



# ASC e-News

*Electronic news from the Adelaide Soaring Club*      **1<sup>st</sup> February, 2022**

Well, Christmas and New Year celebrations are in the past and hopefully hangovers didn't hang around too long. Looked forward to the gliding competition and an excursion to Naracoorte. Then the heavens opened up in the east and the State was inundated in the north. Some rain found its way south as well and most pilots cancelled the trip to the south-east. Good decision and plans are afoot to set another date for this trip in the future.

Karl Faeth

## WILD LIFE AT GAWLER



Clive Cunningham was going to commit aviation the other Sunday morning.

Ever alert – he spotted a couple of baby hares nearby. He had a good look around the area and found their mother – deceased.

As everyone knows, Clive and his lovely wife are really very nice people and couldn't just leave the little ones to die.

E-mails were sent out and replies received. Phil Pullem, who lives nearby, offered some advice and use of some of his acres when the leverets reach a viable age.

How do you rear the little ones? Well maternal instincts kick in, don't they?



( I have been advised that, sadly, after a lot of love and care, both Leverets have passed away.)

#### GRAND PRIX 2023

Just a reminder that the International Gliding Grand Prix will be held at Gawler from 2<sup>nd</sup> to 8<sup>th</sup> January next year. Planning is of course in train and part of that is hosting overseas pilots and crews.

Mandy Temple is part of the planning group and it is envisaged that an area at the airfield could be used to create an on-site “VILLAGE”. The site would be in operation for the event and also additional days for pilots to ‘climatise’ and to allow for training days.

If anyone has a caravan they are prepared to hire out for this event, please get in touch with Mandy.

Mandy.temple42@gmail.com.



## ROBIN MOSEBY UPDATES

Robin is one of our keen glider pilots who loves to come out during the week to enjoy some challenging scenic glider flights at Gawler. Some members may not be aware that Robin regularly recounts some of the ups and downs during his Gawler days, in e-mails to club members.

I thought it would be nice for Members, who don't get e-mails, to be kept up to date with Robin's news.

Here is his account of the proceedings on Wednesday, 12<sup>th</sup> January.

*Not often that a Eudunda 8,000 clearance goes unused – but the weather won.*

*Arriving at Gawler, the gentle breeze from NE looked promising for the cross country pilots but the forecast indicated that a strong sea-breeze was due later in the morning which would prevent any reasonable cross country tasks, not out-landing, so the cross country flights were cancelled.*

*Sure enough, about 1130 the temperature on the ground dropped 6 degrees as the sea breeze roared in.*

*ZDG and Peter C did three flights with Cameron and three with Tom. I took IUN up and had very rough conditions for the first 500ft but the conditions settled down but I could not find even a little bump anywhere. So I was back on the ground in 17 minutes, which seemed like the average for the flights that day. Steve may have fared a little better in his glider.*

*Still, a few minutes up there beats a lot of time down here.*

*Thanks to Peter C and Tommy.*

*Better gliding weather coming, I hope.*

*Robin Moseby.*

## WORKSHOP UPDATE

The workshop was empty for a week or so after Christmas. Paul was then back on the working deck and 7252 was the first LSA in. This was the one the club bought from Kevin Thomas.

The W&B was re-calculated by Paul and additional weight had to be fibre-glassed to the cowls. The aircraft should now feel and handle like the other J-170C's.

My usual Jabiru tyre supplier at Wingfield advised that they no longer have the tyres available so I was referred a Victorian supplier. That worked out well over the holiday season, although transport costs are now added. Good news - six tyres arrived the other day. All good.

## LSA FLY AWAY

In view of the gliding competition mentioned above, LSA CFI Sue Ingham thought it would be a good idea for the LSAs to travel away and leave some clear air for the gliders. Members have taken the opportunity with both hands and all LSA aircraft are booked to leave early on Saturday 22<sup>nd</sup> January and return late Sunday. The destination is Naracoorte. The local Committee have organised a lunch BBQ for Saturday and also a visit to the local caves.

Well, that was the plan. All pilots agree that we can't control the weather so the majority agreed to postpone this trip, with great success. See next month.



## A VERY SPECIAL FLIGHT

On 13 January the club was privileged to provide an unusual and very special Air Experience Flight in a glider. The happy flyer was Jala Burton:

Jala has a physical disability which requires her to use a wheelchair, but she certainly doesn't let it cramp her style!

Her parents helped transfer her to the cockpit of GPF, and with Peter Phillips as her pilot she had an extensive flight in GPF including thermalling and aerobatics.



Her verdict? ***"I thought I'd really enjoy it, but I loved it"***.

## COMMITTEE NEWS

Thank you to Ali Swart for an update from the first Committee meeting of 2022.

- The next working bee for the club room re-furbishment has been set for Sunday 13<sup>th</sup> February. All helpers are welcome and lunch will be provided.

- Maximum pilot weight in a Jabiru is to be set at 110 kg.
- Heavy duty screen doors with heavy duty closers are being ordered the club room entrances. Hopefully they will be strong wind resistant.
- A History Sub-Committee has been created to work on appropriately storing and displaying the ASC's precious history and artefacts.
- The Dimona will soon be on-line at a hire and fly rate of \$1.39 per minute for airframe plus an additional \$2.25 per minute for engine time. Both rates including GST.
- A 4.5kg weight has been added to the cowls of 7252 to balance it and improve flight characteristics.
- The A.G.M. date has been set for 20<sup>th</sup> August, 2022.
- Welcome to some new and re-joined members.
- Brett BONSELAAR, Mark BRITTON, Jacquie BUNT, Jaidan CALLISTO, Jack COULTHARD, Michael HENTSCHKE, James HODGES, Drew HUTTON, Jordan INNES, Jodie JORDAN, Kyle LEWCOCK, Jake NICHOLAS, Stan NOWAKOWSKI, Jenny PALISKA, Paul PARKER, Sasha PUSHKAROV, Ralph STRAHM, Daryl TRIGG, Cameron WILEMAN, Josh WOOD.

## END OF AN ERA



On the 19<sup>th</sup> January, 2022, Bruce and Cathy Tuncks departed Gawler Aerodrome after 50 years.

Bruce grew up in Alice Springs and was always fascinated by flight. Like many people of his generation, he started with model aircraft. Moving to Adelaide for study and work as an engineer, he began gliding at Gawler in 1970. At that time gliders were transitioning from wood and metal construction to the fibreglass age.

Bruce became an expert cross-country pilot, going numerous long flights and competing in many contests. As well as carrying out his personal flying, Bruce contributed a great deal to the club. He took a significant part in

glider maintenance when it was carried out by volunteers. He was a major promoter of cross-country gliding and took on a role as “Coach: , setting tasks on weekends and flying with newer pilots. He also became keenly interested in the management of the club, eventually becoming President in the 1990’s.

As an example of his wide-ranging aviation interests, Bruce introduced the Jabiru aircraft to Gawler, He purchased a kit and then built and flew the first Jabiru at Gawler.

By his side. Throughout all his aviation related endeavours was his wife Cathy – always supporting him and urging him on. Cathy also took on significant roles in her own right, particularly through staffing, contest events and being part of the Social and House Group.

Their son, Rob, followed in his Bruce’s footsteps qualifying as a glider and power pilot. After half a century, Bruce and Cathy have taken the step of moving to Edenhope in Victoria to be nearer family.

Bruce has bought a new Jabiru (factory built this time) and plans to keep flying in the foreseeable future.

Farewell , all the best, and THANK YOU from all the Members of the Adelaide Soaring Club.

It has been great and we hope you will visit us.

Geoff Wood

## OPS SCENE

### **An aircraft altimeter needs to be calibrated in feet**

Until very recently, it was possible to have an altimeter display any type of units you wanted. In theory it was legal in Australia to have a flying boat, with an Altimeter reading in a Gross of Cubits or a Starship with an altimeter that reads in pico ParSecs. (Not that anybody would be silly enough to use either approach).

This all changed on 2<sup>nd</sup> December 2021 when CASA brought Part 91 into force and repealed CAO 20.18

After this recent rule change, an aircraft that is only to fly in Australia must have its altimeter calibrated in feet.

Pressure altitude:

**The equipment must:**

- (a) have an adjustable datum scale calibrated in millibars or hPa;  
and
- (b) be calibrated in ft, except that, if a flight is conducted in a foreign country which measures FLs or altitudes in metres, the equipment must be calibrated in metres, or fitted with a conversion placard or device.

Please check your aircraft, and update your equipment as required.

### **Aerobatics**

Recently we have seen a number of gliders performing Aerobatics on strong thermal days. This is very unwise, and shows little regard for the safety of your passenger, people on the ground or other people who may fly that aircraft in the future.

Aerobatic flights must be conducted within the design envelope of the aircraft, these include published speed limits, published ‘G’ limits and weight limits. Details about what acrobatic manoeuvres are permitted

are published in the aircraft flight manual. The flight manuals also stipulate that aerobatic manoeuvres are only to be done in smooth air.

Pilots flying aerobatics should understand the 'Never exceed speed' ( $V_{NE}$ ), 'Rough air speed' limitation ( $V_{RA}$ ) and the 'Manoeuvring speed' ( $V_A$ ) limitation. If you don't know what these terms mean, please talk to the instructors before you go flying.

For those who are interested 'Manoeuvring speed' ( $V_A$ ) is the speed above which full deflection of the elevator control will exceed aircraft structural limitations. Below  $V_A$  the aircraft will stall before structural limits can be exceeded.  $V_A$  will be specified in the aircraft's flight manual and placarded on the instrument panel. Full control deflection of any flight control should be avoided above this speed.

As always, stay safe and enjoy your flying.

Paul Marshall

## STATE GLIDING CHAMPIONSHIPS

**The State Gliding Championships were held at Gawler between the 22<sup>nd</sup> and 29<sup>th</sup> January.**

A number of our members are there to fly power aircraft and others are new members to the sport of gliding, so thanks to Geoff Wood, the Executive Officer of the ASC Glider Operations Group (GOG) I was able to use some of his extensive knowledge and expertise to give readers a bit of a snapshot of the event.

Even though the event was programmed for the time of year when conditions are generally favourable, as we all know the weather gods had other ideas. 3 flyable days are required for a competition. The last day to make the competition legal was Saturday the 29<sup>th</sup> and there was an air of optimism about.

I snuck in to the organisers meeting and came away with information that marshalling would be at 1100 and 13 was the runway. That gave us Jabiru pilots a window with an ultimate of being on the ground by 1100. Andrew Wright, our safety officer, stood on the veranda and gave those airborne a reminder with a couple of minutes to go. Even then, a bit later, someone wanted to taxi out and fly. A reminder that not everyone takes the time to be fully informed.

I couldn't help myself and had to make my way down to 13 to have a look at the gliders lined up. What a sight to see and memories did come flooding back.

Josh Brown in BOT did the first launch, a bit of a snifter to see how the air was behaving and was then followed later by Ali in PIT. Eventually all 16 competitors were airborne.

As Geoff Wood mentioned, glider competitions are not spectator sports BUT with new technology, here we were in the dining room looking at the competition progress on our television set and computers. Address was "livegliding". It was absolutely amazing to see the aircraft progress and even thermalling. Brilliant.

As described by Geoff Wood.....

Two momentous changes have happened more or less at once. First, there is a new class of event entitled the **Sailplane Grand Prix**. The big difference here is that everyone has to start at the same time by crossing a predetermined line. Everyone in a class flies the same course, and the first person

back crossing the finish line over the airfield, wins (minor corrections for handicaps aside). It makes for a hugely more interesting event.

But wait, there's more: A type of electronic satellite tracker has been invented which each competing glider must carry and on a computer screen you can see where each glider is, what it's doing and who is winning. The amount of information provided is amazing, and it's all projected up there on the screen in your ASC clubroom!

The 29<sup>th</sup> concluded with a (as is appropriate for a flying competition) a great dinner which was supplied by a long term member, Jason Goldup and his wife Sandy.

About 25 contestants, family, crew and the gliding community enjoyed the excellent meal. This was also an excellent opportunity for a presentation to the winners and also annual awards of the SA Gliding Association by SAGA President Bernard Eckey.



Award winners, presented on the night were: State Gliding Championships

**Ballasted class- Matthew SCUTTER** flying his 15m 'Diana' glider. Matthew travels the world nowadays, flying in competitions and promoting his excellent meteorological program "Skysight". He was of course a local and member of ASC.

**Unballasted class – Sid NANKIVELL** in his LS3.

### Annual SAGA Awards

**News and Mail Trophy - Best flight of the year – Peter Temple** for his flight of 1313km from Gawler in his ASG 29 on 27/11/20.

**Kevin Sedgeman Trophy – Best 3 flights in SA/NT by a SA/NT pilot flying a glider up to and including Club Class. - Alex Wallis** for his excellent flights in his Super Libelle culminating in a flight of 753km.



**Winter Trophy – Best single flight during SA winter (1/5 to 31/8).- Bernard Eckey for a flight of 253km On 1/5/21.**



Matthew Scutter  
receiving his award  
from Bernard Eckey.



Sid Nankivell receiving  
his award from Bernard  
Eckey.



Peter Temple receiving his  
award from Bernard Eckey



Alex Wallis (on left) and Bernard Eckey receiving their award from past GFA President Mandy Temple.



**Fred Foord Trophy.** This is SAGAS award for service to the gliding community and is named after Fred Foord who was a long time member of ASC and served gliding in our State and nationally through GFA for decades.

This year it was awarded to Tom Leech for his years of service to gliding clubs in the volunteer role of Regional Manager Operations.

Tom could not be at Saturday nights meeting but was presented with the trophy by GFA President and Senior Gliding Instructor Steve Pegler. Another well-deserved winner.

## INTENSIVE GLIDING COURSE

January 10-14 saw the latest of the 5-day intensive gliding courses at Gawler.

This was an advanced course, aimed at developing cross-country skills. Coaches Peter Temple and Paul Marshall covered both theoretical and practical skills.



Each participating pilot had the opportunity to fly cross-country with the experts.

Thanks to all who made this possible, particularly Peter and Paul (coaches) and Tommy Kalsbeek (organiser of intensive courses).

Another intensive gliding course is planned for April 2022, this time aimed at people who are not yet solo or have just gone solo. Contact Tommy Kalsbeek on 0432 735 950 if this is for you.



## 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 for members.
<b>ASC OFFICE</b>	<a href="mailto:office@adelaidesoaring.org.au">office@adelaidesoaring.org.au</a>	08 8522 1877
<b>ASC COMMUNICATIONS</b>	<a href="mailto:communications@adelaidesoaring.org.au">communications@adelaidesoaring.org.au</a>	For official information within the club. 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 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 a club Facebook group.
<b>ASC E-NEWS</b>		Information about club and member activities. Usually monthly.
<b>COMMITTEE</b>		Meets monthly. Minutes are posted on Notice Boards.

## OFFICIAL CLUB CONTACTS

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