

# ASC e-News



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

I trust we have all settled down and are looking ahead to see what 2021 might bring. Consensus is that it cannot possibly be as bad as 2020, but then again you never know. A good positive attitude should put us in the right frame of mind to cope with what might pop up. Some good photos in this issue and some really good insights into the flying life of Geoff Wood, as he reflects on the past.

Karl Faeth

## VALE – GABBY HAYES



We have all been made aware of the sad passing of another popular, loved and talented member of our club, a great personality, (Gabby) Gian HAYES. Sincere condolences to his wife and partner, Allison and family and of course, the extended gliding family.

There are numerous stories about Gabby's achievements in gliding and in life. Frank Johann credits Gabby and Allison for being directly responsible for him getting together and marrying the love of his life, the late Julie-Anne. He also says Gabby was instrumental in getting him hooked on ridge-soaring by showing him how to do some 'rock polishing' at Black Springs.

Brian Stopp remembers him as a great bloke and fellow Bank Manager. Gabby also held the 300km 15m class Australian Out & Return 'Speed Record' of around 145km/hr., was Standard Class Gliding Champion in 1979, was an Instructor, served on the Committee and was Club Treasurer. He was also a member of the Renmark, Woomera and Barossa Valley Gliding Clubs. Vale Gabby.

## LATEST COVID-19 NEWS

It is still with us. However, Australians are probably the least (in and af) fected in the world. Let us all keep it that way. Use your COVID-SAFE Check-in when attending the ASC.

## FLINDERS CAMP 2021

Those who are planning for and looking forward to attending this great sojourn, please make sure you are on the list. Due to incredible accommodation demand, the dates are a bit earlier this year. Please note:

**DATES ARE 24<sup>TH</sup> JULY to 1-3 AUGUST, 2021.**

### ACHIEVEMENTS



A very pleased and proud Neil Mason After his first solo flight.

Below. Mauvy Mangat is very proud of his wife and daughter Daanish. Here she is trying out the pilot seat of a Jabiru with Mum as passenger and then showing Dad where the nosewheel should be when parking.



## PROGRESS BEING MADE



I keep being asked about the progress being made on the Roko. Aero Services are doing an excellent job. Repairs are done and work is progressing with the engine being fitted last week. Some painting still to be carried out and new labels fitted. The prop has now been fitted but we are still waiting for the paint to be delivered.



Adam Carella very happy after being sent Solo on 08/01/21 by CFI Ian McDonald



Finlay Bunt is also really happy flying solo on 19/12/20.



Mikhayil Romanov – another happy solo Pilot on 19/12/20.



A happy and proud Tess Houtman (centre) With Mum and CFI Ian McDonald. Solo On 16/01/21.

## GLIDING EVENT

There will be a **Mini Grand Prix** event for gliders at Gawler on Saturday 20 February - Sunday 21. This is a special form of gliding event which is simple to understand for both pilots and spectators. Briefings will be provided on both days and slots in the club's two-seat gliders will be available with experienced cross-country pilots.

More information will be available in the next few days, but you might like to put this in your diary now.

## BAROSSA AIRSHOW – 11/4/21

YES .....after a few years Lay-Off – this great community event is on again. At the last Committee meeting it was agreed that the ASC would again participate in this fantastic event. Plans are progressing as to what our input will be, but you will remember the excellent glider aerobatics and the sport aircraft fly-past by Instructors and club members. The event will be hosted by the Barossa Valley Rotary Club. The flying program is still being finalised. More information at [barossaairshow.com](http://barossaairshow.com)

## PROUD SOLO PILOT



January was a very busy time at the Adelaide Soaring Club with pilots earning their Pilot Certificate and a number reaching proficiency, earning the confidence of their Instructors and being sent solo.

It is very easy for a long time pilot to become a bit blasé about going solo, but one should reflect and remember. Going solo is a moment that stays with a pilot and it is one of those events in one's life that is always so exciting to remember.

Here is a proud Michael SAUTNER after his solo flight on 29/01/21

## And on a personal note...

This month I'm doing something a historian should never do – insert himself into the story. But it's a special occasion, so please indulge me - you see, this week it is exactly 50 years since I joined the Adelaide Soaring Club.

The club has been a major part of my life ever since. I've seen a lot of things come and go in that time, so I thought it might be of interest to muse over the changes.

I still clearly remember my first trip to Gawler aerodrome. After literally a lifetime of waiting and preparing to fly I arrived and was watching as the club suffered the only accident causing serious injury which it has ever had at Gawler aerodrome. It was the Mary LePage incident; Mary spun off an auto tow from a height of about 600 feet, straight in. I simply didn't believe anyone could survive such a crash, but in fact she did though with serious damage including the amputation of one foot. It says something about our club that she remained a stalwart club member for many years after.

Needless to say this dampened my enthusiasm somewhat. However, after another year or so,



the one true path was resumed, and I found myself at Gawler again for my first flight at last in the last week of January 1971. It was from runway 13 in one of the club's K7's. I still remember the swish of the airflow, the turn onto downwind and the scrape as the nose skid contacted the ground at the end of the landing roll. It was the start of something that has been a major part of my life ever since.

My great memory of the early part of my training was the

almost superhuman powers of the instructors. I viewed them with awe. No matter what weird gyrations we seemed to be going through with resulting terror for me, the instructors would calmly recover, sometimes laugh, then explain the issue and lead me forward. Most launching was by aero-tow but we also used auto tow with two V8 utes and I clearly remember my first simulated cable break while in full climb – I let out such a yell that my instructor was laughing about it for weeks. Yes, Bob Foreman, it was you...

Anyway, the big day came soon enough – it was on 3 March 1971 that I went solo from runway 13. Post-solo training, promotion to our all-wood single-seat gliders like the Boomerang and Ka6, then finally I was entrusted with the jewel in the club's fleet – the Glasflugel Libelle. This was viewed as such a "hot ship" that you had to have 100 hours before being even eligible for a check flight to see if you were ready for it. The reality was remarkable – I soared from place to place seeming to lose no height as I did so, and the aircraft seemed to go where I wanted it to go almost by following my thoughts without me having to do the heavy-handed things necessary with lesser types. The Libelle is still a respected and well-liked glider today, and at one stage in the 1970s the club owned three of them.

The CFI of the day was Col Churches, a stern taskmaster who was reputed to park his car unobserved on nearby roads and watch operations to catch any wrongdoers. "Groundings" for incompetence or not obeying the rules were common. On the other hand, there was a great sense of fun, wonder at the joy of it all, and great pleasure in being part of a community of like-minded souls.

I progressed through the pattern of duty pilot, cross-country and competition pilot, passenger pilot and eventually undertook instructor training myself. The instructor training was led by Ray Killmier. I have spent most of my professional life involved in education and training, but I have never encountered training more thoughtful, helpful or effective than that provided by Ray. I instructed for a few years, but eventually withdrew in favour of other club activities.

As happened with quite a number of our club's pilots then, I undertook power flying training with Bruce Hartwig at Waikerie. He was a hard man, but I have had on many occasions since been grateful for his absolute insistence on competence in crosswinds, and his emphasis on engine handling and fuel management (the latter are necessary if you are not to involuntarily resume gliding – in a Piper or a Cessna!). A few years later I became a tug pilot for the ASC, which I have been doing now for some 40 years. At first I found the conflicting demands of safety, efficiency, and good neighbourliness when tugging to be a real challenge; I still do, but an enjoyable one. Competitions were something we did with great enthusiasm in the 1970s and 1980s. I flew in many, ranging from our own Gawler Easter Regatta up to and including the SA State Competitions. It was not unusual to have 50 gliders in such contests, and I clearly remember being in a gaggle of 22 gliders in the blue sky over Gawler on one occasion, all below 3500 feet – scary! Of course, there were more accidents too – somehow we accepted these as regrettable and to be guarded against, but a sad part of life.

The 1970s saw an explosion in the number of private gliders in Australia, and I joined this trend. My first glider was the Grunau Baby VH-GHM which was originally built by ASC members in the late 1940s. From there I moved to partnership with Rob Moore in Glasflugel 304 VH-GXB – very different from the Grunau! Both these gliders are still around. In 1994 I decided I wanted my own glider. I like things which have character and are a bit "different" and the Pilatus B4 glider fitted the bill very well, so I purchased Pilatus VH-GCC and have owned it ever since. I love the Pilatus. It is roomy, responsive, fully aerobatic, simple and strong and while its performance is modest I have done a lot of wonderfully enjoyable flying in it including several 500 km flights, and numerous 300s. People doing a Silver C in a Discus don't know what they're missing!

At the same time, I was becoming involved with powered aircraft. I'd been interested in building my own aircraft for some years and decided to build an amphibian to combine my interests in aircraft and boats. I settled on the Osprey 2, an American design with wood construction and a Lycoming engine.

Building my Osprey VH-BKV took 4 ½ years of fierce commitment – I built it completely from scratch using plans and a big box of wood and materials from the USA which Rob Moore helped me collect from a wharf in Port Adelaide. After all the agony, preparation, engine running, assembly, inspections and paperwork, I'll never forget the first take-off. It was from runway 23, with Noel Roediger on board as flight test observer. To look out across the wings and know that you were being supported by an intricate structure you'd built yourself was an experience hard to describe – one of the proudest moments of my life, tempered by a proper degree of apprehension!



Osprey VH-BKV at the beach

In the event the Osprey flew very well. I got my floating hull endorsement in due course, and enjoyed taking many club

members for water landings. These could range from so smooth that it was hard to tell when you “alighted” (the technical term) to downright frightening if you hit a wave at the wrong moment. I flew it for 12 years and 350 hours and sold it in 1995. Later, after retirement, I returned to power flying with my Jabiru-engined Dragonfly and enjoy flying it to this day.

Over the years I also became involved with management of the club’s affairs, being elected to the club committee and serving as President, Secretary, and Treasurer.

So that just about brings me up to now. It’s interesting to look back over one’s logbook and compare with how things are today. A few impressions that emerge are –

- When I joined we flew only on weekends and Wednesday afternoons; now we have flying available 6 days per week. And the complexion of the club has changed in recent years; we now have not only gliding but also a very successful Light Sport Aircraft operation.
- How quick progress was in “the old days”. I went from zero to solo in a glider in 6 weeks and 40 launches, and flying cross-country later that year. As with much of the rest of life, the system is much more careful and professional these days – mostly a good thing but perhaps a little bit of the joy and adventure has been lost in the process.
- How much we flew each other’s aircraft. I flew all sorts of interesting gliders ranging from a world-record-breaking open-class ASW 17 to Ted Pascoe’s homebuilt “Spruce Goose”, and lots of club members flew my gliders including having the very different experience of flying the Grunau.
- The huge increase in our performance in gliding. This is due not primarily to the better glide angles of current gliders, but mostly through better weather information, better knowledge and skills, and better instruments. These days we routinely go for flights in gliders such as the Libelle that would in the 1970s have been written up in magazines as sensational.
- Many good people personally important to me in my time in the club have passed on – Col Churches, Len Talbot, Ian Brown, Tom Brauer, Keith Saunders, Bruce and Carol

Bairnsfather, Bob Irvine, Eric Price, Mick Wright and of course the inimitable Vince. However, many remain as active members of the club – long may it remain so.

- The club has become a very professional organisation with great staff, however every club volunteer is still important, valued and vital to our operations.
- Some things don't change. Repeatedly in my logbook in my first year of flying reference appears to airspace issues, for instance 8 May 1971 "Caught first solo thermal but airspace restricted to 1500 feet...."

And last of all – the club has given me the greatest group of friends (apart from my family) that I have, or ever could have. Together we have shared some amazing highs, lows, arguments, achievements and the sheer joy of flying. Thank you everybody - I am profoundly grateful for the part that the club has played in my life, and hope to continue with it for many years into the future.

**Geoff Wood**

**ASC History Coordinator**

## COMMUNICATION AT ADELAIDE SOARING CLUB

<b>ASC WEBSITE</b>	<a href="https://www.adelaidesoaring.org.au">https://www.adelaidesoaring.org.au</a>	Information about the club for visitors and official information for members.
<b>ASC OFFICE</b>	<a href="mailto:office@adelaidesoaring.org.au">office@adelaidesoaring.org.au</a>	08 8522 1877
<b>ASC ANNOUNCE</b>	<a href="mailto:communications@adelaidesoaring.org.au">communications@adelaidesoaring.org.au</a>	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.
<b>ASC MAINTENANCE</b>	<a href="mailto:maintenance@adelaidesoaring.org.au">maintenance@adelaidesoaring.org.au</a>	For contacting the official ASC Aircraft Maintainer.
<b>ASC MEMBERS</b>	<a href="mailto:members@adelaidesoaring.org.au">members@adelaidesoaring.org.au</a>	For members to post items relating to club matters. Members can opt out.
<b>FACEBOOK</b>	The ASC has a Facebook page and also a club Facebook Group.	
<b>ASC E-News</b>	To convey information about club activities. Usually presented monthly.	
<b>COMMITTEE</b>	The Committee meets monthly and meeting minutes are posted on Notice Boards.	

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