



ASC e-News

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

A bit of history with past student – Carina Law – with Instructors Colin Drew and Phil Pullem

Michael Broughan gives us an excellent account and photos of the Barossa Airshow

First article from our Safety Officer Andrew Wright

Ian McDonald conducts a well-designed and received ‘Situational Awareness’ Seminar

Karl Faeth

PROUD HISTORY of ASC by Peter Sachs and Rob Moore

Last month we had a very impressive list of Adelaide Soaring Club Members who trained with us and then ventured out into the world of aviation, or who were already busy in commercial aviation but still flew with us. Thanks to Colin Drew and Phil Pullem, another name came up. **Carina LAW.** Carina flew with us and particularly Colin, around 2018. She is now a Second Officer in an A350. Phil says that the below photo was taken on her wedding day in 2018. Isn't this a great club.



Andrew is our Safety Officer. You see him around the club keeping an eye on things. You will also see him on the tractor keeping the grass to a safe level and making sure our bins are at safe levels and contain what they should. Remember bottles etc are kept separate and do provide a bit of an income to the club. Andrew has agreed to provide an occasional article for E-News to keep us all informed about safety issues around the club and in general aviation. This is his first article.

WELCOME to Adelaide Soaring Club's

SAFETY-Scene

An E-News Article About Safety and Safety Culture



What is Safety Culture?

SAFETY CULTURE: Is our accepted beliefs, behaviors and attitudes that determine what we consider normal and safe.

Why is Good Safety Culture Important?

A good safety culture sets the stage for how we do what we do. A good safety culture encompasses our expectation that we all have a shared belief that safety is the most important part of our activity, and that we believe that respecting the rules and sharing the things that we learn when things go wrong is the best way to avoid accidents and damage.

Welcome to SAFETY-Scene

In future articles, we will offer stories and articles for power pilots and glider pilots alike. Hopefully everyone will find something interesting and helpful.

SAFETY-Scene #1 ***A CASA Ramp Check***

From an interview by the ASC Safety Officer with an Adelaide Soaring Club LSA Instructor Steve Miranda who was RAMP checked at Kadina Aerodrome.

Ever been RAMP Checked by CASA? It can happen to any pilot, at anytime, anywhere. CASA do RAMP checks as part of their general surveillance process. They are conducted to make sure you as a pilot conduct flight operations safely and according to regulations.

ASC LSA instructor Steve Miranda landed at a country aerodrome and was greeted by a CASA inspector immediately upon landing. The inspector introduced himself in a friendly way and even knew the pilot's name. He had clearly done his homework. The inspector's job is to check the following:

- flight crew license (paper or electronic copy)
- aviation medical certificate
- a maintained navigation/fuel log
- that you have studied the weather forecast and applicable NOTAMs
- you're carrying the appropriate current charts and documents
- you have complied with aircraft weight and balance requirements
- you have submitted a flight plan (if required by AIP).



The inspector will then check your aircraft, including the flight manual and maintenance release and may also carry out a general inspection of the aircraft to ensure there are no obvious defects.

Steve had meticulously planned his flight and met all the requirements of the CASA RAMP Check. At the end of the process the inspector congratulated Steve and thanked him for keeping our skies safe.

CULTURE COMMENT

A good “Safety Culture” begins with you. By taking flying seriously and conscientiously like Steve does, you not only protect yourself, your passengers and your aircraft; you will also look after everyone else in the sky and on the ground. Watch this CASA [Ramp checks explained for sport pilots](#) video on YouTube.

SITUATIONAL AWARENESS SEMINAR

On Saturday, 12th April, a full house of 40 powered, glider and tug-pilots gathered for an important seminar focused on **Situational Awareness** – a critical multi-layered topic that impacts every phase of flight, including well before we leave the ground.

The day was expertly coordinated by our Senior Instructor, Ian McDonald, who brought structure, insight, and energy to the event.

As one participant summed it up:

“The content was spot on – relevant to Gawler without being Gawler-centric, balanced between powered and gliding operations, and delivered with such enthusiasm and professionalism that you couldn’t help but stay engaged. Honestly, it was a pleasure to watch.”

While the seminar covered a wide range of topics, a few key moments really stood out.

- The Caboolture accident served as a sobering reminder of the need for heightened awareness – both on the ground and in the circuit – and the importance of being ready for the unexpected.
- The discussion on communication struck a strong chord with everyone in the room.
- A compelling video about a Stinson attempting to depart at 6,000 ft with a density altitude of 9,000 ft – with disastrous consequences – highlighted the very real impact of decision making under environmental pressure.

Thanks to RAAus, lunch was provided for all attendees, and Oz-runways generously supplied a bag of goodies for each pilot – our sincere **Thank You** for their support.

In total, 12 key topics were presented, including:

Communications – Near miss events – Circuits – Effective scanning techniques – Wire strikes – Electronic conspicuity – Sharing the air – Weather – Key risks at Gawler – EFB’s – Pilot workload and distractions – Airspace: vertical and lateral awareness – Local airfield-specific issues.

The seminar attracted a great cross section of the flying community, and the overarching message was clear: **Regardless of what we fly, we must understand and respect each other’s unique needs and challenges. The sky is no place for division. In any collision, the outcome is the same – whether it involves a powered aircraft, a tug, or a glider.**

There is no “us” and “them”. In aviation we are all in this together.



Ready to go



The attendees

BAROSSA AIR SHOW by Michael Broughton

The Barossa Airshow was held on Sunday 6th August at Rowland Flat. Mild weather conditions and predominantly clear skies provided comfortable temperatures for spectators, though the gusty crosswind conditions kept pilots busy and spectators twitching to catch their hats.

The non-stop flying action started off with the Barossa Model Aero club and finished off with Jim Whalley's S211 Marchetti Jet, with a diverse assortment of aircraft showcased in between. The Adelaide Soaring Club was well represented with numerous of our pilots demonstrating their skills with their aircraft types that are synonymous with the Gawler airfield. Jabirus - including a single seat glider on-tow overfly and release from the J230, Foxbat, Rocco, Cub, Zodiac, Minicab, Jodel, Chipmunk, as well as the Shark were all professionally displayed.

High energy solo aerobatics were performed by Lyndon Trethewey in his fashionably black Mundy CAP 232, and also by Screaming Diamonds Aerobatics with their Pitts S1-11 Super Stinker. The RAAF was represented by Roulette 5 and 6 displaying their formation piloting precision. The current pilot of Roulette 6 added to the local flavour as he originated from the Barossa region and began flying gliders at age 16. The Silver Sharks also provided their signature tight display.

Other aerial displays had a more nostalgic feel such as those by the Tiger Moths, Stinson Reliant and CAC Boomerang as they seamlessly blended into the timeless settings of Rowland Flat. Completing the variety of aircraft on display were the meticulously presented Citabria (name evidently derived from Airbatic backwards), 'own weather system inducing' Gazelle helicopter, 'clear points winner for being different' RC3 Seabee, and 'the sound of round' from the big Boeing Stearman as well as the 'Russian Bare' Yak 52.

From a photographer's perspective, the sun is largely at your back, providing well-lit shots throughout the full flying program – and you can get quite close to the action from vantage points along the crowd line – whether that be engine starts, take-off rolls, short finals or the main aerial action itself. I also like to hang around for the aircraft departures after the scheduled flying program. This provides opportunity to grab more unique shots in later evening light. I've only provided a very small sample of photographs from the airshow and happy to forward through others of specific attending aircraft to those requesting them.

The 2025 edition of the Barossa Airshow was another very well-run event that seemed to have something for everyone, even for those that dared (I don't know how) look away from the aerial action. Thank you to all organisers, volunteers and of course the display pilots and aircraft owners who showcased their flying machines. A great event in the Aus airshow program! On a final note – there is something very special about the Barossa Airshow. It may not have the whoosh, zoom and earth-shaking roar of fast jets displayed by the RAAF that demands everyone's attention, rather it provides a more tranquil picturesque visual of classic stick and rudder flying in comparatively basic aircraft. It demonstrates how accessible flying could actually be and genuinely seeds the thought – 'perhaps I could do that'. Well, it did for me (several years back)!

Michael Broughton





Ed.Note. Thank you very much Michael Broughton for some beautiful photos (expertly done according to our photo guru, Phil Pullem) and a great word description of the Rowland Flat Day. I must say though – isn't the 'Shark' well named (above) and so expertly flown by our own David Bradshaw.

BIT OF NOSTALGIA



Our first Jabiru 3031 being flown by Instructor Graham Readett (left) and pilot David Hughes.

David is a past member and obviously treasures his time with us.

This photo was taken 22/4/02 and Dave sent it in with a copy for Graham. As Graham says – **'those early aviators were daring buggers'**

Dave says – it was 23 years ago that we braved the deep shark infested waters of backstairs passage and made a safe landing on the Penneshaw airstrip.'

Well, lifejackets and all the gear – they obviously made it back safely.

THE AVALON INTERNATIONAL AIRSHOW 2025

Avalon is always a great Air-Show. Having flown in, in the past, a pat on the back to our members who flew their aircraft into the show this year. I always found it a bit intimidating but exhilarating being told to land long or short so as to meet up with the designated taxiway and then follow the 'FOLLOW ME' vehicle.

This year I went for the usual 3 days but the flying program was severely altered due to the accident by one of the Sky Aces from the Paul Bennet Team on Friday afternoon. Incredible to see it happen but great that the pilot survived with his life. Another program change was caused by the severe crosswind which was too much for the Tiger Moths. But the 'Big Boys' performed as usual. Friday night alight was cancelled and moved to the next day but lost its impact due to daylight. I did manage to catch up with Sue Wood from Jabiru and had a sit in their new upgraded J230. Very nice but I can't believe how the price has escalated.



A demonstration bombing run with a 'Sea Fury' in the foreground



A C27J Spartan doing a flare run



It was advertised as an 'International' Air Show. And above 'it was'.



The Jabiru display with Sue Wood on the right.

A Special Flight for Molly

Mondays is always a special day and so it happened, the other day. The wife of one of Alan Dean's golf buddies had an 85th birthday and decided to go for a glider flight with Alan. It turned out to be an excellent gliding day and Alan took Molly up in the 505 and reached very close to 5,000 ft. A birthday to remember for Molly because there were some very special afters and a birthday cake.



AERO-SCENE

17 attended the last meeting which is now being held back at the 'Roulettes' Tavern at Parafield airport. It is 2nd Tuesday of the month and everyone is welcome. Always a good night with excellent food and a bit of aviation talk. The next events of note for aviators are:

Saturday 17th May – Truro Flats Airpark. Fly in or drive in.

Saturday 31st May - Lameroo Lunch Fly in at Traeger's Airfield. sportaircraft.org.au

LOST AND FOUND



Found in 7252 the other day. Please claim from office if you can read this without them.

EDINBURGH

Many thanks to Steve Miranda. He organized a visit to RAAF Edinburgh for a group of Instructors and pilots. The visit was under high security with identities checked and mobile phones etc. locked away. The visit was conducted by David Morris who was contacts with our club as an LSA student.

I must say, not having visited Edinburgh for a number of years, how the place has changed. Gone are the old buildings. Their place has been taken by concrete structures and we felt that the accent was on training and more training. Everything was so beautifully clean, not a spot of dust to be seen. There was one photo taken though as we were inspecting a Poseidon engine. I have not received it yet, but when I do I will put it in e-news. A very sincere and heart felt **THANK YOU** to Steve and David for an excellent visit.

From the LSA CFI

A number of articles have been written about Maintenance Releases and using ground and airspace at Gawler. The other day a pilot flew a Jabiru that had been defected with a **Major Defect**. Now this is an offence and there is no excuse that can be accepted for doing this.

A reminder – **always check the Defects in the Maintenance Release before flight**. Minor defects are flying under pilot discretion **BUT** Major defects mean **No flying**.

Also a reminder when using runway 31. After landing it is so easy to turn left off the runway to vacate it and taxi to the hangar or for another take-off. **Do not do this**. The grass area is unpredictable and even though it looks safe, it can have hidden holes in the ground – leading to a prop strike.

When using 31 always taxi to the end to use the taxi way or backtrack if the runway is clear and no one is waiting to take off.

Ed Note. This happened to me. I taxied off and the nosewheel found a hole that was the exact size of the nosewheel and down the nose went. An unwelcome prop strike.

Andrew Wright keeps a close eye on this area but he says holes can occur any time, particularly in the wet weather. So be careful.

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