



ASC e-News

Electronic news from the Adelaide Soaring Club **1st JUNE, 2024.**

VALE Sadly we have lost Ian and Rose Hampel due to a road accident. Both were musicians and worked in a band run by Ian who was also an aircraft and hangar owner at Gawler. Funeral 10.30 Tues 4th June, Taylor & Forgie, Adelaide Road Gawler. Burial at Magdala cemetery. Drinks at Café Nova, Gawler.

As I mentioned last month, we should have a story and some piccies from the Parkes trip flown by Sue Ingham and Bridgette McAllister. They are included.

Tom LEECH has just had his 60th birthday. Unbelievable. HAPPY BIRTHDAY.

Karl Faeth

PARKES BI-ANNUAL FLY-IN

As told by Sue Ingham.

RAAus Fly in at Parkes, Central New South Wales is held biannually. This is the first time Bridgette and I have been there. It's in Central New South Wales, so it's quite a hike from Gawler. What better way to go than to fly? So, the numbers you ask? 495 nm from Gawler. In our beautiful Jabiru 430, (cruise around 110 to 115kts). Nice. Lovely stable high over Australia, lots of planning and where to refuel.? Cruise fuel is about 23 litres/hour, probably a little less. OK. Hay refuel it is. Ian McDonald and Louise Millington set off from Gawler Friday the 12th April about an hour before us.

Light cu's around 3000 feet soon burnt off, and blue skies all the way. We navigated using Oz-Runways, but have paper maps and plan as a back up. Sky Echo turned on too. After flying about 1.45 hours, we landed at Wentworth for a quick comfort stop. Note to pilots, although at cruise, between CTAF's, we used the AREA frequency. Wentworth has a CTAF frequency, same as Mildura (118.8). And my, look at all the flash new tarmac runways and taxiing guides at Wentworth! Impressive.

On to Hay for a refuel, and we caught up with Ian in Jabiru 8606 just leaving after a lunch break. They were heading to Lake Cargeligo, which was about 1.5 hours west of Parkes. They elected to stay there overnight, then head on to Parkes on Saturday. Bridgette and I had some issues with fuel. The bowser wasn't connecting to the net, and no fuel dispensed as payment is made with a credit card. It was somewhat annoying to say the least. Luckily, a fuel truck was nearby and helped us out. By the way Avgas was 3.15 per litre. Ouch! By now it was 2.30 pm NSW time. Sundown about 5.50pm. We had about another 2 hours of flying to get there.

As we approached Parkes (elevation 1100 feet) we did note quite a bit of local traffic, including at Forbes, as they share the CTAF frequency. Arriving overhead the airfield, (nice tarmac) traffic cleared,

and we had the circuit to ourselves, landing on runway 26. At 4.30 pm there was a bit of sun-glare, but not too much.

We taxied and tied down, and were greeted with friendly faces from RAAus to help. There was a local shuttle bus to town (free) every half hour, so we elected to head into town and check out our accommodation. Which was a retired Convent. Well, now a B & B actually, but a beautiful old, refurbished building with everything laid on, including a spa in the garden. What a shame, we didn't spend much time there, just to sleep and breakfast.

The Fly in event was well put together, about 100 aircraft managed to get in (despite poor weather on the east coast). Such a mix of aircraft too. Much chatting with other pilots, with obvious questions, "where did you fly from", "what aircraft do you have" etc etc. The local Aviation Museum had mix of old aircraft displayed too, with a contrast to the sleek new aircraft types (still RAAus category) displayed and arrayed around the museum aircraft. RAAus had speakers from their team, including the Head of RAAus Flight Ops, Jill Bailey giving more information on the new changes to aircraft type category G. This will allow some heavier aircraft to be part of the higher weight category (up to 760kg). Various tents displayed new technologies from Garmin, Oz-Runways, Av-plan and Bose. Some visiting pilots chose to stay and camp under the wing at Parkes.

As the sun sank, a BBQ and campfire was set up with drinks and food supplied. Very convivial.

On Sunday, we planned to leave in the afternoon and head to Lake Cargeligo (west) to shave off some of the flight time when we headed back on Monday to Gawler. But first, we hired a car and went up to see The Dish, a huge radio-telescope, made famous by the Australian Movie of the same name. This radio-telescope played a major role in the Apollo moon landings in 1969. It's still used for scientific research. What an incredible sight.

Around 3.30pm, we returned to Parkes airfield, and repacked the aircraft to depart west to Lake Cargeligo. 1.5 hours later, a beautiful lake, with a small town nearby came into view. There was a long gravel runway, and hardly any wind. The local motel owner rang us and then came along to pick us up. Lake C. is famous for its beautiful birdlife (we saw water birds on the lake).

We left Monday, with another 4 hours of flying (another refuel at Wentworth this time), and back to Gawler in the mid-afternoon. 11.7 hours total flying time. What a great flight too. The new engine performed perfectly. (new Jabiru Gen 4).



The Parkes fly-in was well supported by sponsors and as aircraft came from all over Australia, there was a prize for distance flown.

So, during the day when everyone was assembled, the *Rotax Sponsor* asked "Who flew the longest distance to get here?" Sue put up her hand and said "GAWLER". No one present could beat that distance so the trophy was awarded to Sue and Bridgette.

Beauty is that it is a perpetual trophy and does not have to be returned.



Lovely “Lake Cargeligo”



The Dish at Parkes

HUMAN FACTORS - Sue Ingham

Members no doubt fondly remember the HF Courses so professionally run by Phil Pullem at Gawler. With the re-organisation at RAAUS I hear that HF will be incorporated into the teachings by our Instructors – that of course means that the topic will be included in the various exams. I hear a couple of moans **BUT** the importance of HF cannot be stressed enough. How many accidents could have been avoided had HF been a Co-Pilot? As Sue says....

HUMAN FACTORS HUMAN INDIVIDUALS ALL HAVE STRENGTHS AND WEAKNESSES.

To fly an aircraft safely, we all need to develop strengths and understand our weaknesses. The airborne environment can be very stressful but also exciting.

How often have you heard experienced pilots state “I am still learning” Well, you are always learning! One of the hints we are regularly reminded of is the **IMSAFE**. This helps us pilots to determine **Am I safe to fly today?**

As a reminder – **I illness. M medication. S stress. A alcohol. F fatigue. E emotion.**

FUEL CAPS



The other day CFI Sue Ingham found that the fuel caps on a Jabiru wing had been replaced back to front. (Not possible in most but possible in some Jabirus). Pilots will notice that the photo on the left above has a flag fitted

to the cap. This should always be in place when the aircraft is not used. (Prevents bugs and things from clogging up the air holes.)

The centre photo shows the cap with the flag removed. I shows the long stem in front of the securing bolt that holds the cap in place. The airholes at the top of the stem are clearly visible and pilots know (**don't they**) that the airholes always face in the direction of travel. There is a valve in the stem that allows air to enter the stem and therefore the fuel tank but the valve prevents fuel from escaping.

The right photo shows a close up of the fuel cap. Notice the rubber O ring between the two halves of the cap. The O ring expands when the two halves are compressed when the bolt is done up. That seals the opening and also hold the cap in place. Notice the small protrusion on the top cap and a corresponding opening on the tank opening. The protrusion obviously fits into the small opening. When that occurs the tank cap is facing the right way. Please note Usually only one turn of the bolt is required to do up or to undo the cap. Too many turns will make the two halves of the cap fall apart. At times a bit of pressure with a finger or a finger nail is required to put the rubber seals in place so the cap fits into the opening, before tightening the bolt.

CAM - LOCKS

Different aircraft manufacturers use different screws, bolts and spring loaded catches to hold cowls and other aircraft parts in place. Jabiru uses cam-locks to fasten the top cowl.

When pilots do the Daily Inspection, before committing aviation, (a short article follows this one) they carefully check out the aircraft for missing or loose bits. The Jabiru top cowl is held on by two long pins which reach from the cockpit to the cowl nose on each side. The pins slide through loops fixed to the top and bottom cowl. The pins can only be accessed from the cockpit.

The top cowl is also held in place by cam-locks, usually 5, although the new model (8538) only has 4. Cam-locks look like screws, but they are not. As the name implies they are spring loaded and fit into a female cam. The cams are held in place by rivets (two at the nose on the bottom cowl) or fitted into the front of the fuselage. The shaft is inserted (pushed in against the spring resistance) rotated (right) in the cam and the end held in place in the cam by two pins on the shaft. The spring takes up any slack and also holds the pins against the indentation in the cam. When removing a cam-lock with a normal screwdriver one can always feel a slight resistance at the start. (Remember to depress the shaft and turn it to the **left**. To fit a cam-lock push it all the way in then turn it to the **right**. One can feel it engaging in the cam and the pins inserting in the indents in the cam. To make sure it is in – a little pressure left on the screwdriver will give a bit of resistance.

A number of pilots do not understand the mechanics of a cam-lock and treat them like a screw. They then fall out and on a number of occasions I have found cam-locks missing. Whilst they cost over \$10 each, it is the secure fixing value that is important.

Next page

On the left is a Cam-lock in place. Note that the head is not flush with the washer. In the centre is a cam-lock. Note the spring, the washer, the shaft and the two pins at the end of the shaft. On the right is a cam-lock fitted into the female cam. One pin is visible as is the angle the pins slide up and the indentation where the pins are secured by the spring pressure.



DAILY INSPECTIONS

Last month, Paul Marshall, CFI Gliding, had an article on Daily Inspections with a GFA viewpoint. Experienced pilots appreciate the value of these inspections and mandatory maintenance. The importance of these inspections cannot be over emphasised to all pilots, glider or power.

A recent article on Pre-flight Inspections makes some excellent points that we all whole hearted should agree with.

*Preflight inspections can easily become mundane, with individuals following a familiar routine around the aircraft. However, it is crucial to approach preflight inspections with a **proactive mindset**, seeking to identify any changes or issues, (**that looks different, something is missing, that screw is not tight**).*

Repetitive inspections can lead to oversight of significant defects especially if attention is focused on expected minor issues.

Note. Inspections demand unwavering attention and should **not** be performed while multi-tasking or distracted. (**a member will come up to say hello or talk about a different topic**) Even though we may not want to – the proper way is to point out you are doing an inspection, send the member away and start again.

Members must truly see during inspections. Consider *Defect Reports* and *Maintenance Releases*. The latter should always be read before an inspection. Also consider if it is a *Major or Minor* defect. If unsure speak with an Instructor or Maintenance Person.

Remember – it is much more preferable to find a problem on the ground where it can be fixed, than in the air where it can't.

PS I was quietly told that a pilot at Gawler was checking his fuel content the other day when a friend sauntered by and started a conversation. The pilot was distracted and missed tightening the fuel caps. He was over the River Murray when the fuel content gauges turned red. **Just imagine that feeling.** He was able to land nearby and had a mate bring him some fuel so he was able to safely return to Gawler.

Just goes to show – it does happen.

BLACK SPRINGS

A word from our Birthday boy. Appears that the Black Springs Camp has been cancelled due to a number of reasons. However – there will be a gliding operation at Gawler so come out and fly.

ASC – AIR OBSERVATION TRIAL

Thank you for the feedback from Geoff Wood. He advises that the trial was a huge success. Largely due to the work put in by the Chief Organiser, Marc Michell.

Crews were given a task sheet and a briefing by Marc. This included questions about aviation rules and procedures.



Our Dimona was also made available for this operation and Andrew Wright and Bill Fielke are looking forward to the challenge.



Richard Young is always keen to take part in a trial or a challenge. Here he is planning his route with wife Di wondering if he will get it right this time.

After the task sheet and aviation questions came a course across the hills to Sedan and back by a roundabout route, with questions designed to be answered by observation of features on the course. All went well until mid-afternoon, where misty light rain and a lowering cloud-base put a dampener on things.

When the returned papers were assessed the winners were *Heinz Tantschev and Jeff Schuster* flying Jeff's Jabiru. Incredibly, a very high score was also obtained by *Chad Mauger and Marcin Nowina-Krowicki* – incredible only because they never left the ground! They had booked to fly Jabiru 7385 but were beaten by the weather; instead, they used charts, Google Earth and manuals to work out the answers to most questions. This was a healthy reminder of how much you can do on the ground to prepare for flight.

NEXT EVENTS AT GAWLER

Events planned for Gawler over the next 3 months are as follows:

ASC GLIDER AEROBATICS COURSE

When: Sunday 2 June

Where: Gawler aerodrome

What's it about? Learn how to do aerobatics in a glider - apart from the fun, it will make you a better pilot! The course will be conducted by Frank Johann who will provide reading material before the course and conduct a theory seminar in the morning, following which you will do a practical session in one of the DG's.

How you can be involved: Go to the ASC website and register your interest on the gliding roster for 2 June.

Further Info: Frank Johann (0427 263 071)

OZRUNWAYS TUTORIAL

When: 15 June 2024 at 1 pm

Where: The ASC Clubhouse, Gawler aerodrome

What's it about? The creators of OzRunways are attending Gawler to help us with a tutorial on how to use and get the most from the OzRunways package. There will be a presentation followed by an opportunity for questions. Bring your device!

There will be a sausage sizzle (\$5) from 12 noon up to the start of the presentation at 1 pm.

How you can be involved: Please register with the ASC office (08) 8522 1877 or on office@adelaidesoaring.org.au

Further Info: Geoff Wood 0402 410 827

Contact: ASC office (08) 8522 1877 or office@adelaidesoaring.org.au

ASC MEMORIAL DAY / NOT MY PROBLEM DAY

When: 24 August 2024

Where: Gawler aerodrome

What's it about? This annual ASC event is to remember past club members who have passed away, and honour their lives and contributions. We do this by getting together, having as many aircraft on display as possible, flying and socializing.

How you can be involved: Come along and have fun.

Further Info: TBA, but please reserve the date now.

Contact: Tom Leech at the club.

ASC AGM

When: 31 August, late afternoon.

Where: ASC Clubhouse

What's it about? The annual meeting where reports are presented, the results of elections for Committee are announced, and members can put questions to Committee members.

How you can be involved: Put the date in your diary, and think about what you can add.

Further Info: More details will be sent to all members over the next couple of months.

And looking further forward, there's the Flinders ridge and wave soaring expedition from 7-15 September, the ASC combined 80th birthday event and Christmas function on 8 December, and other events with the details still being worked out. Always lots on at Gawler!!

GLIDING IN THE FLINDERS RANGES



Have you thought about coming to the Adelaide Soaring Club Flinders Ranges camp from **7th September until the 15th September 2024.**

.....

The ASC runs a gliding camp at the Arkapena Airstrip, located near the spectacular Wilpena Pound. The airstrip is a couple of small dirt runways at the base of the Chase Range. The location is perfect for glider pilots to explore the ridge lift available on Wilpena Pound and the Chase Range. When conditions are right you can jump from the ridge lift into wave and climb to 20 000 feet.

The camp is also a wonderful It's a great way to have lots of fun and a great place to improve your flying skills. social event. With club members sitting around the campfire sharing stories about their passion for flying. Everyone is welcome. Most years several of our LSA club members fly up and pay us a visit.

The camp is a fantastic place to learn lots of new things. How to rig and derig gliders, how to take off and land from a small strip with a noticeable slope. How the winds at ridge top height can be completely different from those at the airfield. The skills you can develop at the camp will make you a much more versatile pilot.

If you are interested in coming up to the Flinders camp, put your name down on the list in the club rooms. We need to know the numbers so we can work out what aircraft we will take up there.

As always, stay safe and enjoy your flying.

Paul Marshall CFI Gliding

COMMITTEE

Tony LEWIS	President	0417 853 768	president@adelaidesoaring.org.au
Steve MIRANDA	Vice-President	0433 193 970	prof.steve.miranda@gmail.com

Bridgette McALLISTER	Committee	0467 801 645	bsmcallister@hotmail.com
Brian RAU	“	0408 777 564	brian.adl@bigpond.com
Megan GABELL	“	0449 691 649	meganllewellyn31@gmail.com
Josh BROWN	“	0404 466 956	jdbrownp8@gmail.com
Bradley LEKSAS	“	0487 796 337	leksasbradley@gmail.com
Ali SWART	Secretary	0409 299 936	secretary@adelaidesoaring.com.au
Steve PEGLER	Treasurer	0438 409 928	treasurer@adelaidesoaring.org.au
Paul MARSHALL	CFI Gliding	0427 394 841	gliding-cfi@adelaidesoaring.com.au
Sue INGHAM	CFI LSA	0437 658 976	jabiru7314@gmail.com
Tom LEECH	Airfield Manager	0400 900 903	gam@adelaidesoaring.org.au

