



ASC e-News

Electronic news from the Adelaide Soaring Club **1st MARCH, 2025.**

After the excitement last month with the Grand Prix and breaking the loops record, this month we look back into the past. First up is a reflection from Captain Andrew Crowe flying with Gordon Redway and Vince Jungvirt.

Alan Bradley looks back and reminisces on occasions when glider loops were in their infancy.

PRESENT There were 3 visitors who flew in to experience aviation fellowship at Gawler.

Anthony Lock had an important birthday.

Karl Faeth

THE GOOD OLD DAYS by Captain Andrew Crowe

As a past member of ASC, I'm talking in the early 80's, I must say that my time at Gawler was absolutely fantastic. My training was done by both Gordon Redway and Ian Wight in the venerable ASK13, at the time the club had two, GPZ and GSK and they have left very happy memories of my early flying days. At the time, I was living in Melbourne doing an apprenticeship with Ansett as an Aircraft Maintenance Engineer which I successfully completed and attained numerous LAME endorsements. Whilst doing this I gained my PPL and soon picked up a towing endorsement courtesy of the then tug master, Vince Jungvirt.

I found myself more often than not flying the tug on my fortnightly returns back to Adelaide. I had every intention of getting into a glider on those visits but at the time there was a shortage of tug pilots and invariably the Pawnee won out. Towing at a few Easter Regattas was always an exciting time especially with 20 plus gliders in one thermal and you're trying to drop another into the mix.

Snagging the tow rope on the boundary fence was one of those embarrassing occurrences that I'm sure I'm not the only one to be guilty of. I quickly learnt that if you snagged it you had to do the walk of shame and go back and find the rings and fix the rope.

A basic aerobatic endorsement followed which was done in one of the G103 twins along with a bit of basic cross country flying in the Hornet and Astir CS77.

Over the next couple of decades family life, kids etc etc put an end to the gliding but I progressed with the power flying to the extent that after the collapse of Ansett I began flying full time, doing a bit of instructing, a couple of years of night freight and I'm now flying for Virgin Australia.

It has been some decades since I flew at Gawler and I'm sure the changes that have occurred over those years have made it an entirely new ball game to what I remember.

Like myself I have no doubt that there are quite a few guys and girls whose careers have been launched at ASC and for that I am forever grateful.

Recently my parents moved from Adelaide up to the Clare Valley and when I get a chance to head over from Melbourne my journey takes me up the Northern Expressway past Gawler and I always fondly look over with a smile and remember that this is where it all started for me.



Andrew flying the tug & receiving some guidance from Vince



Andrew 'on the job'



Andrew first solo in the ASK13

Editor note. I can well remember flying the K13s, the tugs and the personalities of Gordon Redway, Ian Wight and Vince Jungvirt. Ian is still about but sadly Gordon and Vince have left this world. Gordon was struck with an illness and took his own life. Vince lived in a caravan at the airfield. Darrell Ingham and I were at Gawler early one morning, as usual, getting our Jabiru ready when we saw Vince lying outside his caravan. He had passed away from a heart attack. He also made beautiful glider models. I still have a model of FN that he made, in my office at home.

Flying the tugs – Vince always told me- 'you are only allowed to hit the fence once'. Well I did it once and never again. I was amazed though to see the rings lying so close to the wires where the tow rope had struck. Vince's radio calls were very hard to understand, due to his accent, however I learned to listen for the numbers which then told us which runway he was downwind on. A very interesting man who told us he had crash landed a MIG.

DAVE'S GONE LOOPY - Blast from the past – Alan Bradley

I am pretty sure it was in 1951 that Ron Roberts, a Victorian glider pilot, was returning from an extended flight at Waikerie in the Club's Kite 2. To celebrate, he decided to do a series of loops. We all counted the loops as we held our breath because unknown to Ron, the Kite 2 was not stressed for such manoeuvres. He stopped at 24 by the count of we onlookers if I remember correctly and landed without incident -- rumour had it that he thought it was 25. A very thorough examination of the aircraft showed no ill effects.

In 1953 (again if my memory is correct), John Wotherspoon who was a member of both the Adelaide Soaring Club and Waikerie, decided to improve on Ron's effort by one loop.. John, a very experienced English pilot, was flying his factory built Olympia and positioned himself for good viewing from the ground, just clear of the airfield, more or less parallel with runway 23. The last 2 loops showed a distinct and progressive slowing going over the top. The last attempt was almost a disaster, with the Oly and John entering a vicious tail slide. We observed something flutter away from the aircraft, followed by a quite unnerving bang and we all held our breath.

John completed a careful but normal circuit and landed without incident. He was naturally very concerned at what had made the bang but unaware that something had fluttered away. An inspection which took no more than a second or two, revealed that he had lost an aileron. John was surprised that there was not a noticeable handling change during the landing circuit and was very thankful it was not the elevator. I phoned Alan Delaine yesterday, the only remaining member from 1944, to confirm my recollections of the John Wotherspoon incident. He also witnessed it and said he did not know he could hold his breath for so long. He added that Kevin Sedgman, our first long term CFI, did 21 consecutive loops in the Club's Granau Baby at a Parafield Airshow, something that I had forgotten. SO DAVE, YOU ARE FLYING INTO RARE AIR ON AUSTRALIA DAY Incidentally Alan Delaine turns 97 in March, still lives at home with his wife Margaret in Berri and still drives his car, albeit not long distances -- that is something for us all to aim for. He was also one of the first three completely ASC trained pilots to go solo in SA5, all on the same day in 1949. This was fitting because he, with Ray Dukes and Brian Creer (the others who went solo that day) were great contributors to SA5's construction.

Incidentally it was Ron Roberts who came to Adelaide to inspect the Club's first winch and to instruct members how to drive it. This took place during the period 14th--28th September 1947, at a site known as "One Tree Hill", somewhere near the existing power transformer station.

Alan Bradley

JABIRU 7252

As I mentioned last month – the starboard wing made a road trip to Bundaberg, its home. Latest report is that the factory made repairs (at their cost) and the wing is on its way back to Gawler. No doubt the aircraft will grace the air again soon.

VISITOR TO GAWLER

The other Wednesday morning there was a different sound at Gawler. I looked up – it sounded like 2 Tecnams, but no, it was a twin engine Tecnam with a number of passengers who were duly unloaded and made their way to do some touristy things. The pilot then topped up with fuel and parked in the designated lawn area pointed out to him by Angela.

The aircraft is based at Moorabbin and it flew from there to Essendon where it picked up 6 passengers for Gawler. The aircraft was here for 2 days before flying home again. Apparently it filled up with 500 plus litres under Angelas supervision. With the tanks being so high off the ground, the pilot stood right on top of one of our ladders to fill up. It certainly looked rather precarious even though Angela handed him the nozzle.



A sign on the side of the Tecnam stated it had been making good aircraft since 1948

Editor Note Our member, Dave Moore, purchased a Tecnam P92 2000 RG (retractable undercarriage) in 2004, when we only had Jabiru 3031. The Tecnam was made available to club members and I trained Dave Moore and a great number of members to fly it. A great aircraft.

TUG SAGA

Thank you to our Tug Master, Steve Pegler for his hard work. The SAGA is still on-going..

A FEW SOLO FLYERS



Boris BOZILOVIC



Brian CLOW



Felix BULL



Charles ADAMS



Daign KOTZE



Daniel FORBES



Kevin BURNELL



Michael BROUGHTON



Thyrian Fleisch

THE OTHER DAY



Jenny said to me " Oh Karl there is a photo from the 1977 'Cloudbase'.

Sue is holding it and she says she has flown all the aircraft in the picture.

A good photo and well done Sue, however she didn't fly the tugs.

I note that there are 3 tugs in the photo, BOT, PIT and FAL.

I always loved flying FAL as it was fitted with a beautiful smooth trim. Great aircraft and I think it was eventually sold to W.A.

An IMPORTANT BIRTHDAY

We are all getting a bit older at the club and some members feel that birthdays are coming around much too quickly. However, certain birthdays are important and should be noted. One of those is Anthony LOCK who turned 60 the other day. His lovely wife, Sylvia, put a lot of effort into this event, as she always does when club events come around.

She sent out very nice invitations and those members that were able to, attended at the club to partake some of the beautiful and tasty food that Sylvia made available and of course, also to wish the birthday boy all the best. A couple of photos to show some of the crowd that attended and some of the very nice food on offer.





THINK ABOUT SUN DAMAGE

We all remember – SLIP SLOP & SLAP don't we. We all have had sunburn and probably know someone who has had skin cancer. So sun damage is something we are aware of when going to Gawler to commit aviation. **BUT THINK.** Do we care properly for our aircraft?

We all do very careful and conscientious pre-flight inspections (or should) to make sure the aircraft we are going to fly is airworthy. But we can only check and inspect what we can see. Are we really aware of the damage that the sun may have caused? Yes, we fly in hot weather, particularly in our gliders when we look

for thermals to stay up for as long as we can – and the aircraft are built for that – to allow us to fly in the conditions we relish. **BUT WHAT ABOUT ON THE GROUND?**

The other Wednesday was 44 degrees. Glider pilots were smiling, patting each other on the back in anticipation and looking forward to great flights. Jabirus are limited to 38 degrees by the manufacturer and they were parked in the hangar whilst the single seater gliders were being moved out. I noticed that Jabiru 8538 was outside the hangar whilst the gliders were being moved. Rightly so, as it would have blocked the glider movement. As soon as the gliders were outside, members went over to the Jabiru and moved it inside the hangar. I thought to myself **How good is that!**

Being OLD SCHOOL, part of our training always was never to start an engine in the hangar, never taxi an aircraft into a hangar, always park facing into the wind, never leave an aircraft door open and among other things – never leave an aircraft outside a hangar if it isn't about to be used. Now all these little sayings and rules are for very good reasons and have been passed on from very knowledgeable pilots over the years. So, being good pilots, we should heed them. With heat – just think what high temperatures do to an aircraft sitting in the sun and standing on hot bitumen! So if they are not used, put them in the hangar if possible.

I always remember the sun shining through glider canopies and setting the seat cushions on fire.!!

ANOTHER VISITOR

Senior Instructor Ian McDonald was at Gawler the other day when we had another visitor.

This was a PC-12 on a charter from K.I. to the Barossa. Co-Pilot was Ellen who apparently had an RAAUS background.

Avani, one of our students, had the opportunity to sit in the cockpit and get the feel of a large aircraft. Nice photos Ian.



THE SHARK



It was a busy month for visitors to Gawler. This is a nice looking 2 seater called a shark. It is a tandem ultralight aircraft with optional retractable landing gear. It is built in Slovakia and Czech Republic by Shark Aero. It was brought to Gawler on a demonstration flight by Andrew Mills at australia@shark.aero. Interesting to see where the name comes from, looking at the gills and swept back fin.

It first flew on 19th August, 2009 and is now in full production.

OPS SCENE by Paul Marshall

Towing gliders with vehicles

When towing a glider, the aircraft must remain under the control of a responsible pilot. If you are a solo pilot at the ASC you have demonstrated that you can be that responsible pilot.

Anybody can drive the buggy, but if they are not a solo pilot, they must be actively supervised by the solo pilot who is responsible for the safe movement of the glider. If the solo pilot is not prepared to supervise the driver, they must drive the vehicle themselves.

A person can drive the buggy (not towing aircraft) if they have been briefed about safely driving around an airfield. They must know how to cross an active runway or how to go around the airfield without crossing the runway. They must know how to move safely around aircraft.

If you have any questions about driving around the airfield or have any questions about how to safely move aircraft around, please don't hesitate to speak to an instructor, they will be more than happy to help.

Helping hands.

Gliders are incredibly fun to fly. In the air they are soar magically upwards and can fly great distances efficiently. They have been designed to fly well. What they have not been designed to do is move around the airfield under their own power. Thus, it's obvious we need people to help move aircraft around. We need people to help get the gliders ready in the morning. People the help move the gliders around the field and at the end of the day we need people to put the gliders safely back in the hangar.

The Adelaide Soaring Club asks members to assist in the morning or at the end of the day.

We say that if you are around to help open the hangar doors in the morning, you can help move aircraft around and once you have flown you are free to go (we are very happy if you want to stay longer). If you turn up after the hangar doors are open, we ask if you can stay to the end of the day to help put the gliders away at the end of the day and close the hangar doors. We understand that there are days you might not be able to assist as much as we like, but please make those days the exception rather than your normal activity.

As always, stay safe and enjoy your flying

Paul Marshall CFI Gliding

EVENTS CALENDAR from Geoff Wood

BAROSSA AIR SHOW

When: Sunday 6 April 2025

Where: Rowland Flat Airfield, SA

What's it about?

This is a major charity event for the Barossa region and ASC will be supporting it with both gliding and LSA participation.

How you can be involved: The club needs volunteers to help with our displays. You could assist with this, or just support the event by turning up.

Further Info: Peter Sachs, Sue Ingham, or Paul Marshall re ASC participation, or visit the event website.

ASC FLINDERS EXPEDITION

When: 18 – 27 April 2025

Where: Rawnsley Park, Flinders Ranges

What's it about? This is the annual ASC club expedition to the Flinders. It is centred around gliding with slope-soaring, wave soaring and thermal flying potentially available. It is also for sightseeing, bushwalking etc. Rawnsley Park has a good airstrip so visiting in a powered aircraft is also possible.

How you can be involved: Come for a few days or the whole week. It is highly desirable to book your accommodation a.s.a.p.

Further Info: Brenton Swart

Contact: Brenton on 0411 885 320

In addition there are some events which are not ASC-sponsored events but still worth being aware of -

SkySight webinar: Monday evening 3 March at 7.30pm AEDT (NSW time). Conducted on-line by Matthew Scutter. Book using this link using this link: <https://forms.gle/63CboqjY5X11cSxA9>

AUSFLY: 14-15 March 2025 at Wentworth Aerodrome, NSW. This is an event of the Sport Aircraft Association of Australia (SAAA) and will involve participation from all sections of aviation particularly homebuilt, LSA, other sport aircraft, and warbirds. There will be an airshow. For further info see website.

Stonefield Gliding GP: 1-2 and 8-10 March 2025

Australian International Airshow: Avalon Victoria, 28-30 March 2025.

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