



## ASC e-News

*Electronic news from the Adelaide Soaring Club*      **1<sup>st</sup> JULY, 2024.**

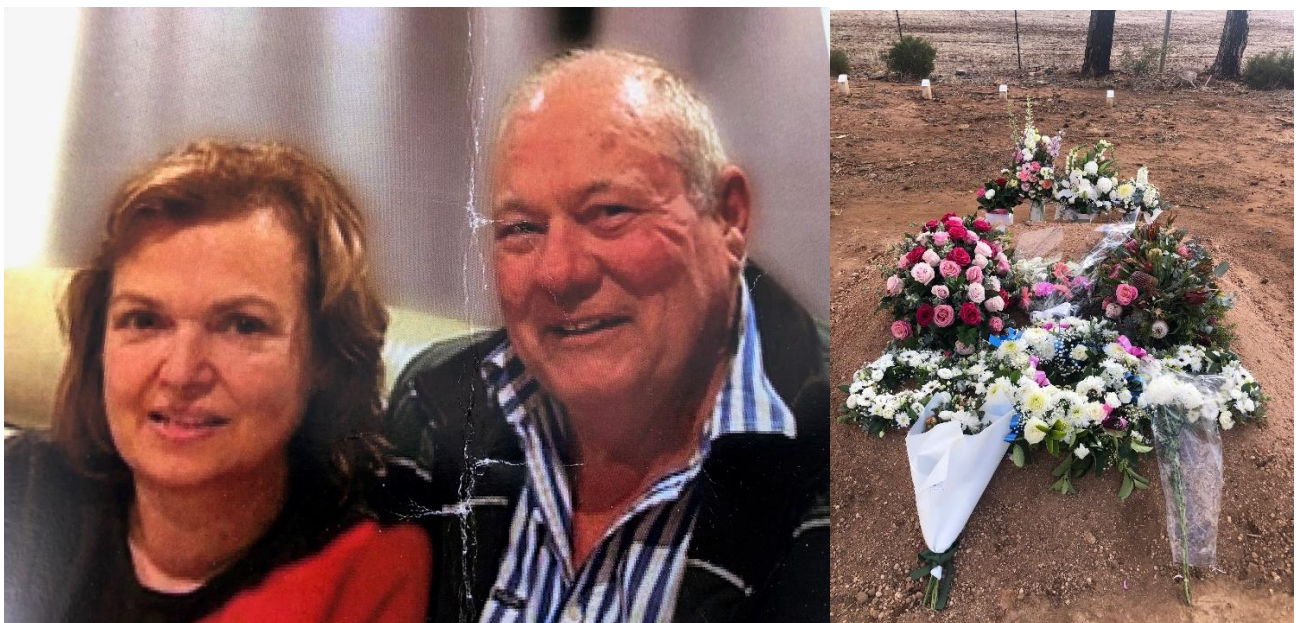
**VALE**      May was a sad month where we lost Ian and Rose Hampel due to a road accident in a close vicinity to their home at Owen Road, Magdala. The funeral service was on 4<sup>th</sup> June at Taylor & Forgie in Gawler. More details further on.

We also lost John Brougham after a short illness, aged 91 years. He joined ASC in the 50's, was a quiet achiever and well respected. He was President and CFI of ASC, President and Treasurer of SAGA and also GFA. He and wife Julia were also Foundation Members of the Aldinga Aero Club.

**TRIPS** Jeff Schuster never ceases to amaze. His latest trip was to **Farina** in the far north. Talk about remote. A couple of photos to give us an idea.

Karl Faeth

### VALE



Ian Hampel was a well-known club member who built his own aircraft (more than one) which he flew very well. He was also a hangar owner. In addition, Ian was into farming and worked at Tundarra Equipment Sales near Lyndoch. Ian also did a lot of agricultural work on an annual basis for Sue Ingham and Phil Pullem on their properties. In their 'spare time' Rose and Ian played in a band at the **NOVA café** in Gawler.

The popularity of Rose and Ian in the community was so well illustrated by the huge attendance at the funeral service at Taylor & Forgie on 4<sup>th</sup> June on Adelaide Road. The very large funeral parlour was completely filled. People were also standing and lining the walls.

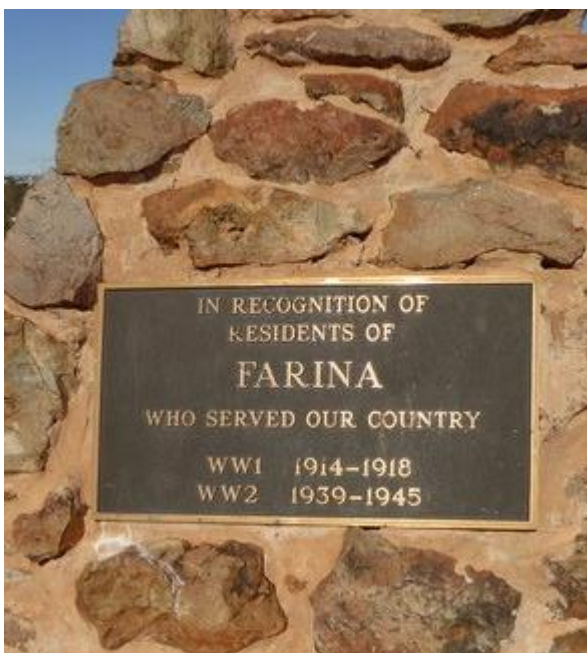
The burial was at a small cemetery at Magdala and a large cortege made its way there from Adelaide Road, for friends to say their last **Good Byes to Rose and Ian**.

## HISTORIC FARINA TOWN

As mentioned in the intro, Jeff Schuster visits some amazing places. I just wonder where he gets the information from that a Historic Event is taking place. Appears that a memorial service was being held commemorating John Napier BELL who was killed in WW2 in France.

Farina is due north and a flight time of 2.9 hours in Jeff's J160. Although called a Fly-in Jeff in his J160 was the 2<sup>nd</sup> aircraft to land at the airfield after 40 years of disuse. Apparently Doug Sprigg in his Auster was the first one but couldn't make it this year – being fogged in at home.

Appears Farina is also famous for its most remote underground bakery, which is open for 2 months of the year, 25<sup>th</sup> May to 21<sup>st</sup> July.



**The Memorial**



**The Historic Bakery**





**On the way to Farina – but not a picture a pilot likes to see.**



**Ready for the Service**



**Certainly a remote location**

## ADELAIDE SOARING CLUB GLIDING FLYING SCHOLARSHIPS

Thanks to the previous generosity of a number of Club Members, the ASC Gliding Scholarship program has been able to support a significant number of club members in furthering their gliding pursuits.

Feedback from both the current and previous recipients of the ASC Gliding Scholarship Programs has been extremely positive, with a significant number of them already giving back to the club as a result of receiving a Scholarship.

Gratitude is expressed to all those members who in the past, have generously donated to the Gliding Scholarship program.

Now that all funds in the current 2024 program have been expended, there is an opportunity for members to consider future donations, so that the scheme has an ongoing future.

Donations can be made via the following:

- **Tax deductible donations** via the Australian Sports Foundation, nominating the ASC as the beneficiary, can be made online at <https://asf.org.au/projects/adelaide-soaring-club/asc-gliding-scholarship-program/> and click on the DONATE tab.
  - Donations made through the Australian Sports Foundation attract income tax deductibility status for the donor.
  
  - **Non tax deductible**, one off donations can be made directly to the club or via a periodic payment (monthly etc.) via a Direct Debit.
  - Contact the ASC office by phone on 08 8552 21877 or by email at [office@adelaidesoaring.org.au](mailto:office@adelaidesoaring.org.au) to organize a donation process of your choice.
- All donations received will be pooled and then managed through the ASC Gliding Scholarship Management Group in conjunction with the ASC Committee.

### 2. Wills / Estates

- As is common with many organizations, particularly Not-for-Profit ones, individuals may wish to include nominated amounts within their Estate documentation to support the ASC Gliding scholarship program. This can be done in conjunction with the ASC Office.

## OZ-RUNWAYS COURSE

On 15 June about 25 members attended a course on Oz-Runways in the clubroom, organised by the ASC LSA Operations Group. The presenter was Alice Klingberg, marketing manager for the Oz-Runways company. As well, Alice is a commercial pilot and her job is to travel Australia in the company Cirrus promoting the app. Lucky her!

The presentation highlighted that Oz-Runways has features and capabilities which most of us don't even know about, and consequently don't use. A bit of time studying the Oz-Runways User Manual and/or Knowledge Base will pay dividends.



*Richard explaining his version of Oz-Runways to Alice, Jeff looking on...*

A sausage sizzle was enjoyed by many members in the clubhouse before the event – thanks to Richard Young, Jamie Clothier and Andrew Wright for handling this. Well done all!

**ASC COMING EVENTS by Geoff Wood**

**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 honor 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

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**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 now.

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

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**ASC SPOT LANDING EVENT**

**When:** September 7

**Where:** Gawler aerodrome

**What's it about?** You will fly two circuits and aim to touch down at a nominated spot, one circuit being a powered approach and the second a glide approach. An instructor will be on board your aircraft for safety which makes this event suitable for all pilots. Everybody is invited, whether flying club Jabirus, private aircraft or gliders.

**How you can be involved:** Put the date in your diary now – more details nearer the day.

**Further Info:** Marc Michell

**Contact:** Marc Michell 0408 819 998

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**ASC FLINDERS WEEK**

**When:** 7-15 September 2024

**Where:** Rawnsley Park, Flinders Ranges

**What's it about?** This is an annual club event. It's based around ridge and wave soaring in gliders, and socializing at the Rawnsley Park resort.

**How you can be involved:** Go for a week or a couple of days. Fly club gliders or your own, or fly up in a Jabiru or other aircraft to join in the social side.

**Further Info:** Brenton Swart

**Contact:** Brenton Swart 0411 885 320

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**NATIONAL LIBELLE GET-TOGETHER**

**When:** 15-18 November 2024 (inclusive)

**Where:** Gawler aerodrome

**What's it about?** ASC is hosting a gathering of Libelle gliders over a 4-day weekend in November. Fun flying, socializing and admiring these historic but still highly competitive gliders.

**How you can be involved:** Bring your Libelle, encourage others to do so, or just come along and admire. **Further Info:** Alan Dean **Contact:** Alan Dean 0438 556 640

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**TUTORIAL: USING THE S100 GLIDE COMPUTER**

**When:** TBA in October/November

**Where:** ASC Clubhouse

**What's it about?** The S100 glide computers installed in most of the club's gliders are powerful, but you need to understand them to get the best out of them. This tutorial (about 2 hours total) helps to assist you through both knowledge and practical tips.

**How you can be involved:** Register your interest with the ASC office via [office@adelaidesoaring.org.au](mailto:office@adelaidesoaring.org.au) or 08 8522 1877.

**Further Info:** Peter Temple 0427 396 034

**Contact:** Office or Peter Temple as appropriate.

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**ASC 80<sup>th</sup> BIRTHDAY CELEBRATION AND CHRISTMAS EVENT**

**When:** 7 December 2024

**Where:** Gawler aerodrome

**What's it about?** The club was established in 1944. This year marks its 80<sup>th</sup> birthday, and the celebration will take the form of flying and display during the day followed by a dinner at night.

**How you can be involved:** Reserve the date! More details later

**Further Info:** Club website, emails and ASC e-News

**Contact:** Megan Llewellyn [meganllewellyn31@gmail.com](mailto:meganllewellyn31@gmail.com)

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**SAGA COACHING WEEK**

**When:** 28 Dec 2024 to 04 Jan 2025 (Sat to Sat).

**Where:** Waikerie aerodrome

**What's it about?** This is an annual event promoted by the South Australian Gliding Association (SAGA), aiming to develop glider pilots' skills in cross-country soaring. You can fly with an experienced coach in a two-seater, or fly a single-seat glider and profit from the lectures and coaching on the ground. ASC supports the event, and one or more club gliders will be going. There is financial support available.

**How you can be involved:** Make enquiries, and sign up if you decide it's for you.

**Further Info:** Frank Johann

**Contact:** Frank Johann 0427 263 071

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**SAILPLANE GRAND PRIX**

**When:** 5-12 January 2025

**Where:** Gawler aerodrome

**What's it about?** This is the gliding equivalent of the Formula 1 Grand Prix, and the winner becomes the top Sailplane Grand Prix pilot in the world. There are stages held in 10 countries and Australia's is at Gawler. The event has much more visual appeal than the usual gliding contest because all the gliders start together and it's a race to the finish line. We expect to have up to 20 competing gliders at the Gawler stage, with around 50 visiting pilots and crew.

**How you can be involved:** Volunteers are needed to assist with the operation. Please make yourself known to Mandy Temple (Contest Director)

**Further Info:** <https://magazine.glidingaustralia.org/competitions/sailplane-grand-prix-gawler-5-12-january-2025>

**Contact:** Mandy Temple – 0428 378 076 or [mandytemplecd@gmail.com](mailto:mandytemplecd@gmail.com)

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### **GAWLER WEEK (draft title)**

**When:** 5-12 January 2025

**Where:** Gawler aerodrome

**What's it about?** At the same time as the Sailplane Grand Prix, ASC is conducting a lower-key local contest suitable for a wide range of pilot skill levels. Fly in a club glider (two-or-single seater) or bring your own.

**How you can be involved:** Come for a few days or the whole week.

**Further Info:** Tommy Kalsbeek

**Contact:** Tommy Kalsbeek 0432 735 950

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In addition there are some events which are not ASC-sponsored events but still worth being aware of -

**“Drive In and Drop It” Day:** 3 August An event where a car club will be at Gawler for the day and some may stay overnight.

**William Creek Fly-in:** 28 September

**National Gliding Championships (Multiclass):** 23 Nov to 4 Dec 2024

**National Gliding Championships (Club Class/20m/2 seat):** 15 Feb to 23 Feb 2025

## **IS THERE A JACK IN THE HOUSE?**

The older LSA members will no doubt remember, when, many years ago, I think we were still on the other side of the Expressway, a very clever LSA student made us a jack for use on Jabirus. This was a type of jack that moved up and down a shaft with a pump action that was regulated for up and down movement by a small lever.

It was also fitted with a couple of toes that allowed the jack to get close to the wheels and be situated exactly under the undercarriage end. This jack did years and years of work for the club and I in particular really appreciated having it to change Jabiru tyres. I know Paul Clift was happy to have it available and then Richard Young as well. One can only imagine how many tyres that jack was used for.



Well, good things come to an end don't they. The other day Richard said 'I think its stuffed'. Well it was. The small spring of the selection lever had broken. These type of jacks are no longer available so Richard had to purchase one for the club that would do the job. Richard's ingenuity is amazing and within days he had converted a hydraulic jack from 'Supercheap' to do the job. Very, very, well done.

As I still do a bit of work on the Jabs in the hangar I realised that we needed a jack there as well so I bought one and asked Richard (very nicely) if he would convert it for our use. Thank you Richard – beautifully done.



#### CARBY - ICE

As part of LSA training the above topic should always be covered and strictly adhered to, especially in the cold moist weather we are experiencing at present. Whilst glider pilots don't need to worry too much (apart from keeping warm), tug and LSA pilots have an engine to think about and **Carby-Heat** gets an important mention in the check lists.

Incredibly incidents of engine failure due to carby icing still happen. Pilots always keep an eye on incidents/accidents that occur all over the world and see that these events still rate a mention. We had one at Gawler a few days ago and I also remember one at Parafield which resulted in a wire collision. The Gawler one caused quite a bit of inconvenience but luckily was damage free.

**The message is –USE THE CHECK LIST AND USE CARBY HEAT.**

#### YOUNG GUNS

**We have some outstanding members in our Club. Here is a terrific plan from Dave Scutchings.**

Firstly, thank you to all of those who have registered interest and/or support in relation to the **Young Guns** strategy.

More than 30 young people have indicated that they are keen to be involved - that is a cracking start. And - the support from across the ASC has also been fantastic. I am very confident that we are heading in the right direction, and accordingly it is time to take the next steps.

I plan to facilitate a "workshop" at the ASC clubrooms on Sunday 4th August.

- 0850 for an 0900 start - includes free morning lunch - will be wrapped up by midday.

- BBQ lunch - \$10 per head please.

- Everyone is welcome. Young Guns (and parents), instructors, pilots, social members - everyone from across gliding, LSA and maintenance.
- Opening address by our President - Tony Lewis
- Our resident Top Gun - Josh Brown will be having a quick chat about his career in the RAAF

Agenda/Concept

The workshop is aimed at:

- refining the strategy - ie what are we aiming to achieve and how?
- operationalising the strategy - an action plan to turn the plan into reality
- determining/assigning roles - who will do what and when
- a think tank about other opportunities that may exist in parallel
- identifying risks and then looking at mitigating them
- breaking down various streams of work (mentoring/marketing/coaching etc)
- \$\$\$ - how much will it cost - how can we support it financially - how can we incentivise joining etc.

Importantly, it is a great opportunity for our "Youth" to help shape the future of the club in terms of recruiting, training, retaining and then providing pathways into aviation - and for that reason - it would be great to see as many as possible in attendance.

[Please RSVP to me via email to assist with catering etc.](#)

I look forward to seeing you there.

Dave Scutchings [davescutchings@gmail.com](mailto:davescutchings@gmail.com)

**OPS SCENE**

**Landing Strip markings at Gawler**

The taxiways at Gawler have painted holding position markings. (see image below) These markings identify the locations on a taxiway where aircraft and vehicles MUST STOP. They consist of four yellow lines, two solid and two dashed, and extending across the width of the taxiway. The solid lines are always on the side where the aircraft or vehicle must stop. Do not proceed across the landing strip, without first checking the landing strip is clear and that there are NO aircraft on 'FINAL'



## Moving aircraft into and out of the Hangars.

When moving aircraft into or out of the Hangars please exercise the utmost of caution. This is where most of our minor damage to aircraft occurs. It is far safer to have a helper or two to assist with moving aircraft, than trying to do it on your own. Look around and ask for help, rather than damage an aircraft. Remember we are a flying club and most of members happy to help and have a chat about the aircraft.

As always, stay safe and enjoy your flying.

Paul Marshall      ASC Gliding CFI

### ASC MISSION - Notes and musings from Ken Wehr

## Pilots Log Book 7th June 2024

Authors Note: Everything in this excerpt is absolutely true, except the bits which aren't!

To the north of Adelaide is an airfield that is home to the Adelaide Soaring Club's Glider and LSA Training and Execution program, more popularly known as "TOP FUN".

On Friday 7th June, at this location, a group of pilots were awaiting information on their mission for the day. Would it be a quick reconnaissance to check out how YMBD's ELEV has dropped from 180' to 157', or flying to Cowell for lunch, or perhaps a trek to a rogue state to knock out a secret uranium enrichment plant? The pilots/planes, code-named Swagger 1,2,3 etc. to Swagger Spare, waited around, ready for any eventuality.

Then word came down containing the mission:

*"Phase 1: You are to fly top cover for a white Scania road-train with beige and blue containers on board. The road-train will be travelling NE through the badlands surrounding Waikerie.*

*Phase 2: You to carry out a close reconnaissance of the renowned Waikerie Bakery."*

*"There are 2 pre-conditions to take-off:*

*a) confirmation that the mission is "Green" for go... and*

*b) the pesky fog and cloud lifts high enough such that no-one would be dragging their landing gear along the ground to get under it!!!"*

Finally, two words came down from Big Boss... She said... *"Send them"*.

Immediately there was the roar of 7 planes (and the whir, whir, whir, of the 8th which flatly refused to start... and a few choice words, not repeated here, of it's pilots). Swagger 1, possessing highly regarded mechanical skills, and a BFB (roughly translated as a big powerful battery) jumped into action, but to no avail. Meanwhile, Swagger 3 returned to the deck - due to the sabotage of his ALT and ASI instruments by some cunning saboteur. Swagger Spare still refused to start. Time was of the essence - significant dilution of the force could be catastrophic -> the Waikerie Bakery may not take ASC bookings in future!!!

In quick time, Swagger 3 jumped in with Swagger 1 and Swagger Spare re-assigned themselves to newly re-designated Swagger 7 (which actually respected a 5 sec run of the fuel pump, choke out and a gentle press of the starter button)... and 7 planes were in the air.

The conversation between the pilots in the cockpit of Swagger 7 went something like this.

Pilot 1: "Why are the planes ahead flying at a much lower altitude? Do you think they have better tailwinds?"

Only too soon were they aware of why... the cloud ceiling continued to drop. Skimming just underneath, they were 'low' with still a few miles to go, following some cleared paddocks with jungle (or Tiger Country) on either side.

On approach to YWKI the ceiling was higher and the cloud cover less, but Swagger 7 decided not to use the high-speed approach and steep turn descent to lose energy and drop quickly to touch down, (sometimes required

where tooled up, Ray-Ban wearing, drug-crazed, wannabe Warlords might be lurking and keen to take a pot shot at any passing plane).

With Phase 1 done and dusted (at least dusted – Jamie and the road train were already at the bakery) the pilots proceeded with Phase 2 and enjoyed some coffee and meals, with the loan of a ground support vehicle from locals at the airfield. **Thank you Waikerie.**

All lanes returned successfully from Waikerie (some twice) Another great day at **TOP FUN.**

*Apologies to those who have not seen the film “Top Gun; Maverick”*



Pilot 1: “I don’t like the look on your face, Pete”  
Pilot 2: “It’s the only one I’ve got”



The pilots of Swagger 1 to 7 (names withheld to protect their identities 😊)

**COMMITTEE**

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