



ASC e-News

Electronic news from the Adelaide Soaring Club 1st November, 2022.

Last month was a sad one with the passing of Life Members Ray Killmier and “Daisy” Cussans. However, life goes on as we remember them with fondness, and gratitude for what they did for our great club. We are now looking forward to the warmer weather, glider pilots becoming more cheerful and sunscreen becoming more important. A great Jamestown Airshow (sadly cancelled due to weather) and Bendleby just around the corner.

VALE Peter Adams, our office manager in the past, has sadly passed away.

Karl Faeth

LSA MAINTENANCE

I walked into the hangar Friday morning, 14/10, with a student who was to fly 7385. He told me that the previous pilot had left the **MASTER ON**. The aircraft had last flown on 9/10 and the battery had been draining ever since. It was dead flat. So, Paul and I took off the cowling and attached a battery charger and a battery with an Anderson plug. Quite often the battery cannot be revived when it is that flat – but we were lucky. The next morning it started the engine. Sigh of relief.

On Saturday, looked at the pool of oil under 7385. Took the top cowl off and found the waste oil bottle completely full. Drained it, cleaned it and replaced it. Cause – the engine had been over-filled with oil.

These two instances are examples of **Pilots not doing the correct thing**.

There are two things to remember.

- When a flight is completed – flaps are up, fuel pump is off, book work is done, **do not walk away from the aircraft before having a final check that the MASTER IS OFF.**
- When checking the oil – **make sure the aircraft is on level ground, always wipe the dipstick, check oils is between 1st and 2nd hole.** If it is below that mark 50 to 100 ml should be added. If on a long trip, take a bottle with you in case it is required. But – **do not overfill the engine.**

Further info – 5086 is now flying again after some serious engine work. 7693 has been completely overhauled and is looking and flying great.

LATE NEWS

7385 was damaged during a flight on Wednesday 26/10. It was a heavy landing on 23 which resulted in a prop strike. Such incidents generally cause engine and undercarriage damage as well and the aircraft is now unserviceable till close to Christmas time.

No reflection on the incident or the pilot involved – general advice - pilots should always consider weather conditions- wind strength and direction, is full flap necessary? should I raise my approach speed? Should I have some power on during the approach and landing? If unsure – talk and/or fly with an Instructor.

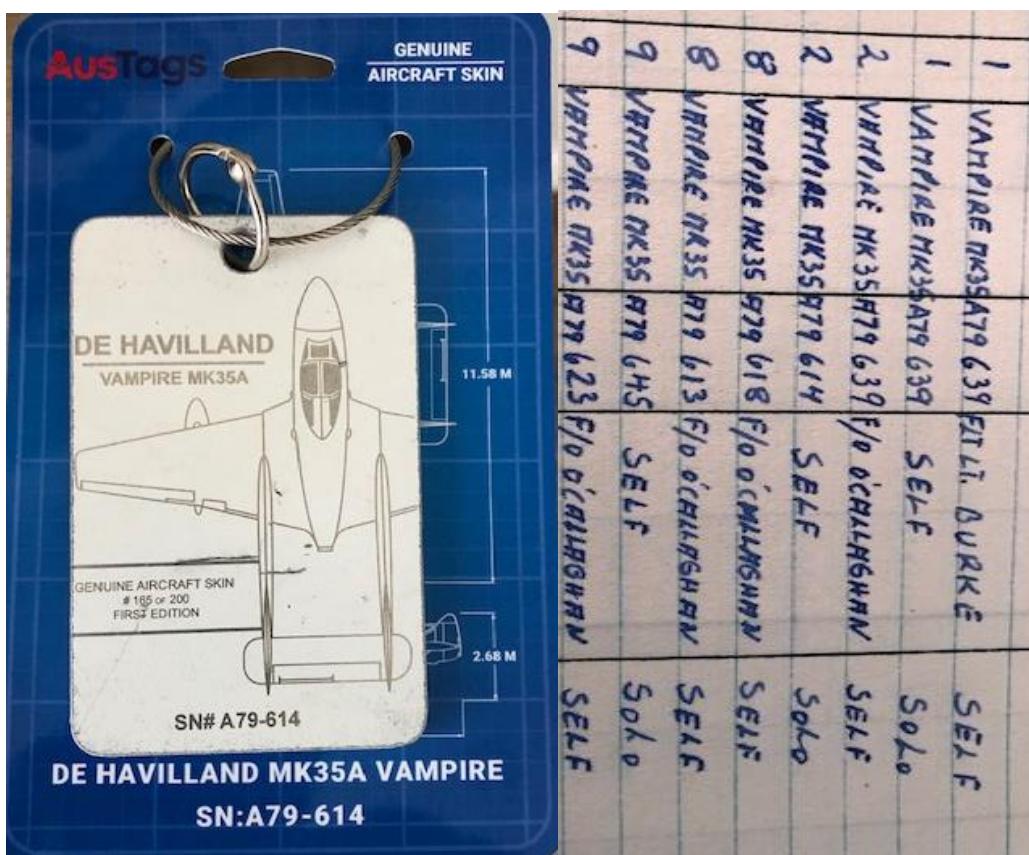
NOTE Any bookings for 7385 between now and when it is airworthy again – should be cancelled or transferred to another aircraft if possible.

A BLAST FROM THE PAST

Aviation is a very broad field of intelligence, interest, persistence, excitement, frustration etc. What it is not though, is boredom or uninterest. There is always something to keep the enthusiast interested. The other day I received an email from AUS-Tags through the Aviation website.

Apparently, AUS-Tags are a group that uses actual aircraft skin to make keyrings. The interesting part is that they guarantee that the skin used is the actual part of a particular aircraft. What got my attention was that their latest skin came from a DE HAVILLAND Mark35 Vampire A79-614. The aircraft was used in the Advanced Flight Training School in Pearce, W.A. As I was there in 1960 and flew Vampires, I had a look in my Logbook, and interestingly, I had flown that aircraft solo on 2nd June 1960. Now, it may not be of interest for someone else, but I did become a bit excited and ordered a key ring.

Well, it arrived and I had to pinch myself, just to realize, that in my hand, was a piece of the jet aircraft that I flew in 1960.



Above is a photo of the key ring and alongside is an extract from my RAAF logbook. Interestingly, it is apparent that we had two flights on training days, one in the morning and one in the afternoon. Had a conversation with a student the other day who wanted to do more flying training in a day. My advice was to always have a decent break between flights. Flying training is demanding and it should not be more than 2 flights a day to achieve the most out of training flights.

Full marks to Phil Pullem for organizing and running another great course. Full marks also to the number of great presenters who passed on their superior knowledge and experience. All attendees should get a tick, be more educated about the Human Factor in aviation and happy they don't have to do the exam as well.

From Phil Pullem.

I want to express my deep feelings of respect and gratitude for the fabulous work done by the Presenters, Instructors and Chefs on the day. The ASC is fortunate to have such talented and experienced members, who made it probably the best Human Factors Day so far.

GLIDING SCHOLARSHIPS – SUPPORT NEEDED

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 a number of 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 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.

Thanking you for your consideration of this opportunity.

GOBOKO

As an Instructor, it is always really convenient to look at Goboko to check on the LSA training flights one is booked for, the time one is required to be at Gawler and also the time one can be expected to be home after flying. However, this is can only work if bookings are **made correctly and are honoured**.

PLEASE

- Make sure you have booked your flight (aircraft and Instructor if training)
- Try and use the four two hour blocks if possible 8-10, 10-12, 12-2, 2-4.
- **Be at Gawler in plenty of time for your flight.**
- Check the weather/flying conditions on NAIPS. If not sure about NAIPS speak to an Instructor.
- If unsure about the weather or ETA, text or phone your Instructor in plenty of time. Have the numbers in your phone.
- If unable to be there for your booking **CANCEL** the booking in Goboko **ASAP**. This will also allow another member to book that vacancy.
- If you have to cancel at short notice – text or ring the Instructor and advise.

REMEMBER – Instructors are all volunteers and give their time for your benefit.

EVENTS OF NOTE

Bendleby Flyaway 4-5th November Fri to Sun. Bridgette and Sue have recently been there and Bridgette has done a lot of work to organise this trip. It will be an overnighter 134 nm from Gawler in the Flinders Ranges.

Accommodation is in the Shearers quarters, however Cottages and Camping is also available. Heaps of activities are there to do and to learn more – visit the station website. <https://www.bendlebyranges.com.au/>

Again, this is one where some members can fly – others can drive or fly back or have a fly on site, to check out this very scenic area. Something to think about.

Remember – weather plays a part. Event could be cancelled. Stay informed. Looking good so far.

GAWLER - A SPECIAL VISITOR

On Saturday, 15th October, the Air Cadets, who use Gawler for their meetings, had their regular planned flight day. They usually use a Cessna from Aldinga, which is a good size and able to take a number of cadets for a short scenic flight over the Gawler area.

It was just great to see so many Cadets and Parents on the verandah and in the re-furbished club rooms to enjoy a morning of aviation.

Thank you for the information Jenny.



Ready to take Cadets for a flight.

INTERNATIONAL GLIDING GRAND PRIX – VOLUNTEERS NEEDED.

The ASC has been selected to host the 2023 International Gliding Commission Grand Prix. It is designed with spectators in mind so events are of reasonable short duration and gliders will **start and finish over the airfield**. This is a competition that attracts pilots from all over the world and is a great event to be involved with. As mentioned, it is run by our club and it will need a number of volunteers to assist it to be a successful operation. The event runs **2nd to 8th January** with a couple of practice days to lead into the start.

Vacancies are for :

1. Pilot Registration – 2 hours on 2 days before the event – checking details against a checklist.
2. Help with Scrutineering and weighing of gliders for 2 hour sessions in the practice period.
3. Set up scales to weigh gliders every day of the event, at 0800 hours.
4. Collect the trackers after flying and charge them overnight – every day of the event.
5. Experienced local pilots for event commentary – about 20 to 30 minutes on 1 or more days.
6. Start radio – to make start radio countdowns every day including practice.

Please contact Mandy Temple if interested. Mandytemple.australia.igc@gmail.com 0428378076

ALSO Members can purchase ‘Sailplane Grand Prix’ shirts, long sleeve with ASC logo and Contest logo. Cost is \$60. Contact Mandy for details and sizing.

NEW AIRCRAFT AT GAWLER



Bridgette McAllister and Sue Ingham have been flying together for some time and have been organising destinations for members and LSA aircraft to visit. Recently they decided to pool resources and buy a J230. They carefully analysed all the aircraft ads and eventually found one that deserved closer inspection. They made their way to Bundaberg in Queensland for a detailed examination and trial flight.

They were impressed with the aircraft and decided to purchase. The J430 is a J230 with seats in the rear and a GA registration. It was arranged for the registration to revert to RAAus and adjustable rudder pedals fitted. It happened that Sue had planned a holiday at this crucial time and Tommy Kalsbeek volunteered to fly the aircraft back to Gawler. This was duly done and it landed safely on 05 at Gawler after a long flight from Queensland.

Above is a photo of Tommy and the very nice looking aircraft in front of the glider hangar at Gawler.

LSA OPERATIONS GROUP - LOG

The Group is a body of club members setup to recommend to the Committee aspects of activities for LSA to be involved in and also the size and composition of its fleet.

Membership is Marc Michell (Chair), Sue Ingham (LSA CFI), Bridgette McAllister, Geoff Wood (Executive Officer). At present there is a vacancy for another position on LOG. Meetings are for about 1 hour during the month. Give it some thought.

For more information michellm@bigpond.com or 0402 410 827

If anyone has some ideas as to suitable activities or destinations for the LSA group pleased contact Geoff Wood on woodgslc@ozemail.com.au or 0402 410 827.

COMMITTEE NEWS

Thank you to Secretary Ali Swart.

- New strategic plan for 2022-2025 has been finalised.

- Price increases will take effect from 1 Nov. Subscriptions will be increasing by 6.1% (an annual increase), and all other prices by 3.1% (a six monthly increase). The increases are reflective of changes in CPI, and attendant increase in costs to the Club, over the past 12 months. Price list attached.
- Maintenance progressing well.
- Christmas dinner to be held 10 Dec.
- Welcome to new members - Matt Wood (gliding), and Peter Hollams, Leonie Simmons and Greg Semmler (all LSA).
- Fuel surcharge has been removed BUT may be re-instated if circumstances change.
- Committee has agreed to the purchase of J230 24-5086 for the club.
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PROPOSED PRICE LIST effective 1 Nov 2022

• Annual Subscriptions (1 November to 31 October – Non-Refundable)

- Flying Member \$569 Calculated pro rata for new entrants
- Flying Spouse \$379
- Concession Member \$379 Subject to Committee approval
- Junior Member (under 18 years) \$190
- Student Members (under 26 years) \$190 (Student card to be produced)
- Social Member \$57
- Temporary Member (1 Month) \$57
- Temporary Member (3 Month) \$171
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• Flying Charges: All ASC Sailplanes – Maximum charge per flight is 3 hours (except LBP's engine).

- Single seat gliders: FQQ \$0.92/min Junior/Student members \$0.46/min
- IUN \$1.14/min Junior/Student members \$0.57/min
- GFC \$1.38/min Junior/Student members \$0.69/min
- Twin seat Gliders: GPF \$1.13/min Junior/Student members \$0.85/min
- ZDG \$1.64/min Junior/Student members \$1.23/min
- GER \$1.55/min Junior/Student members \$1.16/min
- LBP \$1.43/min (airframe) Junior/Student members \$1.07/min
- \$2.32/min (engine) Junior/Student members \$2.32/min
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- Aerotow/Tug Charges \$7.97/min

- Flying Start (Ten flight introductory package)

- Adults \$1,540

- Full time students \$1,344

- Gliding Advanced Payment Scheme

- Scheme 1 - prepay \$1,500 and receive 20% bonus, ie, \$300

- Scheme 2 - prepay \$2,500 and receive 30% bonus, ie, \$750
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- **Glider Air Experience Flights (aerobatic flights and normal)** \$328 per flight

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- **Light Sports Aircraft Trial Instruction Flights (Jabiru)** \$111 for 1/2 hr, \$201 for 1 hr.

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- **Hire of club aircraft for overnights away from Gawler:** Standard flying fees. CFI approval required.

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- **Light Sport (powered) Aircraft** **Training** **Hire & Fly**

- Jabiru J-170 \$175 per hour Tacho \$149 per hour Tacho

- Non Members \$229 \$202
- Jabiru J230 \$205 \$179
- Non Members \$256 \$231
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- **Airfield User Charge to members:** \$2.80 per pilot per day (instructors & tug pilots exempt while carrying out these duties).
- **Annual charge** of \$73 for private aircraft with self-launch capability.
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- **Bunkhouse Accommodation:** Members \$17 per night Non Members \$23 per night
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- **Caravans & Camping:**
- Permanent Site: \$612 per annum
- Casual Sites Daily: Members \$23 powered \$12 unpowered
- Non Members \$30 powered \$19 unpowered
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- **Hangar Sites** Infrastructure entry fee \$2200, annual leases as per individual leases
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- **Visiting Powered Aircraft:** \$15 per engine (GA Airwork or Charter aircraft only)

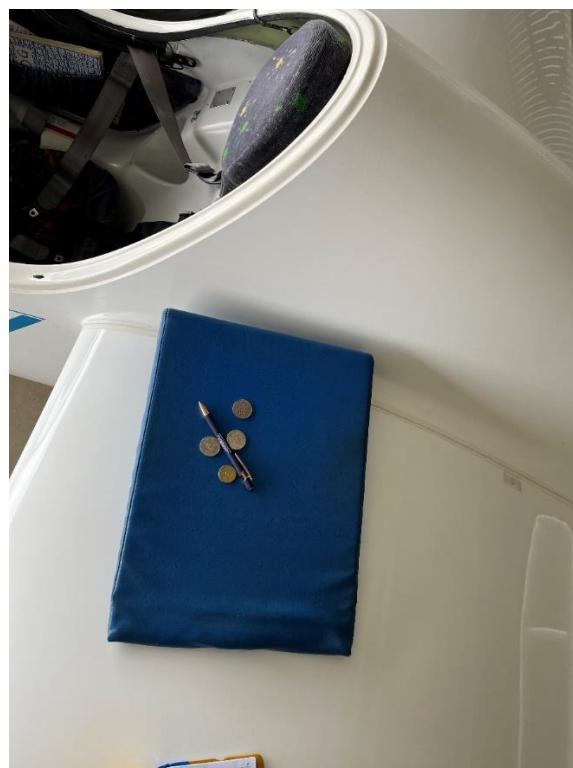
OPS SCENE

Ops-scene

Daily inspections

One of the important jobs to be done as part of the “Daily Inspection” (DI) is to make sure that there are no foreign objects in the glider that could become a hazard during the flight.

Recently a pen and a number of coins were discovered under the DG seat pan during a DI



Note: if you drop anything during the flight and cannot retrieve the item, you should search for the lost item after the flight to prevent it from becoming a danger during the next flight.

Ground handling gliders using tow ropes

When no tow out gear is available it is possible to tow a glider around the airfield using a tow rope. Special care needs to be taken as the glider may not stop moving when the tow vehicle suddenly stops as the glider will tend to roll on. Also, if the person walking the wing turns the glider around with the tow rope still attached, there is the potential for a wing to strike the tow vehicle if the tow rope is not long enough. For these reasons, the minimum length of the tow rope is 2/3rds the length of the wingspan of the glider.

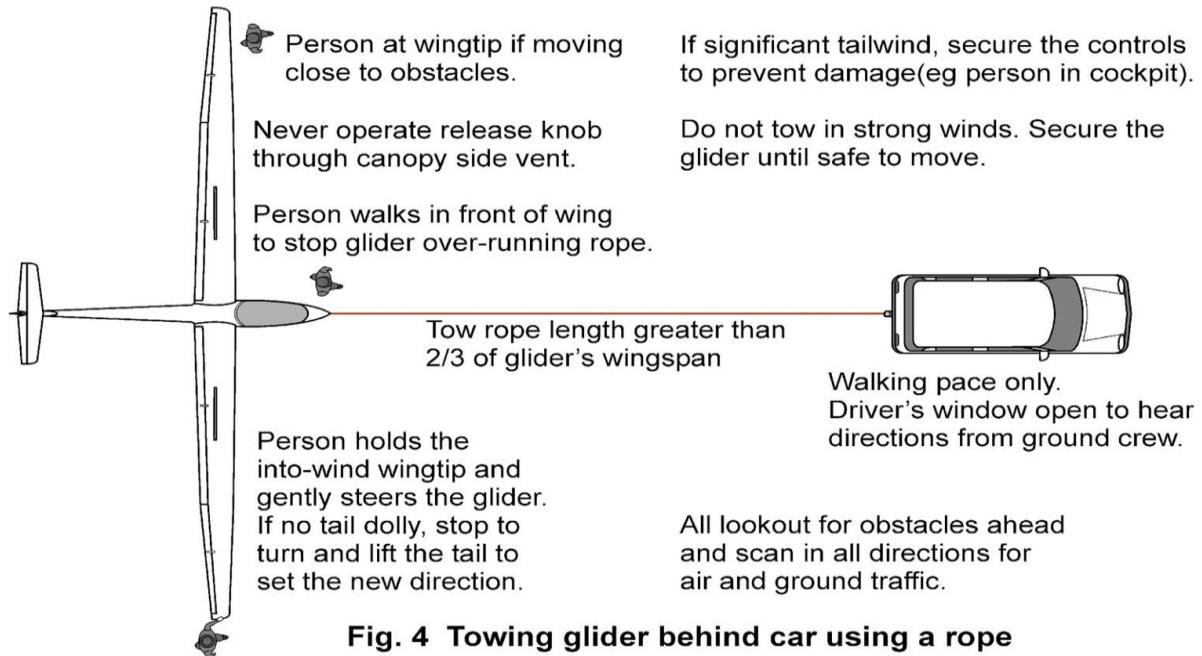


Fig. 4 Towing glider behind car using a rope

Paul Marshall

ASC Gliding CFI

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

For members to post items relating to club matters. Members can opt out.

FACEBOOK

The ASC has a Facebook page and a club Facebook group.

ASC E-NEWS

Information about club and member activities. Usually monthly.

COMMITTEE

Meets monthly. Minutes are posted on Notice Boards.

OFFICIAL CLUB CONTACTS

Megan GABELL	President	0449 691 649	president@adelaidesoaring.org.au
Steve MIRANDA	Vice-President	0433 193 970	prof.steve.miranda@gmail.com
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