

ASC e-News



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

Geoff Wood has been otherwise engaged with important administration matters and there is no history segment this issue. However, you will still find a number of items of interest.

Karl Faeth

GLIDING SCENE

FLINDERS EXPEDITION. There have been some great flights in the past couple of months as members have made the most of good soaring conditions. With no Easter Regatta this year, our minds are now focussing on the Arkapena gliding field in the Flinders Ranges.

This year the trip has been brought forward due to increased tourism in the area which meant a shortage of accommodation on our normal dates.

DATES ARE 24TH JULY to 1-3 AUGUST, 2021.

Great to see the enthusiastic Member response. Should be a great event.

LSA SCENE

ROKO UPDATE. Aircraft due for a 50 hourly soon. Paul Clift found a broken muffler support bracket (now fixed by a qualified aircraft welder), carby bowls have been cleaned and they have also been balanced. I flew it the other day and it is flying very nicely.

Saying that – on Monday 21/6 – a major defect. The rudder adjustment had been bent so far out of shape that it jammed. A very interesting sight, seeing Paul Clift upside down in the cockpit trying to fix the damage THAT SHOULD NOT HAVE OCCURRED.

PLEASE PLEASE. Remember that the adjustment has just 3 settings and be gentle and sensitive when moving the pedals. **Never force them.**

If you have problems – speak with an Instructor. If there is a defect – only a qualified person is permitted to do repairs.

LATEST UPDATE. Paul had a closer look at the paper-work and found a potential problem in relation to weight and balance. We are now awaiting a qualified CASA W&B person to have a look and give an opinion. Aircraft U/S till then. Stay tuned.

LATEST COVID-19 NEWS

It is still with us. **REMEMBER** to book in every time you attend the Club. The Delta strain has everyone very worried because it is so very infectious. Look after yourself. Err on the side of caution.

Richard Skinner, our President, will keep us up to date with our ASC protocols in relation to Covid so make sure you read your e-mails.

GLIDING EVENTS

Dual Aerotow – Sunday 4th July

Change of time. The course will now commence at 11.00 am sharp with ground training that any member can attend.

Please register on the ASC website the [Gliding Register](#) to enable planning for the event.

Recommended Experience/Competencies for participants:

- Good flying currency – be on top of aircraft
- Proficient at boxing the tug
- Proficient in high tow
- ASC Post Solo flying syllabus completed & ideally Discus rated

Any queries contact Frank Johann fjohann@internode.on.net

COMMITTEE NEWS

Thank you to Ali Swart for giving us an update on Committee matters.

22/6/21

- Spare parts required to get the Dimona back into the air have been ordered and are on their way from Europe. Should be arriving in about 6 – 8 weeks.
- The Committee has appointed a new auditor, Messenger Zerner, to carry out the annual audit as required by legislation.
- The Adelaide Soaring Club website has been updated and the *Child Protection Policy* has been added. All members are required to familiarise themselves with the policy.
- The ASC AGM and AWARDS night is coming up in August/September. Date still to be confirmed.
- Welcome to new members:
Jordan Willoughby. Simon Ridgway.

HAPPY SOLO PILOT & VISITOR



Adeline Michon in QQ – her first single seater.

Adeline Michon, from Paris, has been staying at the clubrooms for the past 4 weeks, flying gliders. She has made excellent progress and went solo on 20/06/21. She is now into single seaters as well. WELL DONE ADELINE.

Phil Pullem has been speaking with Adeline on a regular basis and found that she has never had a “Pie Floater”. So it wasn’t really acceptable that she left us without trying one. Well it didn’t take long for Phil to set up a night at ‘Café De Vili’s’ at Prospect. Happy diners were Janet Lovegrove, Lyn Pullem, Sue Ingham, Adeline, Rod Curtin, Phil and Steve Lovegrove.



OPS SCENE - GLIDING

Retractable undercarriage.

As aviators, we need to understand how and why we make mistakes. We are all human and the total elimination of mistakes is not realistic, but we can use, processes and habits that help catch those mistakes and correct them before they become a big issue.

Let’s look at two types of mistakes and how they can impact how we set up a glider with retractable undercarriage for landing.

- Temporal lapses – Simply forgetting where we are up to with our checks.
- Confirmation Bias – we all suffer from this when we select information that supports our views and wishes and how we ignore and not questioning contrary information.

A couple of examples may illustrate these types of errors.

A simple distraction during our post release checks, may interrupt our checks. We may simply forget to complete the checks or miss a step, resulting in the undercarriage not being retracted. While this creates drag, it does not put the glider in an unsafe situation.

In another example, the post release checks may have been completed. Later in the flight the aircraft could be returning to land at a busy airstrip, such as Arkapina in the Flinders. The pre-landing checks are completed, but now the runway is fully occupied. The glider may have sufficient height to hang around while the runway is cleared. While this is going on the glider pilot finds some lift and manages to climb away but fails to remember about the undercarriage. Later when coming in to land the pilot simply forgets about the earlier pre-landing checks.

Sometime later the pilot in the above two examples wants to break off from the soaring flight and start the landing phase. They remember to do their pre-landing checks and cycle the undercarriage. Unfortunately, what they have done is retract the undercarriage, not extend the undercarriage. When they operated the undercarriage control they heard a good solid clunk at the end of the stroke. Confirmation bias tricks the pilots brain convincing them they were doing the right action and this was the sound of the gear getting locked down. A simple mistake has been made. Its easily done!

How can we avoid falling into this trap?

Locate, Identify, Operate

You need to make sure that the control you are about to operate is the right one and is going to be operated correctly. The sequence is Locate, Identify, Operate. The controls in gliders are made or painted in standard colours and in many cases, different shapes to prevent mistakes.

Some controls such as the undercarriage, can be on the left or the right side of the glider. With some undercarriage controls, you pull back to raise the undercarriage and with others, you pull back to lower the undercarriage. It's essential to get into the habit of **Locate, Identify** (which way the control works -**Check the placard**), **Operate** to avoid mistakes with controls

If you want to learn more about common mistakes aviators make, I recommend that you attend one of our excellent 'Human Factors' training programs.

As always, stay safe and enjoy your flying.

Paul Marshall.
ASC Gliding CFI.

OPS SCENE - LSA

Paul Clift finds Monday mornings very exciting – you look in the LSA hangar and you never know what you are going to find. I know that the Instructors do their best and that the information passed on is accurate and topical BUT common sense is very much required. If we don't know – we should ask.

No one knows everything. In aviation we must never press on if we are not sure.



When talking to Jabiru pilots there will occasionally be a comment about the doors. Whilst they all have door locks – the models differ a bit when it comes to the top door latch. As we know, airflow tends to pull on the doors whilst in flight (moving the door away from the frame). The top latches are designed to prevent that happening.

Top left photo is the latch on a J170. When we enter the aircraft we make sure the door is closed by pulling it towards us, hear the locking bar click into place and push on the door to make sure it is locked. We then push up the knob of the latch to lock the top of the door into the frame.

On the right is the door of the J230 we have at the club. This latch is designed to hold the door in line with the frame against the seal. The difference is of course that we cannot pull the door towards us when we are in the seat – the latch bracket prevents the door from closing. The way to close the door is to pull on the handle by the latch so that the top of the door comes down a bit and into line with the frame first. When the bracket is inside the frame, push up on the handle and pull up on the door toggle until the door locks. The secret is that the door must be pushed up into the frame. Takes a bit of practice – but it works. It has happened that the door/s comes open in flight because it was not locked properly initially. If that happens – don't panic, It can never fully fly open and clash with the propeller - due to the air flow. Gives you an incentive though to make sure it is properly locked next time before flight.

The other day the J230 was defected because the door didn't close. I had a look and what happened was that 'someone' had tried to close the door by pushing it against the frame and thus bending the bracket so that it closed up and did not accommodate the width of the frame. Or it had been left outside the hangar with the door unlocked and the wind had blown it against the frame, bending the bracket.

Quite often I have a word with pilots who get out of aircraft to do something or other, and leave the doors open. REMEMBER - They are great windcatchers and will break off. It has happened. Very embarrassing if you are the one who left the door open. So, when you leave your aircraft - have a look back –

Are the doors closed – are the flaps up = is the MASTER SWITCH off ?

ELECTRIC AIRCRAFT

I opened the hangar doors on Monday morning and WOW here was the 'Pipistrel Alpha Electro aircraft. Apparently it had been overtaken by darkness the day before and in seeking shelter – had found Gawler very convenient.



This 'Tesla of the sky' - so described by the local newspaper, has sent world electric aircraft flight records tumbling. When it arrived at Gawler it had completed 17 gruelling legs. The 750km record for the longest electric aircraft flight was broken on the leg between Shoalwater Point Station and Whyalla.

The aircraft is designed for one-hour flight lessons with a 30 minute reserve and it can cover about 125km before re-charging. It is being flown by Managing Director Barrie Rogers, Catherine Conway – well known by

LSA pilots and the gliding scene and David Bradshaw – yes our own David who has been flying and towing gliders recently and instructing in LSA's at Gawler for a number of years.

Shaking hands with David on Monday was shaking hands with a man holding a world record in electric aircraft aviation. Their last leg on Monday was an appointment over Adelaide at 1300 hours and then the last leg to Parafield.

The team will have completed 1,350km by then. It will have world records for

- A record 1,350 km
- Longest over water flight of 30.8 km
- Furthest distance in a 24 hour period of 330 km
- Fastest speed between waypoints of 177km/h groundspeed.

Above – the Pipistrel in the Gawler LSA hangar and right – the Pipistrel outside the hangar with the 70+ kg battery being re-charged by the portable generator.

At about 1245 hrs on Monday it taxied out to 31 very quietly and then departed at full power, with more respectable noise, on its way to Adelaide. Absolutely phantastic.

I must say that it was a great privilege to be present to see it happen at Gawler.

Ps. Those who were at the Rowland Flat Air-show would have seen the Electric Pipistrel flying.

SOLO PILOTS



I have flown with Vyoma Bhaskar in the past and Sue Ingham has been instructing her recently.

Sue reported that on Saturday, 26th June Vyoma was flying very well and doing some nicely controlled x-wind circuits, so much so that Sue had no hesitation in sending her solo.
Well done Vyoma.

JABIRU CLEAN

We know that a clean car drives nicer – same as a clean aircraft flies better. We do a lot of flying, but sadly, don't spend enough time giving our aircraft some tender loving care. Following on from a suggestion from the CFI, a couple of keen pilots, Ben Rosiak and Tess Houtman, assisted by Tess's Mum, Meg, decided to spend part of a lovely Sunday morning cleaning the LSA fleet. I am sure that all the other LSA pilots are saying **THANK YOU, WELL DONE, WE REALLY APPRECIATE YOUR EFFORTS.**



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	<u>members@adelaidesoaring.org.au</u>
	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.

OFFICIAL CLUB CONTACTS

Richard SKINNER	President	0419 818 024	<u>president@adelaidesoaring.org.au</u>
Megan GABELL	Vice President	0449691649	<u>Megan.llewellyn@adelaide.edu.au</u>
Brenton SWART	Committee	0411 885 320	<u>brenton@addhance.com.au</u>
Scott CREW	“	0417 452 759	<u>srccrew@gmail.com</u>
Bridgette McALLISTER	“	0467 801 645	<u>bsmcallister@hotmail.com</u>
Brian RAU	“	0406777564	<u>brian.adl@bigpond.com</u>
Tony LEWIS	“	0417 853 768	<u>tony.lewis@chariot.net.au</u>
Ali SWART	Secretary	0409 299 936	<u>Alison.swart@optimatics.com</u>
Steve PEGLER	Treasurer	0438 409 928	<u>treasurer@adelaidesoaring.org.au</u>
Paul MARSHALL	CFI Gliding	0427 394 841	<u>pmarshall@internode.on.net</u>
Ian McDONALD	CFI LSA	0419 867 517	<u>raaus-cfi@adelaidesoaring.org.au</u>
Tom LEECH	Airfield Manager	0400 900 903	<u>gam@adelaidesoaring.org.au</u>