



ASC e-News

Electronic news from the Adelaide Soaring Club **1st JANUARY, 2025.**

WELCOME TO 2025.

It was a big month in December, led by our 80th Birthday Party.

I hope that everyone had a safe and enjoyable Christmas and didn't overdo it on New Years Eve. Let us look forward to safe aviation in 2025.

I am pleased that Members like the e-news and read it. Thank you to Neil Varley, who I know does read it carefully and lets me know of errors that occur from time to time. Whilst I do check contributions, sometimes they are not spot on and I miss errors. Please let that not discourage contributors – I welcome all contributions and in fact need them – I can't make everything up myself.

Karl Faeth

ADELAIDE SOARING CLUB - 80 YEARS SUCCESSFUL OPERATION

The Adelaide Soaring Club has truly attained a marvellous achievement. When you think that in 1944 the idea of the ASC was conceived by a small number of aviation minded people and then was nurtured, cared for and encouraged to become substantial and grow into what we have as a club today. The feeling is, and quite rightly, that the ASC is the oldest and most successful of the aviation clubs.

Of course it didn't just happen. Numerous people were enthused by the idea of a flying club and they supported and helped build the club into what we have today. **Alan Delaine** was our **Founding Member** and well supported by the **Killmier Brothers**. It is certainly beyond me to identify and name the people that were responsible, and there were many. I can only speak from March 5th, 1973, when I had my first glider flight in K13 SK. I had 3 flights that day and the first one was for 39 minutes. I believe that Gordon Redway was my first Instructor.

The 80th year for the club needed to be celebrated and it certainly was. Many thanks go to **Megan Gabell** for her work and organisation for this event which includes a lot of work at home, cooking etc. Members should also be aware of the huge effort she put in for the refurbishment of the club-rooms. Incredible, but we can't thank her enough. For this event she was very ably supported by **Nichola Romanello** and **Anthony Lock**. There were of course a number of other Members who offered their time and were responsible for making this event the success it was.

It was planned to have a fly-in during the afternoon but we failed to appoint some-one to be in charge of the weather and the strong winds were no help when asking aircraft to fly into Gawler. However, Steve AHRENS flew in from Rowland Flat in his Piper Cherokee Archer2 to celebrate with us. So, those of us present during the afternoon, and there were quite a few, had a fair bit of afternoon tea to consume, and we tried hard.

Now, a celebration at a flying club should always have some flying activity for the Members to admire and have the opportunity to gaze up at the sky and express a few **OOOHS** and **AAHHHs**. So it happened that Marc Michell took off in his PITTS and showed us how aerobatics are performed in a professional manner. A few of us saw him do a practice run on Friday afternoon so we welcomed a repeat for this event.

Of course the Gliders were not to be outdone and we saw **Frank Johann, Brenton Swart and Steve Pegler** do a nicely executed double tow (always looks very spectacular) and then some beautifully flown aerobatics, including a low pass. Nicely done.

Bev Roediger gave us a Member's address on the past years, including a few anecdotes and then our President **Tony Lewis** summed up the past 80 years and also gave a few highlights. He was also very complimentary about the Membership and thanked the various volunteers who had freely given their time to make the **Adelaide Soaring Club** the successful gliding (and later) flying club it is. He particularly mentioned **Founding Member Alan Delaine**.

He then named and called out the Members who had given outstanding volunteer service to the club for over 50 years and who had not passed on. They were **Geoff Wood, Peter Killmier, Graham Readett, Rob Moore, Reg Moore, Alan Bradley, Arthus Pearson, Richard Geytenbeck, Bruce Tuncks, Jon Joubert, Sue Ingham, Karl Faeth, Marc Michell, Andrew Wright and John Summers**.

The club bar was open of course and very ably manned by Andrew Wright. Food was available in the kitchen, very competently supervised by the **Locks** and main courses were very beautifully prepared and served up by the mobile pizza maker in a suitably fitted out and decorated **Paulie's Pizza Van**. A very competent band provided entertainment, however the cold conditions kept the dancing exhibitions subdued.

Thank you to Phil Pullem and Chad Mauger for taking great photos of this spectacular event. (How good was that moon shot).

All in all an excellent night to celebrate our great club.



A line up of our great volunteers who gave 50+ years of service





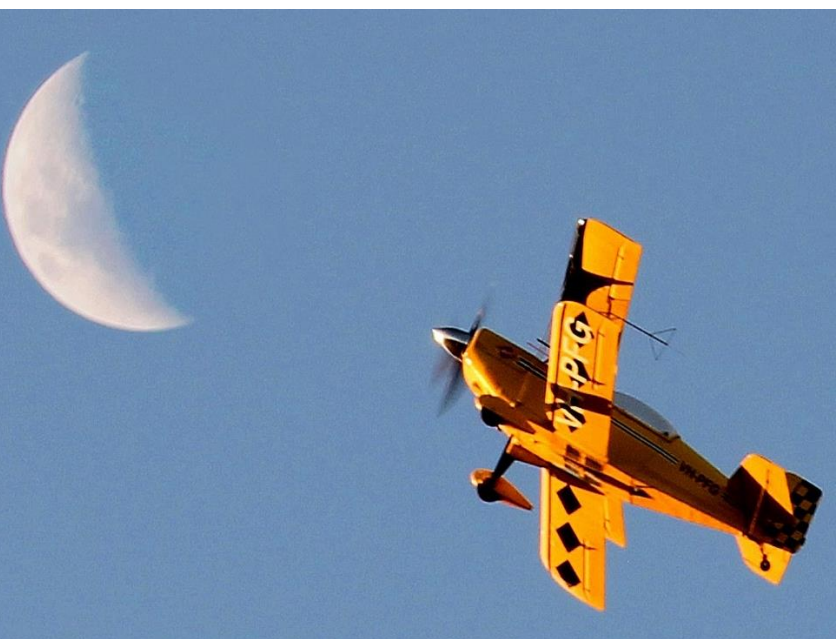
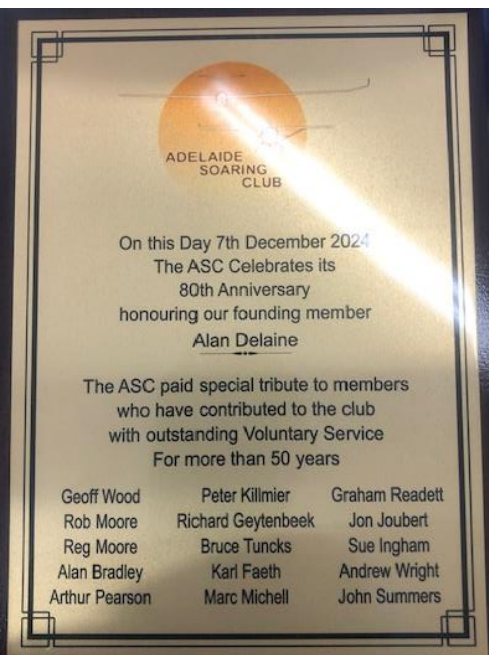
Bev Roediger

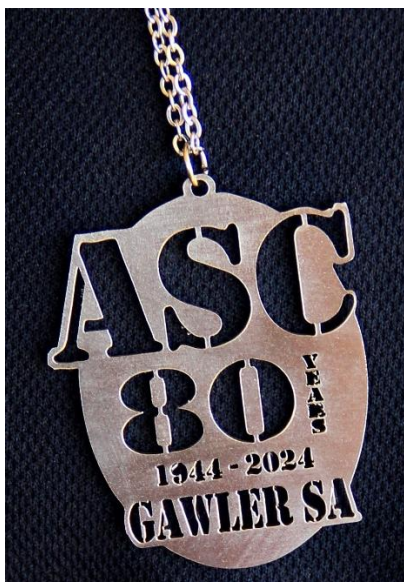


Sue Ingham and Alan Bradley cutting the cake

Our Volunteer list

Marc Michell aiming for the moon





Ian Roddie – laser cut badge



The afternoon veranda group

TOW PLANE PROBS

Members are no doubt aware that the Pawnees have come under scrutiny from CASA due to incidents in other places. Steve Pegler, our tug master, has been doing his best to have them up and running with the assistance of Aero Services at Parafield. However available service hours are critical and we have the World Sailplane Grand Prix coming up. As a result the **Gawler Cup** has been cancelled. Please keep an eye on further info in relation to towing availability.

Late News. Our J230 was refitted with mirrors and a tow prop and performed very well under the pilotage of David Bradshaw. So we have another standby.

ALDINGA SOJOURN

We have all become aware that Richard Young works very hard in his hangar and other places and every now and then (in consideration fairly regularly) he deems it essential to fly away somewhere to check out other airfields and more importantly, coffee places.

So he speaks with the LSA CFI on a regular basis and one of his meaningful suggestions was a flight to Aldinga. As his plans were for a Wednesday, he suggested students would benefit greatly from a flight away from Gawler to Aldinga and if necessary swap over from student to passenger and vice versa. He also added that Instructors (and we should remember that they are all volunteers) would also benefit from a trip away from Gawler.

His suggestion was duly accepted and Wednesday, 11th December was ear marked to be **the day**. Private owners also relish these trips as it gives them an excuse to go for a flight and also be in company of mates and fellow members.

It turned out to be a lovely day. A bit of circuit bashing started the day and then there was the compulsory briefing in front of the workshop. I had booked an aircraft and Ian Roddie agreed to come with me. Due to a number of reasons the aircraft I booked was not available and I thought – oh well there is always another day. Then Steve Miranda very kindly suggested his own aircraft needed a flight after a service and could I do that for him. Well, I didn't need to be asked twice. I owe him a **big one**.

Well we departed overhead, climbed to 3,500 and headed for Strathalbyn. Beautiful view of the countryside and reservoirs. In passing we saw the waterbomber base and a number of bombers lined up neatly, ready for a call to service.

At Aldinga (it is always a breathtaking moment coming over the ridge and looking for the airfield), radio calls were heard and 21 was the runway. So it was a right turn and we were on down-wind and then landing. It was an interesting flight, coming to grips again with a *little Jabiru*. Gawler pilots occupied the tables outside the café and I had a quick chat to Gaylene and told her that I had seen her with Cosi on the TV a few days ago. She gently told me that what I had

seen was a re-run of an earlier show. Oh well. But I did find out that she closes the café Mondays and Tuesdays to have a couple of days off in the week.

On the way back I decided to fly closer to Adelaide and stay below 2,500. Beautiful sights along the coast to Pt. Noarlunga and the reef and then turn inland to Mount Bold Reservoir, Lobethal and home. Really enjoyed the coffee and cake and the company at Aldinga. Heard that Adelaide Tower advised someone at Parafield that a swarm of aircraft were coming from Aldinga to Gawler and to keep a look-out. Someone got on the radio and said “It’s a group of Jabirus”



Happy Group at Aldinga



Beautiful view



Bombers lined up

On the first weekend of November the ASC LOG (please don't call Bridgette a LOG!) organised a club weekend away at Quorn.

We had a total of fifteen people make the trip with eight aircraft in total of which two were club owned aircraft. There were a couple of notable exceptions, Marcin and Acacia were still suffering from the after effects of Man Flu. As you know the World Health Organisation has declared that Man Flu is one of the most debilitating illnesses suffered by humans, which meant that Marcin and Acacia drove up for safety's sake. Bradley's little SK was going to be a little squeazy for Bradley and Kayla and all of their luggage, which meant that Kayla decided to drive up to carry all of Brad's make up and underwear. This had the added advantage of giving the rest of us transport from the airport to town. I have been toying with the idea of running a spur line from the Pichi Richi railway out to the airfield to provide transport for itinerant pilots.

Jeff had organised with the local Gin Distillery for afternoon tea and a tour of the distillery. I know that it is a very old English custom to have jam, scones and Gin for afternoon tea, however I had never tried it before. Hans and I shared a Gin platter along with a lesson on how each flavour was concocted. We should have eaten our jam and scones first, that stuff goes straight to my head. The Gin is even worse!

After we had all swayed our way out of the distillery, it was time to go for a ride on the Pichi Richi train. It's a pity that at this time of year they can't use the REAL trains, you know the ones that belch out smoke, steam and make proper woohwooh noises. It doesn't go very fast, but it is a very pleasant way to gently sway your way along through the Pichi Richi Pass in the old original carriages. It is amazing how many cars are gathered at the various bridges and rail crossings to watch the train go by. The Sundowner Explorer takes about an hour to get to Woolshed Flat. This is an old fettlers settlement, where the rail way line gangers would live and work to keep the line open and maintained. A century ago, it was a long way from anywhere. We had all stocked up snacks, chips, cheeses and drinks. A beer is so much more fancy when consumed in a champagne flute. These days, twenty minutes by car takes you into downtown Port Augusta which even has running water and electricity.

Quorn allegedly also puts on a stunning laser light display in the evenings, however the train did not arrive back into Quorn until 8 pm. Luckily, the pub allows for this and we didn't miss out on dinner. It wasn't until the next day that I realised that we missed out on the light show, oh well, next time! The next morning was breakfast at the Quondong Cafe, we all spilled out onto the footpath for our bacon, eggs, waffles, coffee and coffee. Our discussions over breakfast did raise one interesting observation, for which I now have conclusive proof based on Kayla's observations on the drive back home. If you go for a drive into the country on a warm day, you will notice that the sleepy lizards are only travelling from left to right. It doesn't matter in which direction that you are driving, the lizards are only travelling from the left side of the road to the right. There will also be a number of dead ones that didn't make the distance. I now have the answer to this conundrum, but I would be interested to hear other people's opinions on this earth shattering problem.

The weather was getting a bit warm, but fortunately not too hot. The wind was another story though. All of us had to put up approximately 20 knots of head wind on the way up, luckily we still had a bit of it left to blow us home the next day. The weekend also brought up a couple of interesting statistics. Peter and Wendy Heuzenroeder flew up in the club's J230, their flight time for the return trip was 3.3 hours. Compare this to Chad Mauger and Chris Penfold who took one of the J170's, their overall trip time was 4.2 hours. When you put that into money terms, this means that the Heuzenroeder's had \$47.00 more to spend on Gin than Chad and Chris. This means that if you are going to fly somewhere, take the Jabiru J230...it's cheaper. So on behalf of Peter and Wendy Heuzenroeder, Bradley and Kayla Leksas, Henri and Di Gilkes, Marcin and Acacia Nowina-Krowicki, Hans Tantshev, Jeff and Marlene Shuster, Chad Mauger and Chris Penfold, Sue Ingram, thank you Bridgette.

Richard Young.



Quorn Hotel (above) and the Pichi Richi Train Experience





The 'FLINDERS GIN' experience

THE IMPORTANT PRE - FLIGHT

I have written a few lines in the past – pointing out the importance of pilots doing a conscious and thorough pre-flight of an aircraft before committing aviation. There have been plenty of examples of loose or missing screws, nearly flat tyres and dirty windows etc.

The other day Ian McDonald mentioned that there seemed to be some damage to the fuselage of 7252 just behind the windscreen on the starboard side. A very thorough examination was carried out by Richard Young, Paul Clift and some members.



The photos above show the windscreen (the black bits on the right) the white fuselage with the obvious damage and the fibreglass strips that cover the gap between the fuselage and the wing root. The wing root and leading edge of the wing is of course just covered by the fibreglass strip. We all agreed that the damage was caused by the leading edge of the wing coming in contact with the fuselage. Whilst there were a few theories how the damage was caused (the wing hit something when putting the aircraft in the hangar) it was clear that the damage could only be caused by the wing coming forward.

A closer inspection revealed movement in the wing fitting where it bolts onto the fuselage. So a major repair is required which will need wing removal and an in depth discussion with Jabiru Aircraft.

So, for all pilots, another example of how important pre-flight inspections are.

EVENTS CALENDAR from Geoff Wood

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

ASC FLINDERS EXPEDITION

When: 18 – 27 April 2025

Where: Rawnsley Park, Flinders Ranges

What's it about? This is the annual ASC club expedition to the Flinders. It is centred around gliding with slope-soaring, wave soaring and thermal flying potentially available. It is also for sightseeing, bushwalking etc. Rawnsley Park has a good airstrip so visiting in a powered aircraft is also possible.

How you can be involved: Come for a few days or the whole week. It is highly desirable to book your accommodation a.s.a.p.

Further Info: Brenton Swart

Contact: Brenton on 0411 885 320

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

SA State Gliding Championships: Balaklava from 18 – 25 January 2025

Horsham Week Gliding Competition: February 1 - February 8, 2025 Horsham

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

Stonefield Gliding GP: 1-2 and 8-10 March 2025

DAVE'S GONE LOOPY

On the **26th January 2025** Dave Scutchings will try to break the Guinness World Record for doing the "Most inside loops performed consecutively in a glider". Current record is 24.

Dave is doing this to raise some funds for SA Police Legacy. This will also, of course, highlight our club and gliding generally. So please pay close attention to your emails from the ASC and make a generous contribution.

<https://www.facebook.com/share/v/19XM49Kcvu/>

Please note the changed date.

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