



ASC e-News

Electronic news from the Adelaide Soaring Club 1st November, 2021

Even though I like to appoint someone to be in charge of the weather (as a joke) it doesn't always end in a good result. It didn't look good on Wednesday 27th morning, but we got some flying in. Looking to the north-west the sky was black and it was coming in so the correct decision was made to cancel the rest of the day. Come Thursday and down it came. The hail varied in size BUT various suburbs had hailstones the size of baseballs. Sadly, a number of our member's houses and vehicles became victims, including Megan's Mustang. Incredible.

Members reported ringing their Insurance Companies to make claim enquiries – lines were engaged. Friday morning – the sun was breaking through and Sue and Brigitte were making preparations to fly to Bendleby in the Flinders for a well-earned break. (They arrived safely and returned safely yesterday).

Karl Faeth

AIRFIELD EVENT - HUMAN FACTORS AT GAWLER

I have been flying aircraft since 1957. First lesson was at Parafield in BWR, a DH-82 Tiger Moth. I mention this not for the purpose of bragging, but to show that I have been involved in aviation for a little while. There were no computers, no zoom lessons. All the learning was done with the assistance of the Postmaster General, lesson booklets were received and written answers were posted back to the examiners.

Whilst the topics studied were of course very aviation related, there was no mention of Human Factors. *Today's students will find that hard to believe when we now know the high percentage involvement of HF in aircraft accidents.*

Some years ago the penny dropped and that high percentage was recognized and acknowledged by Aviation Safety. When we started to teach power flying at Gawler, it was included in the curriculum. We should, no must, recognise the work, time and commitment that Phil Pullem has put into the Human Factors Course that we conduct at the Adelaide Soaring Club at Gawler.

Phil took time out to do a wealth of research on the topic from sources all over the world and was instrumental in designing a HF day at Gawler that has drawn applause from a variety of respected sources in the field. Not only did he design a HF day ***but has also conducted it for a number of years.***

He has organised qualified and experienced presenters from our Instructor Panel and also very qualified Members who were asked and readily agreed to use their knowledge and expertise to present a factual and meaningful program.

The reputation of this course has travelled far and wide and has seen attendees from a variety of locations. In fact the presentations are so meaningful and entertaining that a number of participants make a point of attending time and time again.

Whilst there are discussions during the day between attendees and presenters when we have a coffee break, or a well-earned lunch, it is at the end of the course, when attendees have their logbooks etc signed to acknowledge their attendance, that meaningful comments show how the information supplied during the day, has impressed students and very experienced pilots alike.

We sincerely hope that the information presented makes pilots think about what they do and make a commitment to be a safer pilot.



Photo shows attendees engrossed in the presentation whilst enjoying the new modern and comfortable décor (designed by Megan sitting at the back) in the dining room.

WORKSHOP UPDATE

Having spent a few days assisting Paul Clift in the workshop made me realize just how lucky the ASC is to have Paul as our official aircraft maintainer. The knowledge and expertise that Paul has developed over the years is just incredible. Paul has of course worked closely with the late Mick (not my problem) Wright over the years but has now built up an incredible array of skills and experience.

Glider pilots have wondered why the beautiful **DG1000** has been out of the air. Facts are that the front canopy has gradually changed shape over time, the slight side curves straightening, with the result being that the locking mechanism at the rear of the canopy failed to engage the fitting.

It was just so interesting listening to the discussions on how and why and what to do to fix it. There was no rushing in and having a go but rather tossing up various fixes with pros and cons and deciding on a fix designed

by Paul which included heat, pressure, tension and time. End result was a marked improvement. Nearly perfect, but not quite – so we will repeat the exercise with a view to achieve perfection. Brilliant.



Perfectly fitting canopy?.

Apart from gliders there is also the continual maintenance of our Jabiru aircraft. Paul has established an excellent relationship with the crew at Jabiru in Bundaberg, Queensland. Rod Stiff, the Jabiru boss, holds the ASC and Paul in high esteem. So much so, that he feels that our high flying hours combined with Paul's expertise with the new Generation4 engine, makes us an ideal option to use us to provide regular updates on engine performance.

Jabiru pilots know we have had a few problems with the engine in 7385 and after trying a few things – the obvious answer was to fit the new engine we had delivered. This has now been done and it has flown its first hour. This has coincided with the fitting of a new tacho with both commencing on 0 hours. Makes maintenance hours recording simple. The new engine also comes with a completely new design carburetor (please note shorter travel for the choke cable) and tacho sender.

The new engine uses running-in oil of course and the oil bottle is suitably labelled for 7385 in the hangar.

NEW LSA CFI - SUE INGHAM



CFI's are very important people aren't they?.

They have a lot of authority and influence, but they also take on board a very large heap of responsibility.

So it makes perfect sense that CFI's are easily recognised and that they stand out from a crowd.

Sue thought that it would be a great idea to get the correct epaulettes (with 4 bars) so that there is no mis-understanding of her position in the club.

SOLO FLIGHT RECOGNITION AT ASC

Members will have noted that E-News tries to highlight achievements by ASC students and pilots. To do this, requires a bit of info and a photo taken at the time. Quite often Instructors are at hand and take the opportunity to use their phones or we ask Phil Pullem (a photographer of note and experience), Ian Roddie is another one, to take the appropriate shot.

Over time, Phil and Peter Sachs have worked together to produce an appropriately framed and captioned photo for members to keep. There is a section on the whiteboard in the briefing room where completed photos are displayed, waiting for the recipients to pick them up. There is also the opportunity for a digital copy to be sent to the member for personal use.

As Peter Sachs states : "A quality photo taken of the pilot at the end of a first solo flight is a great keepsake and an excellent reminder of a very unique and once in a lifetime, occasion. Peter has the following tips:

- Use the highest resolution available
- Take photos in "landscape" format only
- Don't crop the photo
- Take photos twice (with different expressions)
- Take multiple angles with subject facing the light
- Take photo with interesting part of aircraft (perhaps in the cockpit, hands on controls, wearing a headset if one is used)
- Use flash if needed to highlight the face.

Please send photo to Phil Pullem flinet@bigpond.com . He will crop the photo and insert it into a template and then send it to Peter Sachs for framing and distribution.

Photo can also be sent to petersachs@primus.com for processing.

THE WONDERFUL ASC WORKING BEES

Thank you to Megan Gabell for her design expertise and management of the ASC Working Bees to achieve what is now a brilliant dining room and office complex. All beautifully air-conditioned and down lighted.

Don't you love the blue background in the offices and orange background in the dining room? How about all the chasing around and obtaining pieces of furniture at the right price. How about being available and in the right place at the right time to be able to get hold of the new wheeled tables for nothing?. Pat on the back for Megan. (Also thank you to the workers who were able to transport them to Gawler). **WELL DONE.**

A brilliant outcome.

WANTED – HISTORY CO-ORDINATOR REQUIRED

From our President Richard Skinner.

The Adelaide Soaring Club was established in 1944 although in those days it was known as "The Gliding and Soaring Club of South Australia". Between now and then there has been a rich and interesting history well documented by those who have taken on the role of looking after it for us.

However, the incumbent history guru has decided that it's time to let someone else volunteer to get involved in this area and so we are looking for a new **History Coordinator** to take on what the club sees as a very important role. I'm sure that if you would like to take this on but have questions the current coordinator would be happy to discuss them with you so please give this role some serious thought. The club relies heavily on volunteers so here is your chance to put back to the club in a constructive and important way.

My contact details are on the website and reproduced below. should you wish to put your hand up or to have a discussion on the role.

president@adelaidesoaring.org.au or 0419 818 024

ASC COMMITTEE UPDATE

Thank you to Ali Swart.

- Committee is in the process of reviewing the Club's Strategic Plan, to ensure it continues to reflect the needs of our Club.
- Repairs to the LSA hangar have been completed. The front roof area has been strengthened after a number of bearers were found to have cracked over the years.
- Specifications are being prepared to resurface the runways to provide a 15m wide bitumen surface to 23, 05 and 31.
- A modest price increase, the first in 2 years, will be reflected in subscriptions and flying fees from 1st November.
- Welcome to new members: Gliding – Sebastian McAlister, Nick Gilbert, Tomasz Redel, Thi Thanh Thao Le and Nicholas Tan. LSA – Damien Smith.

LSA UPDATE

Thank you to Geoff Wood, LOG Executive Officer.

For Members not aware, the Club has a Gliding Operations Group (**GOG**) and also an LSA Operations Group (**LOG**).

The groups consist of members who are conversant with, are experienced in and have an interest in the safety, performance and maintenance of our aircraft. Quite apart from the instructional side, although the CFI's are members. The groups make recommendations to the Committee on a number of issues including the viability and suitability of aircraft for the intended operations.

This of course includes fleet upgrades and activities for members to get their teeth into.

Recommendations that have been accepted and agreed to by the Committee.

- Members will be aware that there have been some issues with the ROKO. Whilst very suitable for a private owner, it did not fit in well with the requirements of a training organisation. It has been decided to sell the ROKO and replace it with another J170 – making more aircraft available for training and taking away on trips. Thoughts are on-going as to what aircraft will be considered to be “top of the Fleet”. A low wing aircraft? Time will tell.
- The Instructor Panel has decided to commence Sunday morning training. This will give our students more training opportunities. **Thank you to Instructors for giving up their time.**
- There are plans afoot for a “fly-away” early next year when there is a gliding competition at Gawler. So stay tuned. This will be an organised function where participants can put their names down when details are available. Aircraft allocation and availability will be done by the Instructor Panel.

STALL WARNING IN JABIRUS

Pamela Coulson mentioned that the stall warning in 7385 was not working. We checked the others – all working correctly. On closer inspection, the reed in the 7385 trumpet/horn was missing. In the past I have found it in the pilot pocket or on the floor, but not this time. (Stall warning works by airflow over the reed).

As it is mentioned in the Primary Equipment list in the POH as a requirement, the aircraft was defected by David Bradshaw. Speaking with Kev Thomas, I was able to borrow a horn with a reed and 7385 is flying again. For Jabiru pilots – the horn is in front of the pilot on top of the windscreens. It should not be removed. If it falls down, please put it back up. If the reed falls out – please save it and speak to an instructor or a maintainer.



On the left (above) is the horn without a reed. Centre is the horn looking into the noisy end. On the right is the horn with the reed in place.

CLARE VALLEY FLY - IN

Jeff Schuster has reported that the Clare Valley fly-in on 1/11/21, was an excellent success. It was an AAAA event with over 40 aircraft attending. Jeff says “Thank you to the Clare Valley Team that organised it. A brilliant event”. Below, a picture of a sortie on the way.



COMMUNICATION AT ADELAIDE SOARING CLUB

ASC WEBSITE

<https://www.adelaidesoaring.org.au>

Information about the club for visitors and official for members.

ASC OFFICE

office@adelaidesoaring.org.au 08 8522 1877

ASC COMMUNICATIONS

communications@adelaidesoaring.org.au

For official information within the club. 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 aircraft maintainer.

ASC MEMBERS

members@adelaidesoaring.org.au

FACEBOOK	For members to post items relating to club matters. Members can opt out.
ASC E-NEWS	The ASC has a Facebook page and a club Facebook group.
COMMITTEE	Information about club and member activities. Usually monthly.

OFFICIAL CLUB CONTACTS

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