

# ASC e-News

Electronic news from the Adelaide Soaring Club



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Hi and welcome to our latest ASC e-News.

## ASC Members Forum

Just a reminder - there will be an ASC Members Forum in the clubrooms at Gawler on 23 March, starting at about 5.00 pm.

These Forums are important. Safety issues, airspace changes and the future directions of the club will all be discussed, so put the date in your diary now!

Following the Forum there will be a BBQ dinner in the clubhouse.

## OpsScene

It has been a little while now since the last OPS SCENE, however, whilst we fly for fun and recreation, we operate in a busy environment and alongside professional and service pilots and every now and then we need to be reminded of that. If we are responsible for any lapses in the standards required to operate safely alongside other aircraft then we create a possible dangerous situation for fellow aviators and also stain the reputation of the Adelaide Soaring Club, Recreational Aviation Australia or Gliding Federation of Australia and of course ourselves.

In recent months we have had incidents in relation to radio communications, breaches of airspace boundaries and circuit protocols. Whilst the occasions were not deliberate breaches of normal procedures, they were breaches that could have had disastrous consequences. Inattention, lack of care, not concentrating on matters at hand and tiredness could all have played a part. In all cases – BE AHEAD OF THE AIRCRAFT. Some examples.

- (a) A pilot was returning to Gawler after an early departure and an enjoyable day at another airfield. Runway in use was 31. The pilot flew upwind the downwind leg to land on 13.
- (b) A pilot returning to Gawler could not be contacted on the radio for information on which runway to use. Pilot was on the wrong frequency.
- (c) Over recent times there have been a number of breaches by glider pilots using our airspace releases.
- (d) A pilot flying to Kangaroo Island, enjoying a pleasant outing and on the return flight via Strathalbyn, breaching airspace.

As instructors we continually make the point to students that it is absolutely vital to stay ahead of the aircraft. By that we mean that a pilot needs to think ahead and formulate a plan of action that will follow. This is particularly important when returning to the circuit. We need to consider the wind, circuit direction, traffic in the circuit, radio calls and on which leg to join the circuit. A vital element of that is your inbound call, whether it is 10nm out or from the Gawler Dam. That call obviously must be made on the correct CTAF frequency so the radio must be checked prior to transmission and adjusted if necessary. ***Having a plan to follow makes an arrival much simpler and gives us more time to have our heads out of the cockpit.***

Kangaroo Island is a great destination, really scenic, flying over water, a great day. Such a flight needs careful planning, including fuel usage, a height plan in order to glide to safety in case of engine failure, detailed information of the destination airfield, permission to land etc.

An important element of pre-flight planning is to be acutely aware of our responsibilities with respect to airspace. ***A flight plan should be very specific as to height and lateral limitations and a pilot must be disciplined enough to follow the plan.***

If we have a good plan and follow it – what could possibly go wrong?

### **Distraction**

We hear a lot about Sterile Cockpits. That simply refers to limiting distractions for the pilot. After all, the pilot's job is to fly the aircraft safely. The pilot has a primary responsibility for the aircraft, the passenger/s and to fellow aviators.

Aviation has rules/laws just as we have rules/laws on the road to regulate traffic in order to keep road users safe. If a pilot breaches the rules then the aircraft and aviators in the vicinity are at risk.

As pilots we like to take family members and friends for a flight. Taking passengers is an added responsibility and as part of the passenger endorsement a pilot is taught the importance of briefing a passenger. The briefing should include relevant safety information, assisting with looking out and giving the pilot QUIET TIME when radio transmissions are made or the aircraft is coming into congested areas or the pilot is revising the plan. ***But conversations between pilot and passenger should never take precedence over the pilot's responsibility to fly the aircraft and maintain situational awareness.***

All LSA students and a number of GLIDING members attend our Human Factors courses at Gawler. A lot of very valuable safety points are made during the courses, which, hopefully, stay with us during our flying career. As instructors, we try and re-inforce safety information as much as we can in our theory and practical training, but it is essential that pilots make sure they are properly physically and mentally prepared and have done their homework for their flight and are able to take full responsibility for their actions.

***Remember – Take offs are optional. Landings are compulsory.  
Fly safely.***

*ASC instructing team*



## **Stratus**

Our new LSA, the Roko Stratus, is now on line -

If you would like to fly it just see one of the club's LSA instructors to find out the requirements.

With the new Roko Stratus NG4 online, we have been getting lots of questions around how to transition onto this aircraft, for both existing RAAus members and Gliding members. But are you are not sure if you are going to like the aircraft?



We are offering some 30 min Introduction flight time slots. This is open to any club member, no matter if you are a GFA or RAAus member!! These flights are intended for you to have a sit in, feel and fly of the aircraft, a try before you buy scenario!! These flights will be charged at normal members rates, the equivalent of \$170 Hr (30 mins will be around \$85, depending of the exact hobbs time, weather depending too for if the flights go ahead). If you are interested, we have 3 morning slots available on Saturday 16th March. 09:30, 10:15 & 11:00. Please reply to myself to book in, it will be a first in first serve scenario!!

If this is popular and we have a lot of demand, we will also run another morning a few weeks after.

Nice work Tom. And thanks.



## Airspace at Gawler

Dear Members

I am writing to about an issue that has arisen in relation to our access into Class C airspace under the terms of our Letter of Agreement (LoA) with the RAAF and Air Services.

Under our LoA, ASC glider pilots can access Class C airspace when Air Services propagate a NOTAM where a Danger Area is created, eg, when we get a Kapunda Release the area is released to us as a Danger Area. The problem is that technically this procedure is outside the regulations, as only the Office of Airspace Regulation can create a Danger Area - not Air Services. Consequently, effective a few days ago, we will no longer have access to Class C airspace.

However, this does not affect the part of our agreement with the RAAF. If the RAAF have activated their Restricted Airspace we can use that airspace under the terms of our LoA (eg, Eudunda Release). Once the RAAF has finished using their Restricted Airspace they will relinquish the restricted status and it will revert to normal airspace and available for use by civilian operators. Once this occurs we will no longer have availability to that airspace where it becomes Class C (ie, above "the steps").

I know this sounds complicated, but simply put, we will still have access to our airspace releases, but only when the RAAF has activated their restricted areas and they grant us access.

Our weekend gliding operations will be the most affected, as normally the RAAF doesn't operate and therefore their airspace becomes available for civilian use. Under these circumstances we will only be able to use Class G under the Class C "steps".

Another word of caution. The RAAF can deactivate their Restricted Airspace with 30 minutes notice. Even though they NOTAM the Restricted Area will be active to a certain time, once they have finished their operations for the day they will lift the restriction. Under the old arrangement, our access to the deactivated Restricted Airspace (Class C) would continue as per the NOTAM. An example is that today (28/02) R265A and R265B will be active until 8:20pm local time, however they advised us yesterday that they will probably complete their flying operations by 5:00pm local time and the restriction will be deactivated. In this case it means that we will need to be clear of R265A and R265B by 5:30pm local time. We will need to be vigilant to ensure we do not "break airspace".

I know this all seems ridiculous and I agree, but all parties must comply with the regulations. We are working extremely hard to find a way forward that will deliver an acceptable solution for us that will be compliant with the law. Our Airspace Officer, Peter Temple is putting in an enormous effort and is working closely with the OAR, Air Services and GFA. We have been informed that it will be at least 3 weeks before any new arrangement could be implemented. In the meantime please be patient.

Although it is important that all ASC members understand what is happening with our airspace, these changes will only affect gliding operations - LSA operations are business as usual.

We will advise of any new developments, but if you have any questions relating to your understanding of the current situation please feel free to give me a call.

Safe Flying,  
Steve.  
0438 409 928

## Books

Over the past few years, a range of high quality hard cover Aviation picture books have been donated to the club by well meaning members, either as the clean out of their book shelves or from deceased estates.

These have been stored in a number of locations, either in the Clubrooms or the Briefing room. Through ongoing observation over a period of time, most have not been removed or read, as good a quality as they are.

To this end, they have now been assembled on the table in the south eastern corner of the clubroom proper, along with a box of aviation related magazines.

It is intended to leave them there until the end of March 2019.

Given their limited previous use by members, during that time should any members wish to take any copies for their own personal libraries, children, grand children, friends, etc., **please feel free to do so.**

At the end of March, any remaining copies will be offered to local libraries or schools. For any further inquiries on this matter please contact Tom Leech – Airfield Manager.

## First Solo Certificates – Gliding / LSA

In an effort to more formally recognise the very significant first solo flights by members, **either** associated with **Gliding or LSA**, an initiative is being implemented to recognise this special occasion. It will take the form of a framed certificate incorporating where possible, a photograph of the pilot taken on the day of their first solo flight.

The first phase of this initiative will be to cover those pilots who soloed in 2018 and thereafter subsequent years.

As at 20/01/19, the following names have been collated for solos in 2018:

### Gliding

- Christian Brini – November 2018 (Certificate prepared)
- Others???

### LSA

- Andrew Dansie – November 14<sup>th</sup>, 2018 (Certificate prepared)
- Mick Fidock – November 23<sup>rd</sup>, 2018 (Certificate prepared)
- Michael Heather – December 12<sup>th</sup>, 2018. (Certificate prepared)
- Matt Howe – 9<sup>th</sup> February 2018 (Certificate prepared)
- Paul Hughes -????
- Ian Roddie - ????
- Ben Foxwell - ???
- Pamela Coulson - ????
- Thomas Zang - ?????
- Joe Egel - ????
- Ryan Breslin - ????
- Ollie Wines - ????
- Hansaja Ekanayake - ????
- 

Those pilots who have ???? alongside their names, should you wish for a certificate to be prepared in your name, please contact Peter Sachs via email ([petersachs@iprimus.com.au](mailto:petersachs@iprimus.com.au)) and provide:

- the date of the first solo flight.
- Correct Spelling of your name.
- A picture taken on the day, if possible.

**Any pilots not listed above and who soloed in 2018, in particular, likewise contact Peter Sachs providing the relevant details as per above.**

## Please shut the gate

Please remember to shut the gate if you are the last person leaving the airfield of an evening.



**Daryl Trigg** - ASC e-News Editor

**FOR FURTHER INFORMATION ON THESE OR ANY OTHER CLUB TOPICS CONTACT ANY MEMBER OF YOUR COMMITTEE.....**

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