



ASC e-News

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

We have a few additional pages this month, trying to catch up with a few photos. Also we have had the **NMP Day** and the **Spot Landing Day**. Bridgette McAllister talks about a coming up Fly-away to Quorn and our Richard Young wins an award for his impeccably built and presented **Sonex**. Phil and I had a chat with aviation enthusiast **Jessica Schultz** and **Bill Fielke** writes about the recent Flinders Ranges expedition. **Jamie Clothier** tells us about a very rare LSA visit to Woomera and we have a new LSA Instructor **Steve Miranda**. **Tess Houtman** returns to the club as a qualified commercial pilot and of course Geoff Wood has a list of coming up events.

VALE Ian Shaughnessy of Truro Flats fame, ex RAAus Committee, member of other organisations and a great presenter of the PMI (Methods of Instruction) has passed away. Funeral at Taylor & Forgie, Adelaide Road at 1030 on Thursday 10/10/24.

Karl Faeth

ASC AGM and AWARDS NIGHT

We had up to 60 members and friends attend the AGM and the following dinner and awards. Comments about the meal were very complimentary and Jason Goldup and his hard working partner did an excellent job.

Members will notice that there was a lack of photos in the last e-news about the event and the prize winners, however there were a number of important matters that had to be included in the newsletter so I thought I would catch the photos up in this edition.



Paul Marshall congratulating Stuart OSTER



Sue Ingham congratulating Michael BROUGHTON



Geoff WOOD receiving the President's Trophy from Tony Lewis

Dishes need to be washed

NOT MY PROBLEM DAY

It was a great day to remember Mick Wright. Some of the younger members may not have memories of Mick but our older ones certainly do. I had occasions when I went to Mick with an aviation problem, knowing that he had incredible knowledge and experience and would come up with an answer.

As usual, Mick would say "Not my problem". But within a very short time Mick would come up with the answer. He was one of those incredible characters on the field and we all have kind thoughts about him. So it is absolutely fitting that we designate a day to remember him.

Members are encouraged to give their aircraft an airing and bring them out of their hangars. There is also a great meal at night when many stories are told about Mick. Tom Leech advises that about 40 meals were sold that night.



Megan, Glenys and Janet proudly displaying the food they prepared and served



A line up of Member's aircraft for 'Not my problem Day'

SPOT LANDING DAY

Excellent day at Gawler on 7th September.

It started a bit later than anticipated due to fog – quite unflyable - but by 10.30 am everyone was up and away.

In the **LSA Circuit and Spot Landing** event there were 13 entries, most flying in club Jabirus which was nice to see, and a healthy addition of private aircraft as well – This event required pilots to do two circuits with an instructor on board for monitoring and safety, and to do two landings between markers which had been set out beside the runway. Most people managed the powered approach pretty well but there was some variability in the arrivals on the glide approaches. Oh well, practice makes perfect! The results at the top were very close, with the best score being achieved by Colin Drew who not only competed in his own right but also flew as safety pilot with a number of other participants. Well done Colin.

Meanwhile **Air Experience Flights for Scouts** were happening. This meant that the Dimona was flying all day, providing a new experience to this enthusiastic group of about 15 young people, who spent the day watching and waiting for their turn together with their Mums, Dads and supporters.

And the **Flinders gliding operation** really got under way. A lot of trailers set off early, and as the cloudbase lifted mid-morning Ali Swart lifted off in the Pawnee on the way to Rawnsley Park.

All in all, a satisfying day. Particular thanks to Marc Michell for making the spot landing event happen, to Andrew Wright for piloting the Dimona for most of the day, and to the many other ASC members who helped to make this day a success.

Cheers, Geoff Wood



Good day for spot landing, Scout flying and departure for Flinders

LSA FLY AWAY

The LSA Operations Group has planned the next overnight Fly-Away on the first weekend in November to Quorn. Any and all members are invited to attend. There are always seats available in members' private aircraft if you don't have an RAAus pilot certificate or there aren't club aircraft available.

Planned activities on Saturday are the Sundown Explorer on the Pichi Richi Railway, nibbles and drinks at the painted silo and a Group Dinner. We have a hold for 20 seats on the Sundown Explorer for Saturday evening. There is a group discount for 15 or more, so this will be paid as one group if we have that many attending. Final call needs to be a few weeks in advance.

For information on the Pichi Richi Railway go to: <https://www.pichirichirailway.org.au/train-services/sundowner-explorer>

For information on the Quorn painted silo go to: <https://quornsilolightshow.info/>

For those interested in two nights, there is a group considering departing on Friday to Port Augusta to visit the Arid Land Botanic Garden and Wadlata Outback Centre and flying to Quorn Saturday morning.

All club aircraft are booked out for this trip. Please contact Sue Ingham if you wish to book a club aircraft.

Accommodation is to be self-booked. There are plenty of rooms available at the Austral Hotel and a few at the Flinders Ranges Motel. Unfortunately the Great Northern Lodge is completely booked out for the weekend by a bus group.

There will be no transportation rental in Quorn however the visitor's centre and possibly hotels will accommodate shuttling groups from the airfield to town and back.

Car rental will be required in Port Augusta. Please register for this trip via the SurveyMonkey link below.

<https://www.surveymonkey.com/r/L5QLGK7>

Please address any questions to bsmcallister@hotmail.com. I will be on holiday as of 5-Sept so there may be a delay in my response, however it will not prevent anyone from participating.

Kind Regards Bridgette McAllister

VISIT TO GAWLER

The other Wednesday Phil and I were at Gawler when we received a message to say that a young lass, interested in aviation, wished to speak with us about how an aircraft wing works. Well, Phil, never lost for a word or 2, sat young Jessica down with her Mum Karyn Schultz at the briefing room table to have a chat about how an aircraft flies.

We then did a tour of the LSA hangar to have a look at a real aircraft and to give Jessica a seat in one. I offered her a passenger flight but weather conditions were much too boisterous. The offer still stands for a day with better conditions. Jessica did let slip that she was interested in aeronautical engineering as she presented us with a box of Cadbury Favorites. One of the nice Gawler days.



A Senior Student's View of Flinders Camp '24

For those that don't know me, I should explain why, when I decided to learn to fly gliders at the age of 78 years, I felt it was necessary to put that pursuit on my "bucket list" before I shuffled off my mortal coil.

In September 2021, I was dealing with some personal issues, so I felt that a diversion to help deal with them might be a good idea.

I had previously flown in many different types of aircraft during my lifetime, but never in a glider. So I booked an AEF aerobatic flight, piloted by Andrew Wright. I was hooked!

I promptly joined ASC and for the last three years I have enjoyed not only learning to fly, but also getting to know all the amazing members who have helped and supported me along the way. I'm still working towards one day flying solo, but for me that's not my goal. It's all about being part of ASC and enjoying the experience.

So when this year's Flinders Camp was brought to my attention, I decided it might be a nice change from regularly flying circuits and thermalling above Gawler. I had also visited the Flinders region a few times many years ago, and was always fascinated with the area. The ASC group was accommodated within the Rawnsley Park complex ... very comfortable with welcoming and helpful staff.

The airstrip we were to use, (ARKAPENA) was located 15 minutes' drive away, would be best described as "adequate" with (I think) four runway thresholds. One runway was blessed with a windsock, and all had a limitless supply of red "bulldust", which made the ground run for me somewhat challenging.

But once we were airborne, the incredible landscape of the Flinders and especially Wilpena Pound, was truly stunning. When viewed at ground level the stratified rock and sandstone hills are impressive, but from the air, the extent and variety of the geology is readily apparent, forming a beautiful panorama.

And now, at this time of the year, the same geology combined with wind and sun, provides the "fuel" to keep us airborne, whether it be thermals, or the ridge soaring provided by the wind forming invisible "waves" from the ranges.

Over the seven days I flew eight times with flight durations from 15 minutes to 51 minutes. Probably the most memorable flight was with Paul M. when we rode a thermal accompanied by two wedge-tail eagles showing us how to do it better! Another time was the experience of soaring part of the Chase Range above the crests.

Did I enjoy the experience? Well, I have booked my accommodation for next April.

I would especially thank Paul M., Mick B., Brenton S. and Peter T.; my (courageous) instructors, as well as all other ASC members who attended, and made the week such a wonderful experience for me.

— Bill Fielke.

THE CHASE RANGE



Note Steve Pegler invited Bill to write a bit of a story on the Flinders Expedition for the information of Members who did not attend. Thank you Bill – *well done*. I must say (haven't been up there for a few years) it certainly brought back memories of the excellent accommodation, beautiful scenery, port and stories around the nightly BBQ and of course the great experience of ridge soaring. It is just incredible when you think you are flying an aircraft so close to the ranges that you are waving back at people on the ridges who are at the same height you are.

Also **THANK YOU** to Ellie Scutchings who posted an excellent video of taking off and landing at Arkapena and flying around the ranges. Gave you an excellent view of the bulldust on take-off as mentioned by Bill in the story above.

THE SAAA STORY from Richard Young

Back in late March, a number of members flew to Wentworth for AusFly 2024.

All up, there were eight of us who attended, Anthony L, Bradley and Kayla, Marcin N, Chad M, Jeff S, Hans T and me. Now usually with Flight Club, the rules are strictly adhered to. This means that what happens in Wentworth, stays in Wentworth. However, I will break the rules this time.

On the Saturday, there were over a hundred aircraft in attendance. The organisers of the event, the *Sports Aircraft Association of Australia* had their judges wandering around the aircraft and for those owners that volunteered, would pass their judgement on the aircraft. My fellow friends (some would say, hooligans) urged me to 'have a go'. So I did.

So to cut a short story long...I received my trophy this week for the 'Best Plans Built Aircraft'. The funny thing is that we didn't go to the fancy dinner and show held on the paddle steamer as we were all a little impoverished (read broke!) and went to a pub instead. I only found out a couple of weeks later, when the blokes at the Sports Aircraft Club congratulated me.

I test flew my Sonex for the first time in June 2019 after 6 years of work. I purchased the plans, which consist of 100 pages of A1 drawings. It took me about 4 months to pluck up the courage to actually buy two sheets of aluminium from Melbourne and have a go at making a wing rib. The first one took about 3 hours. If you can imagine a 3 year old with too much red cordial, that was me dancing around my shed with that first wing rib. If any of you have that twinkle in your eye and dream of building an aircraft...come and see me. I will give you all the encouragement I can muster. It is a life changing achievement, that puts you into a very select group of people in the world.

Richard Young.



Note. *An incredible achievement by Richard. If you have the time – have a close look at this SONEX. The workmanship is simply outstanding. An example of the quality of the work he produces when working on aircraft.*

GRAND PRIX PILOTS ACCOMMODATION

Hi all

I have a number of pilots looking for accommodation whilst they are in SA for the Sailplane Grand Prix running at ASC from 5th to 11th January 2025 (with official practice on 3rd and 4th).

If anyone would like to extend some SA hospitality to host a pilot from WA, the Netherlands, Latvia, Israel, or elsewhere in Australia please let me know.

Thanks

Mandy 0428 37 80 76

My Woomera Flying Experience

As a part time pig skin basher for a couple of Adelaide based bands, I sometimes get the chance to travel out to the farther reaches of the state and entertain audiences that are not as spoiled for choice as their city counterparts. As fellow pilots would agree, this also presents an opportunity for some flying hours to be added to the book. Amazingly enough the gig had been in my calendar for 3 months and the thought of flying had not crossed my mind, as the closest airfield to it was none other than YPWR Woomera, a Military exclusive AD – No public access.

As it happens, the weekend prior to the gig, my aircraft had about 6 hrs left before its 25 hrly was due, and the William Creek fly in was looming. So how to soak up those hours???

Maybe I could be cheeky enough to ask my ADF friend at Woomera who also just happens to be a muso, “What do you think my chances are of getting approval to fly my plane up to Woomera and land at the AFB? “Not surprisingly, the message came back saying, “ it’ll be a no for this request, but look forward to seeing you this coming weekend” Oh well, you’ll never know if you don’t ask.

Skip forward 2 hrs and another message comes through, “Hang on, the big boss has reviewed your request and said OK.” To which my reply was, “Holy shit, really?”

Anyway, the obligatory paperwork was emailed to me and filled out as best I could, with only my blood type remaining within my knowledge. Hang on, come to think of it, I don’t even know what my blood type is. All good, my wife probably does.

The flight up was relatively uneventful. A low layer of cloud was just South of my track as I crossed Spencer Gulf at 6500ft towards Kimba, where I chose to put 27 litres of go-go juice in. I carried the 30 litres extra with me to Kimba and left the fuel containers with a friend. With 85 litres on board, that was ample to get me to Woomera and back to Kimba, where I would use the services of my friend for a lift into town for some 98 ULP replenishment on Sunday.

For those without tundra tyres, giving rwy 15/33 a miss at Kimba would serve you well. I hope whoever finds my left kidney makes good money from it.

I was advised to contact ML CTR on my approach to Woomera and quote my airspace and landing clearance number. So as not to have a pesky F35 shoot me out of the sky I guess. Of course my headset mic decided that now was the perfect time to show me what INTER means in electronic terms. It didn’t sound like a radio problem as ML CTR is contactable on the ground at Woomera and I was only 20 NM out. So after a quick headset change, voilà, I was back. ML CTR gave me the current QNH and before long I was on my way down from 7500 ft.

I joined direct downwind for 18 and it seemed like forever to fly the approximately 3 km stretch before turning base. On turning final I was in awe at the array of runway lights that greeted me and set of PAPI lights showing two white and two red. They went 3 white and one red briefly on short final, but I got them back. I touched down on the 1000 ft markers because I’ve always wanted to do that. After what felt like an eternity, I finally made it all the way down to the air movements apron where I was met by a personal marshalling service. I knew ahead of time, so I brushed up on my signal reading the night before. With meet and greets done, some photos taken and the plane tied down, it was time to crack a can or two and wait for 3.5 hrs for the rest of the band members to arrive.

Needless to say, we had a cracker of a night and thoroughly enjoyed the hospitality that the citizens of Woomera had to give.

Saturday 14th Sept 12.00 pm local, was my prearranged landing time and also my prearranged departure time the following day. I managed to abide by both within a couple of minutes. Not quite Military precision, but it’ll do.

The flight home presented a few more challenges than the previous day. Can I order some ridiculous crosswinds and headwinds, with a side order of nasty gusts at ground level please? I wasn’t disappointed, my order was fulfilled.

I took off from Woomera on 18 with a tame, but firm crosswind and climbed straight out to 8500 ft pointing towards Kimba. From my pre-flight briefing and the wonderful Windy.com, I knew Kimba was going to be a challenge. I figured that the crosswind on 15 was going to be significantly less than on 03, but I now cherished my remaining kidney. So a decision was made to tackle 03. 14 knots is the Max crosswind for my baby Jab, and 14 knots it was. The gusts did not disappoint either. A good solid 1000 metres was used on that landing. I had plenty of fuel to mosey on over to Cleve or Cowell if things got too hairy.

After refuelling, it was home to Gawler. The headwinds kept me down to 3500 ft to Bowmans, where a number of our club pilots had passed an hour earlier with full bellies from their Kadina BBQ fly in. Touchdown in Gawler on 13 welcomed 1hr and 50 mins after leaving Kimba. A far cry from the 1hr and 12 mins it took me on the reciprocal track the day before.

Plane tucked away in bed ready for its 25 hrly, and me home sitting at the dinner table with a self congratulatory Jack Daniel's in hand reflecting on the weekend that's been.

A small bit of trivia. Apparently I was the first recreational civilian to be granted permission to land at Woomera since 1977. JABIRU SP500 19-3580.



STEVE MIRANDA – NEW LSA INSTRUCTOR



Our Vice President, Steve MIRANDA, has been working very hard to be an extremely useful club member,

Not only did he become a gliding Instructor but he looked at the club structure and saw that there would be a dire need to increase the LSA Instructor ranks.

So he spoke with CFI Sue Ingham and then with Senior Instructor Ian McDonald, put his nose to the grindstone to be familiar with all the theory. He then did the required flying experience with Ian and the other day achieved Instructor status.

He will be flying and teaching under the guidance of a Senior Instructor on Wednesdays and Fridays and about 3 Saturdays during October when Sue is away in Japan.

Note After committing aviation for 67 years, flying numerous different aircraft, training students and a number of Instructors, I agree wholeheartedly with David Bradshaw when he says – *Congratulations Steve and remember 'You only really start to learn to fly when you teach students'*

Mondays is RICHTER DAY

Monday 23rd of September, with a little luck, and hopefully, this will be the last write up with the tow planes being out of action! There was a limited operation yesterday with both the Arcus and the Dimona taking flight, as well as a smattering of LSA. Bit of a drama with the Dimona being found with “the other tyre” down to the canvas on the outer edge but that was soon rectified. The Arcus had an extended flight with other members present busying themselves giving their own aeroplanes the TLC and inspections required and deserved to enjoy the coming season. Team Xavier notified early that the “end of term” activities at the school were probably more important than enjoying themselves, but on the upside of that, next week is school holidays, so come-on Tow plane! Early cue dissipated quickly but as I stated the Arcus found some good lift with a lot lesser so under near 8-8 cirrus. A couple of times, tempted to circle the Dimona but alas, not good enough, the air was generally rough come-on summer thermals! Next Monday the 30th, end of the month, with probably more than the normal numbers of Bi-Annuals expiring (mine does and so to others of the usual Monday group) it could be a busy day topped up with the beginning of school holidays.

A relaxing time with only 10 members present, spent the pm social entirely out on the balcony. Very pleasant indeed. The only problem we had was the amount of food prepared was the same as usual and without the ‘Lads’ present found cleaning it up a bit of a chore! PC upon the odd occasion went absolutely out the window. On a Monday, we do fly, if we can, and of course, what a way to start the week, after a enjoyable day with great company day, there’s only four more left to endure! *“Mondays continue to provide an inclusive club culture of equality and opportunity.”*

Mollies thought for the day: “Never wrestle with a pig, you just get all dirty and the pig likes it!”



Monday on the balcony.

“Captain” Houtman returns

We all remember Tess Houtman flying with us in gliders and LSA aircraft. The ASC gave her a good grounding in aviation and she then decided to take the large step to go into Commercial Aviation. She trained successfully at Parafield and was recently awarded her “Wings”. Her Mum, Megan, send the following message.

We have missed you. I have just renewed Tess’s RAAus and GFA memberships as she is now ready to get back to her roots. I would like to renew her membership at ASC. Well we certainly will welcome Tess back with open arms.



Being awarded her “wings”



Passing her final exam

COMMITTEE UPDATE

- Officers elected for 2024:
 - President - Tony Lewis
 - Vice president - Steve Miranda
 - Secretary - Ali Swart
 - Treasurer - Steve Pegler
- Noah Beckmann was appointed to committee to fill the casual vacancy.
- There are 44 Pawnees in Australia used for towing. 18 (including PIT) are now back in the air.
- ASC 80th birthday celebration planned for 7 Dec 2024. Save the date!
- The Gawler Gliding Cup will be held 5-11 Jan 2025. All glider pilots are welcome and encouraged to attend, and there will be coaching slots available. The Gawler Cup will be held in parallel with the World Sailplane Grand Prix. It is a great opportunity to fly in the same air as world class pilots.
- Welcome to new members Simon Livingstone, Kieran Livingstone, Madeleine Searle and Steven Congdon.
- During the Annual General Meeting in August it was announced that the club has established a new scholarship fund for training one LSA instructor per year, funded by the club, to help grow the number of LSA instructors in the club.
- **Note** Thank you to Ali for the update. Also note next page for LSA Instructor training scheme.

LSA Instructor Training Scheme

The Adelaide Soaring Club (ASC) recognises the need to attract suitable people to be trained as LSA Instructors to help meet the training needs of the Club. ASC currently provides a subsidised program for Instructor training where normal training rates are heavily discounted. As an adjunct to this the ASC will also provide funding for one Instructor Training Scholarship annually. The scholarship will cover the full aircraft coat with the training being conducted in an ASC owned aircraft.

The qualification criteria is:

- Must be an Australian citizen
- Must have been a continuous Flying Member of the ASC for a minimum period of 2 years prior to applying
- Must meet the minimum RAAus requirements for Instructor training
- Must be able to demonstrate a proven teaching or coaching ability

Applicant commitment:

- Must commit to be Bonded to the ASC to provide a minimum of 100 days as an ASC LSA Instructor over the 3 year period immediately following the successful attainment of the Instructor rating.
- Once qualified, if the Bond cannot be met due to the applicants unavailability, the applicant agrees to re-imburse the ASC on a pro-rata basis for the training received based on the normal club charge for aircraft hire. The applicant agrees to pay the pro-rata sum within 30 days of the completion to the Bond period.
- If the applicant withdraws from the Instructor training course prior to the completion of the course, the applicant will repay the ASC at the normal rate for aircraft hire for the training hours flown to the time of withdrawal.

Other:

- The ASC Committee will have sole discretion in determining any successful applicant
- Continuation of training will be dependent on satisfactory progress and achievement of competency standards
- There is an expectation that the training will be completed within 1`2 months
- The ASC has the right to cancel the training at any time
- Should the ASC cancel the training the applicant will have no obligation to repay the cost of training to the ASC

Applications:

- Applications should be addressed to the ASC Secretary secretary@adelaidesoaring.org.au

- Provide full application addressing the points above and outlining the reasons for wanting to become an ASC LSA Instructor.

EVENTS CALENDAR from Geoff Wood

AB INITIO GLIDING COURSE

When: 8-11 October

Where: Gawler aerodrome

What's it about? Would you like to accelerate your progress towards becoming qualified as a glider pilot? This course of concentrated flying with the same group of people for the whole period will help.

How you can be involved: Register your interest with the course coordinator Tommy Kalsbeek.

Further Info: Tommy Kalsbeek 0432 735 950

Contact: Tommy

JUNIOR FLYING FURTHER COURSE

When: 4-7 and 12-13 October

Where: Gawler aerodrome

What's it about? Aims to advance your skills as a young glider pilot into new areas, particularly cross-country flying.

How you can be involved: Register your interest with the ASC office via office@adelaidesoaring.org.au or 08 8522 1877.

Further Info: Peter Temple 0427 396 034 and Tommy Kalsbeek 0432 735 950

ASC FLYAWAY TO QUORN

When 1-3 November 2024 **See article early on.**

TUTORIAL: USING THE S100 GLIDE COMPUTER AND SKYECHO

When: 20 October at 9.30 am (TBC)

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. Also included is use of the SkyEcho conspicuity devices which are being installed in some club gliders.

How you can be involved: Register your interest with the ASC office via office@adelaidesoaring.org.au or 08 8522 1877.

Further Info: Peter Temple 0427 396 034

Contact: Office or Peter Temple as appropriate.

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

ASC 80th 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 80th 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

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

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

GAWLER CUP

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 0432 735 950

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

SAGA AGM: Will be held in the ASC clubrooms on Saturday 21 September. All interested glider pilots are very welcome to come along as observers.

William Creek Fly-in: 28 September

National Gliding Championships (Multiclass): 22 Nov to 4 Dec 2024

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

THE TUG FACTS

Background

On 17th July 2024 ANAC who is the Argentinian equivalent of CASA issued an Airworthiness Directive (AD) on behalf of Lavia SA. Lavia SA is an Argentinian company that is the type certificate holder for PA25 aircraft. CASA did not post the AD to their website until 2nd August 2024. The effect of this AD was to ground all PA25s within 10 flight hours after 17th July, subject to specific airworthiness inspections as stipulated in the AD and associated Service Bulletins (SB).

The AD is complex, but essentially calls for 2 different inspections. The first for corrosion of the main and rear spars and the second, a more thorough one, for main spar cracks and possible unacceptable “dodgy” work associated with the main spar. Should an aircraft not pass the first inspection it would be immediately, indefinitely grounded. If an aircraft passes the first of the inspections, the AD allows the aircraft to operate for a further 60 days or 50 airframe hours, whichever occurs first, before the second inspection must be undertaken. Should an aircraft not pass the second inspection it is immediately, indefinitely grounded.

The second inspection is multi-faceted as it calls for visual inspections using a borescope and Eddy Current Non-Destructive Testing (NDT). At this stage ANAC has not provided an English version of the SB and we don't expect to have this until early September. There is an additional issue with the SB describing the second inspection as it gives no detail of what is required with respect to the NDT inspection, ie, we are currently not in a position to conduct the NDT work that might satisfy the requirements of the second inspection. We are waiting on additional information from ANAC and Lavia SA.

How is this affecting ASC

On 2nd August BOT was at Parafield undergoing it's 100 hourly inspection. Our maintenance people, Aero Service, had found an issue with a cracked tube in the fuselage structure and were waiting on availability of a licenced welder to undertake the repair. Following receipt of the AD I instructed Aero Service to cease all work on BOT until the position with the AD was better understood. To date there has been no further work on BOT.

As at 2nd August PIT had flown approximately 7 hours since 17th July. This meant that 3 hours remained before the aircraft was grounded, which occurred on 12th August.

On 14th August the first inspection on PIT was conducted with a satisfactory result. This now means PIT can operate, as normal, until 14th October when it will be grounded subject to the results of the second inspection. To date I know of one Pawnee in South Australia that has not passed the first inspection, ie, it is now indefinitely grounded.

We have had the official Spanish version of the second SB translated into English which has allowed some aircraft owners to conduct a visual, preliminary inspection. I know of at least 3 interstate aircraft that have undertaken this preliminary, second inspection and all have failed, ie, the aircraft are indefinitely grounded.

There is little more that can be done currently, but at least we are still in business, albeit, potentially only to 14th October.

Alternate considerations

Are there alternate aircraft that we could utilise? The J230 is authorised to tow gliders (only single seaters), but its capacity is limited and we have few tug pilots that are also LSA rated. We may be able to fit a tow hook to the Dimona, but it would also be limited to single seaters. There are other GA aircraft that could be utilised, but they all have other issues.

Can the wings be repaired should our aircraft fail the inspections? At this stage we don't know, but if so, certainly at great cost and long lead times.

An Australian company, GippsAero, designed and manufactured a Pawnee clone called the GA200 Fatman in the 1990s. There is an STC that allows the GA200 wings to be directly fitted to PA25 aircraft. GippsAero has the capacity and interest to supply wings and has quoted an indicative price of \$70,000 per wing with lead times currently unknown.

The way forward

Our understanding of what is required with the second part of the inspection will become clearer once we receive additional advice from ANAC and Lavia SA.

In the meantime we can continue to operate with PIT as normal.

My intention is to ask Aero Service to conduct the visual, preliminary inspection associated with the second part of the inspection on BOT. If we successfully pass that I think we could have some confidence that BOT will retain its airworthy status. If not, BOT will be indefinitely grounded.

It is vital that we fully assess and understand the situation with our tugs before going off on other tangents. When we receive more concrete information we will update members – in the meantime do as much gliding as you like.

Steve Pegler

Tug Master

30th August 2024

AGM and AWARDS

The ASC AGM and awards night was held on 31/08/24. Tony Lewis, our President, and Treasurer Steve Pegler gave their reports and the overall opinion was that the club was doing ok, As usual there was a drop in income in some quarters and an increase in others, but overall, our club, the largest of the aviation clubs in Australia, was doing OK. Detailed reports have been sent out by the Secretary Ali Swart.

The AGM is always followed by a nice meal and the presentation of awards. Lucky for us this year, fellow member and pilot, Jason Goldup, volunteered his services to provide the meal. And a very nice meal it was. We had pumpkin soup followed by chicken or beef with a lovely pudding for dessert. During the meal Tom Leech introduced the awards.

Gliding CFI award by Paul Marshall to **Stuart OSTER with commendations to Liam DOHERTY, Jai CARSON and Max SCUTCHINGS**

LSA CFI award by Sue Ingham to **Michael BROUGHTON**

Paul RIM Memorial Trophy by Paul Marshall to **Nathan MAY**

Richard DEANE Memorial Trophy by Paul Marshall to **Peter TEMPLE**
Darrell INGHAM Trophy by Sue Ingham to **Jeff SCHUSTER**
PRESIDENT Trophy by Tony Lewis to **Geoff WOOD**
Helmut APITZ Memorial Award by Steve Pegler & Frank Johann to **Paul MASON**
ASHTON TROPHY (Greatest disparity between aspiration and outcome) by Tom Leech to
Marcin NOWINA – KROWICKI

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