

ASC e-News



Electronic news from the Adelaide Soaring Club **1st AUGUST, 2021**

Well we are into winter. The countryside is turning a nice shade of green BUT the ground is soft, so PLEASE stay on the taxiways when possible. I was out there on Wednesday, 28th. The sky changed to black, the wind picked up and the rain came down. WOW. The car park and most of the airfield was under water. I know we need the rain, but Nature made a point of demonstrating its power.

Karl Faeth

AIRFIELD SCENE

You will have noticed the completion of the MOGAS facility at the re-fuelling station. Well, other changes are happening nearby as well. A new private hangar is going up across the track towards 31 and the CFS facility now looks to be rather crowded. So a decision was made to move it further towards 31.

That of course means that the shed and tank need to move as well. But wait – there is the fire hydrant – an absolute essential for filling up the water bombers. So the hydrant must go where the CFS goes and of course it must still be attached to the water main.

The following photos give you an idea of the work involved in moving the main and hydrant. Jenny was on hand to cast an experienced eye on the progress at the worksite and took a couple of photos for us.





Above is a view of the location of the new hydrant near runway 31 and an indication of the new CFS Air Wing (Gawler) site. On the right is looking back from the hydrant to the new hangar under construction with our hangars behind. I am sure the new hydrant will be coned for better visibility.



On the left is a front view of the new hangar being constructed.

Interesting to see the set up before concreting. Notice how the doors will not open past the hangar sides but fold along the runner, back into the hangar on both sides.

GLIDING SCENE

FLINDERS EXPEDITION. All the preparations were made, gliders de-rigged and placed into their trailers, fuel drums organised, delivered and tied down on the trailer. Meetings held and briefings delivered. Then **COVID COVID.** The 'D' strain reared its ugly head and we were in lockdown. There was only one decision to be made, and it was. *Cancel the event.*

As it happens one of our club members was flying up North and as he so eloquently put it “shooting some approaches at Broken Hill” when he flew over the Flinders Ranges in his 85 tonne machine with a glide ratio of 22:1 ?.

Josh Brown reports that winds were westerly at 70 knots and smooth as silk at 6,000' with a lot of mechanical turbulence below 5,000'. Oh well lets us look forward to next year. He took a couple of photos out of the left front window for us as he flew over. See below.



LATEST COVID-19 NEWS

What can we say. See above. However we are now out of lockdown and our spirits are slowly moving out of the cellar into more sunlight. As our President advises – adhere to QR codes at all times and be in tune with the ever varying numbers allowed inside.

LSA SCENE

I am always amazed at the expertise in our membership. As I mentioned last month - Paul Clift had identified a problem with the weight and balance in the ROKO and arranged for a qualified weigher (CASA & RAAus) to check out the ROKO.

That was done the other day. There was plenty of room in the LSA hangar so the Roko was front and centre. It was interesting to see the equipment required for this operation. There were ramps, level blocks, scales connected to a computer, set squares, string lines and tape measures.

An important aspect was to ensure correct tyre pressures, that entailed taking off spats and adjusting the pressures to the required number – thus ensuring the aircraft was sitting at the right angle for accurate weight numbers. It was an eye opener to actually witness the procedures that were needed to be followed to achieve an accurate result.

Steve Kittel, obviously well versed with the process, was present to assist the operation, taking accurate notes, discussing proceedings and numbers with the expert and was instrumental in the outcome.

Paul Clift is now pondering the final numbers and tossing up various options to come up with a plan that will have the aircraft in the condition where it is safe (and legal) to fly in a club operation.

I was helping Paul with some servicing on Monday and found someone had left the Master Switch on in 8538. Battery was flat as a tack. Remember – when we leave the aircraft after flying or just checking the hour meter – always have a look back – is the Master off?

SOLO PILOTS



Congratulations to Ali Swart.

Ali is a Committee Member and also a very experienced power pilot who tows gliders on a very regular basis.

Here she is going solo in ER to really feel what it is like to be on the other end of the tow rope.

CLUB SCENE

Members will have seen an email from Megan Gabell and Rod Curtin seeking an interest to assist with the refurbishment of the dining room and surrounds. The first meeting was held this month and Megan gave an excellent overview of the plans which included new carpets, window dressings, wall fittings and perhaps a sociable outdoor area in front of the veranda.

Of primary importance was adequate air conditioning in the dining room, kitchen and bar. Whilst we have had evaporative air cooling for hot summer days, we have always looked for some warm comfort in winter. The Committee has now approved the installation of reverse cycle air-condition for those areas. This was a priority before any other work could take place. Our club Air-Con guru, Frank Johann has again come to the fore and a number of large crates were delivered a couple of weeks ago.

Installation is well under way (see below) and was proceeding nicely until the lock down hit.



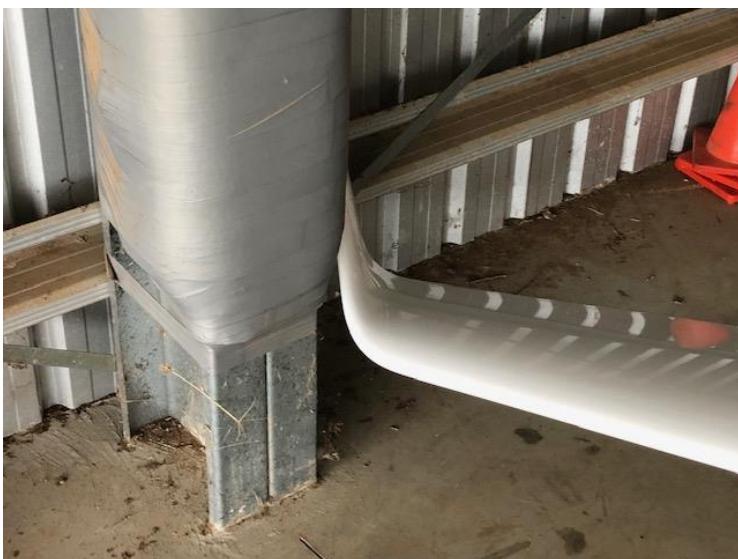
Two new air-con units have been installed on the rear wall of the dining room.

More work is being done. See below.

Jenny was again on hand to keep an eye on the various stages of installation and to take a couple of photos for E-News.



MONDAY MORNINGS



Maintainers & Instructors have a saying. "You never know what you are going to find when you open the hangar on a Monday morning"

Here was Robin Richter the other Monday saying "How the hell did they manage to get the wingtip behind the pylon"?

ASC Aircraft of the Past: The Salto

Aircraft are surprisingly subject to fashion. It seems at first glance that their designs are based entirely on engineering principles and logic, but in reality there are other factors as well. Think about “flying wing” designs; there was a vogue for them in the 1940s with the Northrop bombers, AW52 and others. There were even tailless gliders designed by Charles Fauvel in France and Al Backstrom in the USA (his design was generally known as ***The Plank*** because that’s what it looked like).

One of the Fauvel designs flew at Gawler in the 1961 National Gliding Championships:



Fauvel AW36 at Gawler

Tail surfaces seem to be particularly subject to aeronautical fashion. So it was with V-tails which were also much in vogue in the 1940s, the best-known example being the original Beechcraft Bonanza. There were several glider designs with V-tails including the very successful Standard Austria produced by Schempp-Hirth (you could argue that our Discus is a distant descendent of the Standard Austria, though of course V-tails have long since departed from Schempp-Hirth).

The only V-tailed aircraft our club has owned was the ***Salto***, seen here in at Gawler in 1971:

ASC's Salto VH-GZI

The Salto was related to the Libelle, not surprising given that the design was by Ursula Hanle who had worked on the Libelle with her husband Eugen Hanle. The Salto was produced by Ursula's company Start+Flug GmbH, independently of Glasflugel. It used the basic Libelle wing design but shortened to 13.3 m which enabled it to be stressed to no less than +7 to -5g and have a higher Vne than most other gliders of its day. As a consequence it was fully aerobatic. So good was its performance in its designed roles that a second production run was started 15 years after it went out of production, and it is still sought after for glider aerobatics today.

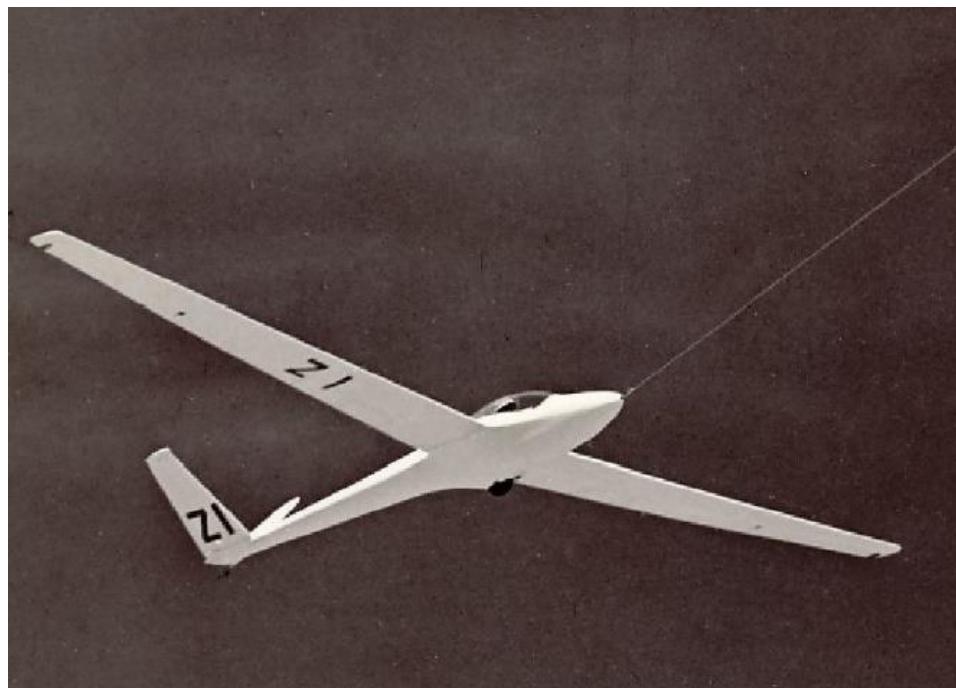
There are six Saltos still on the register in Australia, one of which was originally owned by us at ASC. It is now owned by a NSW pilot. We didn't operate the Salto for long at Gawler – my recollection is that it was only for a couple of years. Does anyone have any recollections of flying it?

There are theoretical advantages to all these unusual designs such as no tail, V-tail and so on – but in the end we always seem to come back to cruciform tails (Jabiru) or T-tails (all our gliders). I guess those hundreds of more conventional aircraft designers weren't all wrong!

Geoff Wood

ASC History Coordinator

Photos: ASC archives / Peter Killmier



COMMITTEE NEWS

Thank you to Ali Swart forgiving us an update from the last Committee meeting.

AGM To be held on ***Saturday 4th September***, commencing at 5pm. This will be followed by a lovely dinner and the Annual Awards presentation. ***One not to miss. See the official notice below.***

Note There will be 2 vacancies on the Committee. Please consider if you are able to assist by serving and contributing to a great club. Note that there is a time limit for nominations.

New Members Welcome to ***Peter Dawson, Leigh Stokes, Bruce Logan (welcome back), Henry Liu, Stuart Oster.***

LSA COUNTRY TRIP

I was coming in the gate on Friday morning – Paul Clift was just coming out saying “ Got 7385 at Jamestown and sounds a bit fluffy”. So I took the opportunity to give him a hand and take a trip into the country. There was minimal traffic and the countryside is looking very scenic at present, mostly green with new crops just coming out. Whilst we were discussing the state of the road to Clare - lo and behold, there were roadworks at Auburn.

New bitumen being laid and traffic stopped at times – end result will be great for motorists. Not much activity at the Clare Valley Airfield as we passed and then we were at Jamestown.

Wind quite stiff and straight down 34. 7385 had found some hangar space and was safely tucked away. Paul and I were of the same mind and concentrated on cylinder 4. A couple of new sparkplugs later and 7385 was un-fluffed and purring nicely. We watched it take off, making sure there were no other problems and set off back home, arriving back at about 2pm.

7385 had landed back at Gawler much earlier with the benefit of a 30 knot tail-wind. Well done Paul. Well done Ken Wehr for recognising the problem in his pre-flight checks and taking appropriate action to have the problem fixed before resuming.

In thinking about the issue we need to remember the cold conditions, icing probabilities, engine temperatures, the use of Mogas, reading the POH (Pilot operating handbook) and maintaining cruise revs. Be generous with applying carby heat when required and maintaining 2850 revs in the cruise.

BOOK REVIEW



I don't do book reviews – however Rod Curtin highly recommended this book the other day. Some members have bought a copy and I borrowed one and am $\frac{3}{4}$ way through.

I am a bit of a reader and am finding this book is riveting. It is written by a pilot for pilots who can relate to flight instruction, pride, failures and successes where ego has no place but always being aware that FATE is looking over your shoulder. It is in the era before WW2 when aviation was a bit more primitive and instruments not always accurate. No oz-runways in those days.

COMMUNICATION AT ADELAIDE SOARING CLUB

ASC WEBSITE

<https://www.adelaidesoaring.org.au>

Information about the club for visitors and official information for members.

ASC OFFICE

office@adelaidesoaring.org.au

08 8522 1877

ASC ANNOUNCE

communications@adelaidesoaring.org.au

For official information within the club and can only be used by club officials. All members are required to have a site to receive these messages.

ASC MAINTENANCE

maintenance@adelaidesoaring.org.au

For contacting the official ASC Aircraft Maintainer.

ASC MEMBERS

members@adelaidesoaring.org.au

For members to post items relating to club matters. Members can opt out.

FACEBOOK

The ASC has a Facebook page and also a club Facebook Group.

ASC E-News

To convey information about club activities. Usually presented monthly.

COMMITTEE

The Committee meets monthly and meeting minutes are posted on Notice Boards.



NOTICE OF AGM

The Annual General Meeting of the Adelaide Soaring Club will be held in the clubrooms on

Saturday 4 September 2021

Commencing at 5pm

The AGM will run for about an hour, and will be followed by a dinner and the Club's annual awards presentation.

All members are encouraged to attend and support your Club. If you are unable to attend in person, or Covid prevents an in person event, a live stream will be available.

Nominations for Committee

In the background, the Committee quietly works away to ensure your Club runs smoothly and meets its legal obligations. Now is your opportunity to step up and help support that work by nominating to join the Committee. No prior experience or skills are required, just enthusiasm and a willingness to get involved.

Two positions on the Committee need to be filled.

If you wish to nominate, please forward your nomination to the Secretary, secretary@adelaidesoaring.org.au, by Friday 6 August 2021.

If more than two nominations are received, a ballot will be held to decide the successful candidates.

Ali Swart
Secretary

OFFICIAL CLUB CONTACTS

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