5.00 pm.

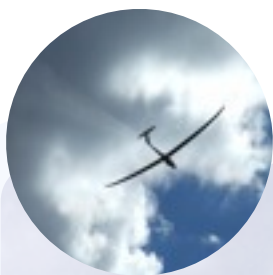
The final dinner was held at the Dalby RSL. Surprisingly, after the mass departure, 56 people were there for dinner. DDSC patron Stow Kentish performed the official duties of presenting day winners, and the official champions and trophies.

In the final analysis this was a very challenging competition. To win a nationals and gain world comps selection you have to persist and persevere even in difficult conditions. You need the mental toughness to sit out 5 no contest days in a row and not get spooked by the rain on the roof and the thought of landing in a wet paddock. Despite all the negativity, no one landed in a wet paddock. None of the gliders were damaged and the only personal injury was to a rope runner on the grid who found the bitumen runway very unfriendly.

Thank you to everyone who contributed to making the competition happen. We counted

Darling Downs Soaring Club

November 2010



up 33 members of DDSC who contributed to the competition in some way, too many to name individually. Special thanks to the sponsors and to the members of other Queensland clubs who helped us out, especially the tuggies. And to the pilots who stayed and toughed it out – they showed they had the tenacity and the mental toughness that so often defines a champion.

Photos from the Competition. Apologies, I'm not sure who took which ones - Editor. Photographers include Ralph, Libby and Ziggy Nowak .



Briefing in the Dalby Hang Gliding Club hangar



Practice day grid



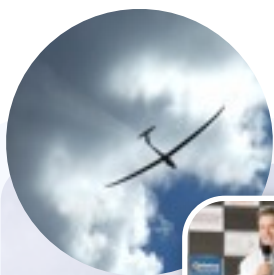
The tow out taxi way after the rain



Part of the organising team, sponsored by TMS Consulting, left to right, Bill Smith, Graham Hennessey, Robert Bradley, Jeremy Thompson, Bob Flood, Narelle Hennessey, Ralph Henderson, Allan Barnes, Grant Harper

Darling Downs Soaring Club

November 2010



Mayor Ray Brown opening the competition

On the grid, blue sky, cu, green grass, Dion Weston, Chad Nowak and Peter Griffiths



Stow Kentish awarding various winners...

Briefing is serious business, especially when its raining, contest director Ralph Henderson, tug master Robert Bradley, weather man Jeremy Thompson, safety officer Grant Harper



Sir Donald Anderson Trophy winner Chad Nowak



18 Metre Class Champion David



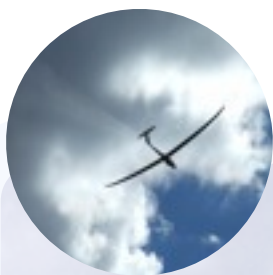
The GFA State Teams Shield winning team Miles Gore-Brown, John Buchanan, David Jansen from Queensland and all



Highest placed international pilot Grae Harrison NZ

Darling Downs Soaring Club

November 2010



15 Metre Class Champion Miles Gore-Brown



Bmag Trans Tasman Trophy winning team members Shinzo Takizawa and Lars Zehnder, the third team member was Dave Shorter

Standard Class Champion Allan Barnes



Happy families, 2nd and 3rd in Open Class Pam and Gerrit Kurstjens

Happy families, 2nd and 3rd in 15 Metre Class Peter and Lisa Trotter



Open Class Champion John Buchanan



Darling Downs Soaring Club Anniversary Celebrations

By Jenny Thompson

The Darling Downs Soaring Club celebrated 50 years of flight on 4th September, 2010, having had its first flight on 6th September, 1960.

The plans for the day were to have normal club flying early in the day, then have a number of aircraft fly in, aerobatic and warbird displays, and provide flights for older past members who had not flown for a while.

Unfortunately the weather gods did not smile on us, and we were presented with a very strong crosswind and low cloud. All the visitors who were to fly in had to cancel, so we were only able to have a single aerobatic display by Robert Bradley in the Jantar - the only flying entertainment for the day. The wind dropped slightly as the afternoon went on, allowing us to get two two-seaters for some passenger flights for past members. A sausage sizzle kept the crowds fed whilst old acquaintances were renewed.

Our founding member Lindsay Richards, now in his eighties, went for a flight with Tony Cavanna, current CFI, and proved he still had the flying bug, by taking control and doing some aerobatics of his own. The smile on his face was just priceless.

Chad Nowak compiled photos from the earliest days of the club to now, and a presentation ran all day.

Memorabilia such as past club magazines, log books and trophies were also on display.

We were really privileged to have past members attend from all eras of the club's history. Included in this list were Lindsay Richards, Ingo Renner, Air Vice Marshall Geoff Brown, Stow Kentish, John and Judy Stringfellow, Ian, Mebs and Rod Teakle, Ron Muir, Trevor Bange, Al Gerber, John Geddes, Ian Petherick, Greg Kolb, Robert Sopinski, Reg Trevor, Bob Sandercock, and Russell Bennett to name a few.

Long term members Bob Ward, Libby Matuszczak and John Moore also attended. During the day around 110 members and guests attended.

In the evening, about 90 members, guests and past members gathered in the marquee for the evening meal and speeches. Lindsay regaled and entertained us with some stories and insight into the early days. Geoff Brown talked about his air force experience and how gliding had played a part in that early start in aviation, and Ingo Renner gave us some great stories of his flying at DDSC in the sixties, as a young German immigrant.

It was truly a wonderful experience listening to all three guest speakers.

Almost as soon as Ingo had finished his speech, the rain descended, and soaked the ground. It was such a pity that the weather dampened the activities for the day, but in all, it was great

Darling Downs Soaring Club

November 2010



to have such a lot of members from over the last 50 years, getting together and remembering old times and new.

The Club has had fifty years of continuous gliding and it is down to all the men and women of the club over this period, contributing their time, effort and resources to making it all possible.

The club has a great future and is going strong - thank you to all those who have gone before and made it all possible. ✈



crowd watching the Jantar display.



Tony Cavanna taking Lindsay Richard flying after a long break



L-R Ron Muir, Trevor Bange and Ingo Renner



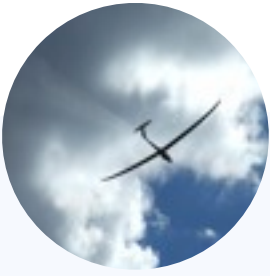
Robert Bradley in his Jantar performing a low pass



0099 - Chad Nowak and Ingo Renner in Nimbus XY, with Deakin Nowak looking on.

Darling Downs Soaring Club

March 2010



Lindsay Richards' speech



Life members (L-R) Stow Kentish, Shane McCaffrey, Lindsay Richards, John Moore, and Reg Trevor



Ingo Renner's speech.



Geoff Brown's speech

Darling Downs Soaring Club

November 2010



Duty Roster:

The Roster is soon to be updated and extended.
I will republish this Chaotic online with the
extended roster when available. ✈

Dave Holbrook

Saturday, November 6, 2010	Richard Armstrong
Sunday, November 7, 2010	Roly Sundell
Saturday, November 13, 2010	Andrew Klos
Sunday, November 14, 2010	Mark Leahy
Saturday, November 20, 2010	Graham Hennessey
Sunday, November 21, 2010	Libby
Saturday, November 27, 2010	Bruce Jaques
Sunday, November 28, 2010	Sue Ennis
Saturday, December 4, 2010	Peter Richards
Sunday, December 5, 2010	Steve Harris
Saturday, December 11, 2010	Allan Barnes
Sunday, December 12, 2010	Sam Mayall