

# ASC e-News



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

Well we are into winter. Lovely crisp mornings, not many thermals but beautiful clear air. Excellent for a "Dawn Patrol".

There are some interesting items in this edition but I welcome Member contributions.

Karl Faeth

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

**BLACK SPRINGS EXPEDITION**    Don't forget – if you are interested in the Black Springs slope soaring expedition on the June long weekend (June 12-14) put your name on the clubhouse notice-board or ring the office. We need to know numbers to work out whether it will go ahead, and if so what aircraft to take.

## LSA SCENE

All LSA to use MOGAS.



The new installation is now complete. A new switch has been fitted on the AVGAS side which has been labelled

AVGAS - OFF – MOGAS.

Both fuel issue books are kept under the AVGAS lid and all issues must be recorded.

The info to write down are : Aircraft details, issuing Member the start and finish number of the meter – and the total litres issued.

Please keep your aircraft on the concrete – after rain, the wheels can get very badly bogged.

**ROKO UPDATE.** Members are booking in and new members are joining to fly it. GREAT. The aircraft is flying well now and it is so good to see it being used more and more. **BUT REMEMBER**

– fly with an Instructor first to regain currency. A lapse in concentration on landing can very quickly lead to PIO's and we don't want to see that.

## LATEST COVID-19 NEWS

It is still with us. **REMEMBER** to book in every time you attend the Club. Jenny has sent out the QR Code to all hangar owners as well. If you own a hangar – **Please print it out and attach it to your hangar in a sheltered space.** That will save hangar owners a trip to the office to sign in.

## GLIDING EVENTS

### Dual Aerotow – Sunday 4<sup>th</sup> July

The course will commence at 9.30 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
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Any queries contact Frank Johann [fjohann@internode.on.net](mailto:fjohann@internode.on.net)

## TRURO FLATS – 15/5/21

Jason Goldup is re-acquainting himself with the Roko so we did a quick trip to Truro Flats to say hello as part of their fly-in on 15-16 May. A very friendly welcome and an interesting variety of aircraft were on display.

Among them was 415 – C Ercoupe 24-5047. Apparently one of only two in Australia. So I decided a photo was in order and to do a bit of research as to its origin. Amazing what one finds.



A remarkable history of an innovative aviation design decades ahead of its time.

Many said flying the world's first spin proof, two control, tricycle landing gear airplane was like "driving a car."

Late in 1931 Fred Weick, a young NACA (National Advisory Committee for Aeronautics) aeronautical engineer, invited several of his friends and co-workers to join in a private hobby venture to design and construct a safe, spin proof airplane suitable for the private pilot.

During the next five years of experimentation, redesign, and testing, a two control, high flying, pusher design with tandem seating emerged incorporating a unique but unconventional, steerable, "tricycle" landing gear.

In 1936, Fred was invited by Henry Berliner to join his newly formed Engineering and Research Corporation (ERCO) in Washington DC. There, Fred would apply his skills and knowledge to design a 100 mile per hour, spin proof private airplane that would be economical and comfortable. Fred proceeded to create a two-place airplane with an all-metal structure featuring side-by-side seating, doped fabric covering for the outer panels of the wings, tricycle gear and good pilot visibility.

After several modifications and different engines were tested, the Ercoupe Model 415-C evolved. One hundred and twelve airplanes were built until production was halted in 1941 because of World War II. In August 1945 production of the 415C with a 75hp Continental engine was resumed.

Almost 5,000 Ercoupes were built until 1950 when ERCO deemed the project no longer economically feasible. Many other companies including Sanders Aviation, Vest Aircraft, Forney Enterprises, Air Products, Alon Aircoupe, and Mooney Aircraft tried their hand at manufacturing the Ercoupe. All failed, and the tooling was finally sold to Univar Aircraft who still manufactures parts for the various Ercoupe and Aircoupe models.

In February of 1946, Fred Weick received the Fawcett Aviation Award for the greatest contribution to the scientific advancement of private flying. He has since been recognized as a true aviation pioneer. His many aircraft innovations including the "tricycle gear" are incorporated on countless aircraft today; but of all his achievements, the Ercoupe is the most remembered.

## GOOD OLD DAYS = GREAT GUYS

This is not part of our monthly HISTORY update. But I was just having a look at my gliding logbooks and some of the photos I kept.

Here I am in the club workhorse, a K13, with two of our great Instructors, Gordon Redway on the right and Mike Valentine on the left. These were the days when the ASC was still in its original site on the Two Wells Road. Our Instructors were paid employees and absolute marvellous ambassadors of the club and the gliding movement. Gordon was a taxi driver in his previous life and Mike had a significant gliding history in the UK before coming to Australia. If I remember right; Mike was later also employed by the RAAus.

Gordon used to smoke a pipe and had a very relaxed approach to life. He was always very polite and did not rush into quick criticism. After a student's bad performance he had a puff of his pipe and was heard to say "Well, I like the way you just got out of the aircraft". You knew then that what followed was not going to be a compliment, but well-structured advice.

Sadly, both of these great guys are no longer with us, they took their own life for very different reasons.



## COMMITTEE SNIPPETS

- The Dimona. Members will know that the ASC has purchased a Dimona for club use. At present it is in the workshop undergoing extensive maintenance under the care of Paul Clift. This has resulted in some parts being required from Europe. This will take time and the prognosis is that the Dimona will be out of the air for some months yet.
- Members will have noted the installation of the new Mogas facility. This will result in the CFS moving their water bomber fill up site further to the west, on the hangar corner near 31.
- Welcome to new club members, Adeline Michon, Dylan Gunasekera, Ken Gliddon, Robert Foster, who has just converted to the Roko, Peter Baylis and Gavin Sidhu.
- Black Springs. The camp will go ahead on the long weekend 12-14 June, weather permitting.

Thank you to Ali Swart for the update.

## MEAL NIGHTS AT THE CLUB

All members are no doubt aware that Sylvia and Anthony Lock go out of their way to provide an opportunity for us to get together on a monthly basis to enjoy a very nice meal and each other's company. A couple of snippets on e-mail after the last meal.

*"Well, what another great night at the club house for the \$15 meal. Good crowd there and the discussions covered things from pie floaters to some lesser known aspects of pig farming. (Thankyou Jeff). Always something to learn at these get togethers' and not always aviation related. From Kevin.*

*I'll 3rd Kevin's comments and raise you 'one'.. !*

*The last two meal nights have turned into riots of laughs.. at least at our two tables pushed together.*

*Lyn (my wife) considered these events might be "a bunch of pilots talking about planes again.." or "more movies about planes... !", but now she really looks forward to the meal nights and the mixed crowd of boys and girls.. soarers, noisies and YLs !*

*Don't miss out next time.*

*Phil*

## ASC GLIDING SCHOLARSHIPS

### Adelaide Soaring Club Gliding Scholarship Program – Future Support

#### Introduction

- ASC members will be aware that a Gliding Scholarship Program has been in operation at the club for several years.
- Some 20 plus members have so far benefitted from this program, assisting them to gain solo status and / or supporting them to further their recreational aviation skills and knowledge.
- In a significant number of cases, their gliding experiences have provided them with a foundation to progress careers in the Commercial or Defense Forces aviation industries.
- In the past, the ASC has been fortunate where generous members have made contributions to the Gliding Scholarship Program, some very significant.

#### Moving Forward

- The ASC now invites members, past and present, friends and associated businesses to consider ongoing support for the ASC Gliding Scholarship Program.
- Documentation relating to the objectives and management of the ASC Gliding Scholarship Program can be obtained from the Chair of the Scholarship Management Group – Peter Sadler, mobile: 0435936950, email: peter.sadler50@gmail.com

#### Options

##### 1. Donations

- Intending sponsors of this program may nominate any amount of financial support. No donation is too small.
- The amount nominated may be influenced by the desire to see successful ASC members receiving a Gliding Scholarship to:
  - Achieve solo status.
  - Work towards cross -country flying.
  - Up-skill general flying via aerobatics, dual towing ratings, etc.
  - Work towards instructor ratings.
  - Support coaching and competition flying.
- Donations may be made:
  - **Tax deductible donations** via the Australian Sports Foundation, nominating the ASC as the beneficiary can be made online at <https://ASF.org.au/projects/adelaide-soaring-club/ASC-gliding-scholarship-program/> and click on the DONATE tab.
  - Donations made through the Australian Sports Foundation attract income tax deductibility status for the donor.
  - **Non tax deductible**, donations can be made directly to the club or members may wish to organize periodic payment (monthly etc.) via a Direct Debit.

Contact the ASC office by phone on 08 8552 21877 or by email at [office@adelaideaoring.org.au](mailto:office@adelaideaoring.org.au)

to organize a donation process of your choice.

- All donations received will be pooled and then managed through the ASC Gliding Scholarship Management Group in conjunction with the ASC Committee.

## 2. Wills / Estates

- As is common with many organisations, particularly, Not-for-Profit ones, individuals may wish to include nominated amounts within their estate documentation to support the ASC Gliding scholarship program. This can be done in conjunction with the ASC Office.

### Recognition

- Recognition of any support given will be negotiated with individuals to suit their wishes.
- In the past, some benefactors have requested no public recognition of their support, other than via private and confidential communications from the Club Committee, along with periodic reports in relation to the progress and outcomes of the Gliding Scholarship Program.
- Periodic reports relating to the Gliding Scholarship Program will be forwarded to both individual sponsors as requested and via the range of the Club's communication and marketing channels.
- Sponsors may receive invitations to specific club events that are associated with the Gliding Scholarship Program.

### Questions

- Should you require further information or have any questions please contact the Chair of ASC Gliding Scholarship Management Group, Peter Sadler, by phone on 0435 936 950 or by email at [peter.sadler50@gmail.com](mailto:peter.sadler50@gmail.com).

**Thanking you for your consideration of this opportunity.**

## A FRIEND IN ANOTHER PLACE

As you know we had the club's annual award ceremony in March, albeit delayed because of Covid. The award for best LSA student pilot went to Udana ("Dan") Methmal. You probably saw Dan on the tarmac – he was the always-enthusiastic student from Sri Lanka.

By the time the award ceremony came around Udana had returned to his homeland so I did the best thing I could: I wrote him a letter of congratulations explaining the award, including photographs of the trophy with his name engraved on it, and expressing the hope that he would return to see us one day. It was great to receive the following glowing reply -

**THANK YOU SO MUCH!!!!**

*I was not expecting anything like this at all. Thank you so so much.  
I can't really explain how happy I am, this means a lot to me.*

*I shared the photos with my parents and cousins as well, everyone's saying how proud they are of me. This really means a lot...the best 03 months of my life are the ones I spent there at the Soaring Club.*

*Please thank everyone at the club for me including Phil, Ian, David, Colin, Sue, Karl, and Jenny and Angela. I learned a lot within 2.5 months, and my whole thinking pattern also changed thanks to Phil.*

*Phil always said to me, "Think like a Pilot", and I still follow that every single day.*

*Again, Thank you so much.,  
Take care and stay safe!*

In accordance with Dan's wishes – thank you to everyone at the club! Our efforts have made us a friend far away.

**Geoff Wood – Convenor, ASC Awards subcommittee**

## HISTORY CORNER 17

### *ASC Aircraft of the Past: The Motor Falke*

Most people will know that the club has recently purchased a self-launching glider – a Super Dimona. Paul Clift is giving it the attention it needs to bring it back to airworthy status after having been out of the air for some time. We're all looking forward to seeing it in operation and having it add another dimension to what the club offers its members.

However this is not the club's first foray into motor gliders. In 1971 the club bought one of what was then the main type of motor glider – the Motor Falke. Ours (VH-GCC) was technically a T61C, built by Slingsby sailplanes in England under licence from Scheibe in Germany.



A234 AW.



A235 AW.



A236 AW.

**In early 1971, the ASC acquired the T61c, the Slingsby Sailplane's built version of the German designed self launching Motorfalke.**

The Motor Falke was developed from earlier sailplanes and has wooden wings and a steel tube fuselage, all with fabric covering, and was powered by an engine developed from the Volkswagen. Its performance was modest and as for its looks – well, IMHO only its mother the Bergfalke could love it. But the fact is it was strong and simple and did the job. Over 1000 have been built which says a lot.

With changing priorities the ASC sold the glider to an owner in WA. After a couple of changes of ownership it is today owned by John Orton, well-known glider pilot from Benalla. However VH-GSS is still in WA in a dismantled state, needing TLC to get back into the air. I've spoken to John and it could be for sale.

An opportunity for someone to return it to Gawler.?

**Geoff Wood**

**ASC History Coordinator**

*Photos: Thanks to ASC archives / Peter Killmier*

Note. As it happens, Ken Sumpter and Graham Beck have just purchased a Falke and are facing a lengthy and interesting time to bring it back to flying condition.

## **THE PLEASURES OF BEING AN AIR EXPERIENCE INSTRUCTOR (AEI)**

### **The Pleasures of being an Air Experience Pilot at the ASC**

Having undertaken these duties for a number of years, the greatest pleasure is sharing the exhilaration of "motorless" flight with members of the general public.

You also meet people from all walks of life, learn of their passions and interests and often help them to cap off a significant occasion, such as a birthday or another celebratory event.

Immense satisfaction is gained from the joy and appreciation expressed by them at the end of a successful flight!

Flying with people who are not members of the ASC does come with responsibilities in, not only ensuring their enjoyment and safety, but also extolling the ASC in a commendable light.

To that end, another enhancement of being an AEI, is that it gives you an opportunity to continue to hone and maintain your skills as a pilot.

The above will be well known by all of the Instructors within our club, so for those of you who might be thinking of becoming an AEI in the first instance, it is highly recommended!

In the vane that " you live and learn", I had the pleasure of meeting Gary Bryan and his wife, from Victoria, who were on a "nomad's trip" around Australia.

They saw our flying operation at 23 and did a significant detour with their SUV and caravan to have an Air Experience flight.

Post the flight, I was shown a UTube video of the first Australian parachute jump from a glider, undertaken in 1971 and performed by Gary's wife's father, Bernard Shaw.

Check it out on U Tube – "Parachute Jump from a glider".

Peter Sachs.

### **It won't be long before summer is here!**

In three weeks' time it will be mid-winters (The shortest day of the year). After that the days will quickly get longer, and the soaring conditions will start to improve. Now is the time to assess your flying skills. Work out how you would like to improve those skills, so you are ready for the summer season. When you are next out at the airfield, talk to the gliding instructors and coaches and discuss your plans and ambitions. We will be happy to help you get ready for the summer season.

### **Launch Crew - Wing Runner.**

In preparation for flight, the "Launch Crew – Wing Runner" has an important part to play in take-off process. Once the cable is attached to the glider, the launch crew is to confirm that the "airspace is clear to launch". There are still a few people following the old checks "All clear above and behind," but this check is incorrect as it fails to identify any hazards ahead of the launching aircraft. Please have a full 360 degree look around and confirm that the "airspace is clear to launch".

### **Stacking Gliders in Hangar.**

Gliders are expensive high-performance machines that are easy to damage. Please take some time when moving the gliders into the hangar, keep them away from the hangar walls and other aircraft. These photos show how **NOT** to pack aircraft in the hangar.



As always, stay safe and enjoy your flying.

Paul Marshall  
ASC Gliding CFI

Karl – Glider pilots, when you hangar the single seaters – please keep the port wing down in the hangar, makes it much safer when taking the LSA's out.

## 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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