

# ASC e-News



*Electronic news from the Adelaide Soaring Club*

*1st January, 2021*

## *Happy New Year Everyone.*

I hope you all had a very merry Christmas and flew safely into a NEW YEAR. I am sure we all look forward to a lot of safe flying, excellent thermal conditions for gliding and smooth air for LSA pilots.

Karl Faeth

### **MULTI-SKILLED**



Instructors, are of course, multi-skilled. Well, we do have a variety of students of various abilities and we need a suite of teaching skills to be able to do our duty and maintain flying standards. Here, Chantal, Phil and Karl (Ian is taking the photo) are putting together a flat pack shed which will occupy the back corner of the LSA hangar. It is to be the new home of our club history memorabilia and its use will make available a smaller instructing room off our briefing room.

## 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.

## 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.**

## AVIATION TALK

Life certainly moves in a variety of directions and if we give up flying – there is always more excitement and adventure to be found.

Here we have Graham Readett, who has packed his earphones away and is enjoying life closer to the ground, and to be specific – on the water.

Graham was a long-term member of the ASC and also was a gliding and then LSA instructor. He has a scientific aeronautical background and was directly involved in the development in the early days of the Jabiru at the club. The Jabiru was just starting to find its feet (I should say wings) and Graham was responsible for important tweaks and modifications to ensure the aircraft was a reliable addition to our fleet. One of those tweaks was a pipe from the airducts directing airflow to the magnetos, thus ensuring better reliability when they became hot.

Graham, 87, made the 'Advertiser' the other day when he slipped off his new stand-up paddle board at West Lakes and then being assisted back to shore by young 16 year old Isaac Neal.

**STILL LOOKING GOOD GRAHAM**





## ACHIEVEMENTS



A very happy Benedek Forgacs was sent solo On Wednesday 2<sup>nd</sup> December last year.



Here is Vyomaa Bhaskar proudly pointing out to Karl Faeth that she managed to park her aircraft with the nosewheel on the white parking line.



A very happy Sib Bukhari after being approved for a Pilot Certificate test by CFI Ian McDonald and then passing the test with Jordan Portlock, Deputy Ops Manager RAAus.

## A PROMINENT SIGN AT GAWLER



I wonder how many members have seen this sign on the rear of the CFS Equipment shed at Gawler. The Adelaide Soaring Club is proud to be assisting the CFS with the use of the airfield and with making the area available for the water tanks and shed.

We also make available the dining room as a 'READY ROOM' for the ground crew and pilots when they are stationed at Gawler, in readiness, waiting to spring into action when required.

Not many members would have seen this activity as it normally occurs during extreme fire risk days with high winds – days when we generally do not fly.

The Air Tractor 802 is the world's largest single engine agricultural aircraft. It is turbine powered, can travel at 300kph and can carry 3,200 litres of retardant.

It is a sight to behold, when there is a line-up of Air Tractors to be refilled on the bitumen outside our Jabiru hangar, engines idling and then starting to taxi out. It is absolutely essential to have our hangar doors closed – the prop wash picks up everything and throws it at the hangar doors – sounds like gunfire when there is some gravel about.

The CFS Air Operations Unit is a very essential community service, just ask some of our members who have been involved in and have suffered bushfire damage.



The Air Tractor

## HISTORY CORNER

### *Motorcycle racing on Gawler aerodrome*

No, this is not about Paul Clift and his new Royal Enfield burbling up our entrance road, or the activities of the many other club members who combine a love of flying with an interest in motorcycling.

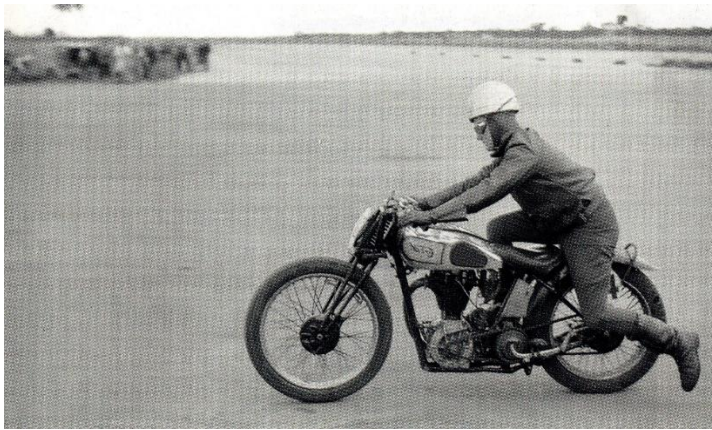
After the Second World War motor racing soon started up again after having been suspended for six years. Tracks were needed, and there were multiple newly-built aerodromes which were suddenly surplus to requirements. Naturally the two came together and facilities for motor racing became established on former aerodromes all over the world. Some of them are still used in that way today – think for instance of the former RAF Silverstone where the first ever Formula One World Championship car race was held in 1950. Silverstone is still used today as the venue for the British Grand Prix.

And of course our near neighbour, the former RAAF base at Mallala which changed from flying training using Avro Ansons, Tiger Moths and Airspeed Oxfords to hosting racing cars and motorcycles in about 1960. Motor racing is still happening at Mallala to this day.


A similar trajectory occurred at Gawler. The first meet happened at Gawler in 1947. Later in the early 1950's Gawler was favoured by two visits by world motorcycling champion Geoff Duke. These were huge events, generating much publicity and thousands of visitors to Gawler aerodrome.

Geoff Duke raced on a Norton and a Gilera. You can see the runways as we still enjoy them. The “safety fencing” would give today's race organisers the horrors, but this was normal for the times.





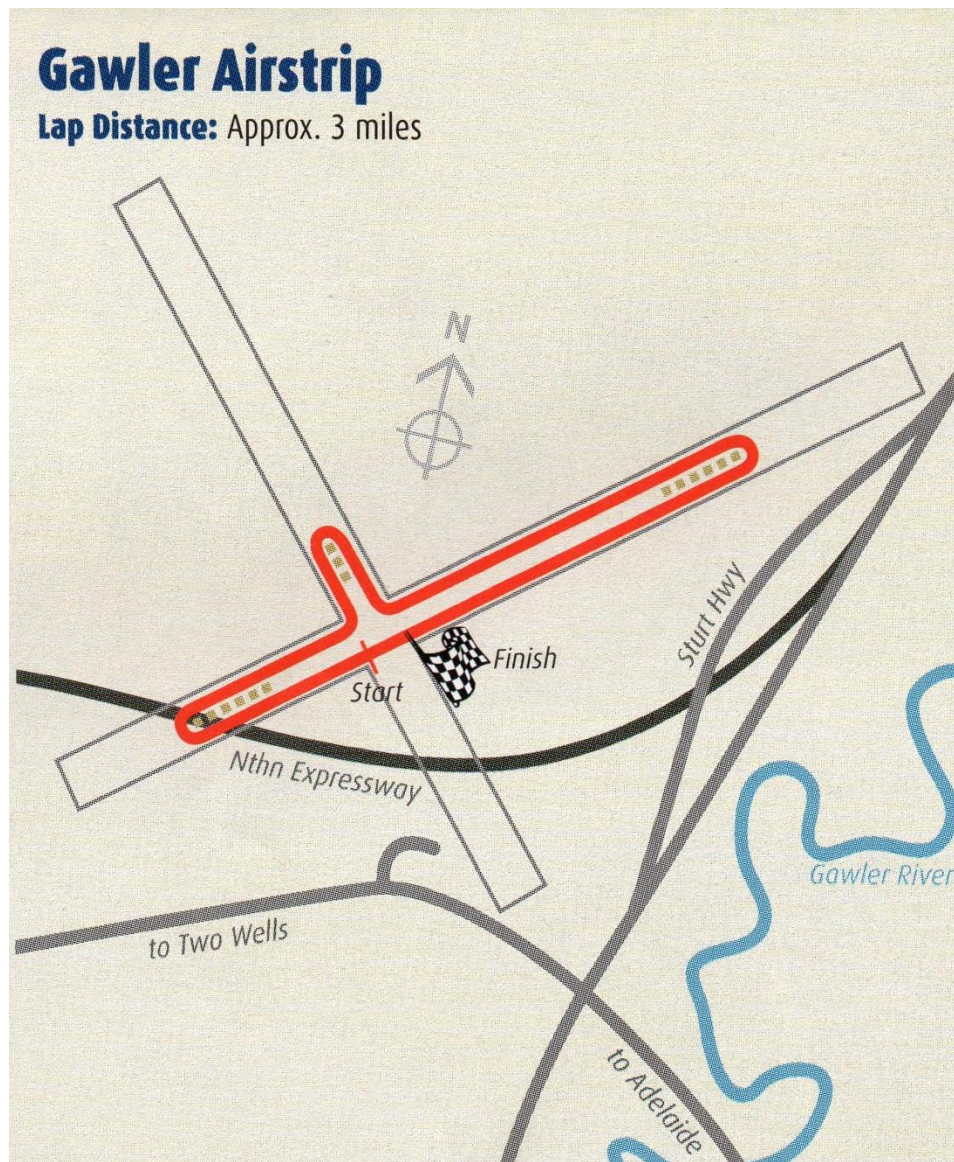
**ATUJARA Motor Cycle Club (Inc.)**  
PRESENTS  
**GAWLER**  
**SPEED MEETING**  
**SUNDAY, APRIL 20, 1947**  
In aid of Adelaide Children's Hospital



INDEMNIFICATION.  
The Atujara Motor Cycle Club (Inc.) or the Commonwealth of Australia will not be held responsible in any way whatsoever for any accident or injury to any spectator or competitor or their property incurred throughout the day's racing.  
R. KEITEL, Secretary.

PRICE THREEPENCE

You can see the layout of the track here -



So when you return from a flight and land on runway 05, as you slow down and pass the intersection of the cross strip you truly are reaching the "Finish Line".

**Geoff Wood**

**ASC History Coordinator**

*Acknowledgements: ASC archives and **Old Bike Australia** magazine issue 31 (thanks to the anonymous donor who dropped this in to the archive room).*

## **LATEST GLIDING NEWS – SAGA AWARDS – HOT OFF THE PRESS**

On New Year's Eve at Waikerie the annual awards of the South Australian Gliding Association were presented. The occasion was a well-attended dinner which included pilots flying in the annual Coaching Week, as well as others who were there to fly in the State Gliding Championships.

ASC pilots distinguished themselves again this year, with the following receiving awards:

### **Advertiser Jubilee 150 Trophy**

This is for the best performance by an SA/NT pilot in Australian National Gliding Championships during the year. It went to Peter Temple who gained second place in the 18m class in the Nationals at Tocumwal.

### **Kevin Sedgeman Trophy**

for best 3 flights in a glider of performance up to and including Club Class. The winner was Geoff Wood for a series of flights in his Pilatus.

### **News and Mail Trophy**

which is awarded for the best flight of the year in the opinion of the SAGA awards team. It went to Alex Wallis for a flight of 535 km in his Libelle.

And of special note was an award to Matthew Scutter. This was the **Fred Foord Trophy** which is the SAGA award for service. It was awarded to Matthew for his work in inventing and promoting his soaring meteorology program "SkySight" which has transformed gliding and brought benefits in soaring enjoyment to pilots all over the world.

Well done all!!

## **LATE NEWS**

LSA pilots have been advised that MOGAS could become the preferred fuel for our Jabiru aircraft. Paul Clift recently has had to do a lot of work on the engines finding contamination, valve damage etc.

Committee agreed with his recommendation to a trial with 98 Mogas in 7693 and this has proven to be very successful. It has meant a bit more work with fuel drums and a trailer around the hangars but the end result should be worth it. 7385 is the next aircraft to benefit from a change in fuel. Thank you to Graham Beck and Ken Sumpter for organising a top up for our drums. Pilots will notice a more distinct fuel smell around aircraft using Mogas, however I am assured it is not related to a fuel leak but is a characteristic of the fuel.



## 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.

## OFFICIAL CLUB CONTACTS

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