



ASC e-News

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

I know that as an aviation organisation, a flying club, we tend to look ahead, try to keep up with rules and procedures and aim to be current with our flying proficiency. However, every now and then, there is a need to stop, take stock and really contemplate what we are doing, where we are going, where we have come from and to really appreciate those people who have paved the way for us to do what we love – to fly.

This is one of those situations, the passing of an ASC Founder and Life Member, Ray Killmier. He was also Deputy Commissioner of Police, my boss, who introduced me to the ASC in 1973, when I mentioned the Police Air-Wing to him. Under the guidance of Gordon Redway, I was soon an Instructor and tug pilot. Great memories.

Thank you to Alan Bradley, another Life Member, who went back in time to give us an account of our founder's trials and tribulations that resulted in the magnificent club that we are now members of.

Sadly, also Vale to Life Member (Daisy) Maureen Cussans, who passed away on 16th September. Funeral will be at Taylor & Forgie, Cowan street, Gawler, 1500 hours Friday 30th September. More info further on.

Karl Faeth

REMEMBERING RAY KILLMIER & OTHERS



A photo of Ray, a couple of weeks before he passed.

Ray was a deep “thinker”. One does not become Deputy Commissioner, South Australian Police without being a deep thinker and one needs to be a “doer” to be awarded the AM and QPM.

As a founding member and later a Life Member of the ASC, Ray and his twin brother, Alan, and later brother Peter, were part of small group of incredibly tenacious teenagers who carried the ASC through the last stages of WW2 and other almost unimaginable disappointments. Perhaps it was being brought up during those tough war years which made them such adaptable and full of fun youngsters. They had a couple of 40+ year old’s with pre-war glider flying and construction experience to guide them.

Ray passed away comfortably on the 6th of September 2022. At age 96 years death is never unexpected but the sorrow felt is no less. I grew to know Ray quite well from the early 1950s and especially during the 1970s. Ray had been President, Treasurer, Committee Member and worker and he always recognized both sides of a story, which is what made him so valuable.

Glider flying was born in Germany after WW1 and the traditional method of training came to be solo in Primary gliders ----wing balancing in a stiff breeze, ground slides and low hops by bungee and then bungeed over the side of a hill. The two old hands suggested the boys put their efforts into building a 2 seat trainer. This had been tried pre-war with a passenger strapped behind the pilot in a single seat Primary and was successful. A two seat Primary was built by the Robilliard brothers at Parafield but it did not fly as well as the single seater with two up. Waikerie Gliding Club had been made aware of the experiments and fitted the cut down wing of an existing, unwieldy single seater to a partially enclosed fuselage. It flew quite well as a two-seater. The boys saw the wisdom of building a two-seater but there were no suitable plans available. They did not have a workshop nor woodworking machinery, construction materials needed to be sourced mainly through army surplus stores and they had very little money. On top of this, push bikes and trams and trains were the main mode of transport. If you had access to a motor bike or car, there was little petrol to run it.

Fortune swung their way when a partially constructed Primary Glider and materials became available from redeployed RAAF ground crew at Parafield. (Our Gordon Redway was one of them). The price could not be resisted and the boys were advised to invest in it, mainly providing something positive for them to do. In the meantime, one of the pre-war members obtained maintenance drawings for the well proven Grunau Baby intermediate single seat sailplane. He offered to redesign the wing and fuselage, being confident it would result in a fine 2 seat trainer. A shed, across the road from where Scotties Motel is currently located was leased, tools scraped up and work began at night and weekends. The plans for the 2- seater wings were completed and presented to the club with some of the rib jigs and later the main wing fittings. Work proceeded on both aircraft with the Primary completed first. Money was so short that at times Ray and his brother had to scrape up enough of their own money to secretly pay the rent and power bills. During this period there was a need to vacate their newly found work- shop which was required by the owner. Fortunately, an old stable in Wilson Street, on the other side of the Main North Rd was located and this is where most of SA5 was built. By the end of that decade, they had moved again to a good workshop in Mitcham.

The Primary was placed in storage and on the 15th of December 1946 the completed 2-seater (SA 5) was taken to Gawler. The field was no longer used by the RAAF (occasionally by TAA when Parafield was flooded) and Ray with his brother were able to negotiate with the caretaker to use it for the week- end. Another home built was also to be test flown and to be launched first. Upon being assembled the designer of the SA5 took one look at it, declaring it unsafe (C of G problem observed without a need to weigh it). The builder and the Club test pilot/instructor refused to listen. Worse, instead of proceeding with a sensible step by step testing process the pilot went immediately into full climb and upon release entered a 4-turn spin into the ground. The machine was destroyed, the pilot broke his leg and SA5 could not be tested. The owner and pilot left the Club to form their own splinter group with a couple of others also joining. The Club now had two gliders neither tested, no one to test them and no instructor.

The members, not to be discouraged, continued building a winch for launching the two-seater instead of auto tow. Ray and his brother had also been able to buy an old 8-cylinder Buick at a very good price which was given to the Club for conversion into an on field retrieve vehicle. Luck finally turned with the arrival at the end of June 1947 of an experienced glider pilot from Victoria. He also had a sound knowledge of aerodynamics and aircraft construction. He recognized the frustration the lads were starting to display and took the Primary to a field at One Tree Hill, where they practiced wing balancing, ground slides and even very low hops.

Gawler became available for a Christmas camp in 1947 and SA5 was test flown, proving to be most suitable for training and conversions to solo aircraft. The Club was urgently in need of a permanent home and this became available at Virginia where training began in earnest. The Club then dismantled a wooden shed which became available at Renmark and commenced its erection at Virginia for our first hangar. The "black cat" returned and at the 1949 Christmas camp a visiting pilot wrote off SA5. Shortly after, the Department of Civil Aviation advised that flying from Virginia must cease because Edinburgh was to be upgraded and the airspace would not be available.



Transporting the glider for a day's flying. Had to be rigged for flight and then de-rigged to take home.

The Club was then able to negotiate a reasonable future at Gawler so the shed was again dismantled to be re-erected at Gawler. In the meantime, Ray and Alan obtained the construction plans for a Grunau Baby intermediate glider. Construction started but their grandfather's garage was found to be too restrictive and so they passed the plans, completed bulkheads and materials to the Club. This became the Golden Grunau (because of its color) which was the Club's first serious solo machine, test flown at Gawler in December 1949 and giving many years of fine service. The Primary was sold to a new club formed at Port Wakefield so the ASC finally had some money. The breakaway group had purchased the Munn Falcon two seat trainer from NSW but the group collapsed and needed to sell the Falcon. The ASC was eager to assist, purchased the aircraft and training again resumed.

Mainly due to the years of disappointment, Ray was unable to solo until 1949 with his Logbook showing 41 launches and 3 hours 22 minutes. The resolve displayed by this group of friends from 1944 to 1949 is what built our great Adelaide Soaring Club.

Alan Bradley

History Group

ASC GLIDING SCHOLARSHIP PRPOGRAM 2022-3

THE ASC Gliding Scholarship Management Group is pleased to announce that, due to contributions by a number of generous sponsors, we will be able to offer a further Gliding Scholarship Program in the 2022 / 23 year.

The Scholarships will be available to any members of the ASC within the frameworks as detailed in the following information. Should you wish to take advantage of this opportunity, you are encouraged to Register your interest, in the first instance, via:

Mr Peter Sadler – Coordinator, ASC Gliding Scholarship Program.

Mobile: 0435936950 Email: peter.sadler50@gmail.com

Please provide your email and Mobile contact details. Registrations of Interest will be received up until **14/10/22**.

Registrations received by the above date will then have a full Scholarship Application Package forwarded to complete as desired.

The following is offered for your consideration:

1. The scholarships will be mainly aimed at flying skills development or enhancement and may include:
 - a. Training to solo standard to achieve a specific certificate ('A', 'B', 'C').
 - b. Cross country training and/or coaching.
 - c. Training to achieve an instructor rating
 - d. Skills development relating to aerobatics &/or dual aero tow ratings.
2. Preference for scholarships will be given to "packages" of skills development which leads to longevity in terms of outcomes for the individual and the club.
3. The scholarship amounts awarded may vary depending upon the "package" of training sought by the recipient.
4. Scholarship funding awarded to successful applicants may not necessarily cover the full cost of the package proposed by the recipient

MAINTENANCE RELEASES

Recently there were a couple of instances where it was glaringly obvious that the Maintenance Release of an aircraft had not been read before flight or an appropriate entry made.

We should not have to discuss these instances because a **Maintenance Release is an official document that every Pilot should be aware of**. As such it must be treated with respect and must be followed because **it is a legal instruction** for certain things to be done and officially acknowledged.

When learning to fly, it should be impressed on us that the first thing we do when approaching an aircraft with an intention of flying it, is to ensure that it is even legally allowed to fly. The release has all the important information that a Pilot should inform him or herself of before flight.

On the first page is the aircraft identification, registration details and dates, the date the release was issued, who issued it, with signature, date of annual inspection(**very important**), date of battery replacement and date of registration (**very important**).

This is then followed by maintenance information. The flying hours when maintenance is **due** and **when it was done**. On the following page any defects are recorded. **Major Defects** mean that the aircraft **cannot** be flown until the defect is cleared and repairs have taken place or a part replaced. This is followed by **Minor Defects** which mean the aircraft can be flown at Pilot discretion as the defect will not impede the safe performance of the aircraft. This will be checked at every service/inspection until cleared.

Further on, around page 7 is the **Daily Inspection Record**. The first pilot to fly that aircraft **on that day** must sign the release to indicate that he or she has inspected that aircraft thoroughly and found it to be safe to fly **for that day**. Pilots flying that aircraft later in the day must ensure that **Daily Inspection** is signed. If it is not signed then the Pilot **must do a Daily Inspection and sign the release before flight**.

For information. Below is the front page of the LSA Maintenance Release. The identification of the aircraft is listed, along with the relevant information in relation to registration and annual inspection dates.

Maintenance Record

<u>Aircraft:</u> <u>JABIRU J-170</u>	<u>Registration:</u> <u>24-8538</u>
Release:	Date of issue:
Issued by:	Signed:
Annual Inspection Due	Battery replaced
Registration Due	

<u>Item No</u>	<u>Maintenance to be performed</u>	<u>Date or time due</u>	<u>Maintenance certified</u>	<u>Date</u>

ROTOR-SPORT-AUSTRALIA



There was a Grand Opening at Rollo's airfield the other day.

Pictured from left are Gary Williams, the legendary Chris Sperou and Rollo Hein.

Rotor-Sport was launched by proprietor Gary Williams and Rollo's will no doubt be a renowned centre for rotor training and flying.

To celebrate, Chris gave one of his renowned aerobatic displays and entertained all present with his Pitts Special he called the Super-Stinker.

Rollo's is, of course, very busy at present with the closure of Murray Bridge for re-surfacing.

EVENTS OF NOTE

Sunday 23rd October. Jamestown Air Spectacular. Not to be missed. Saturday night hangar dinner – sleeping under the wings for those who enjoy the outdoors. First performance starts at 1045 hours, so all those flying in, make sure you get there well before then. Last performance should be around 1600 hours.

Murray Bridge airfield will be closed from Monday 5th September to Tuesday 25th October for the re-surfacing work to go ahead.

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 overnigher 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.

GLIDING -- FLYING FURTHER

Tommy Kalsbeek has announced another “flying further” course at Gawler.

The course consists of a 5 day duration of classroom lectures and 2 seat glider training aimed for the students to be competent with the soaring skills of the GPC.

The course **does not** cover out landings – however this can be covered closer to the course in the Dimona.

The course is planned from Wednesday 30th November to Tuesday 6th December, with the weekend off.

The course is suitable for any gliding pilot that is current in general flying and has achieved the requirements for their ‘B’ certificate.

Anyone interested please contact tommy.kalsbeek@gmail.com with details of total and recent flying times.

“DAISY” Maureen CUSSANS



Daisy was an institution at the Gawler airfield for a long time. She was a nursing sister and dedicated her spare time to assist the flying operation at Gawler.

In those days, glider flights went all day. Members arrived in the morning and went home at night. Some- times, pretty late, when the bar was open. Beer and mettwurst went down very well. Often two tugs and all gliders were in use. Some days I did 20+ tows and other days sat in the back seat of a glider for 17+ training flights. We had a pie cart to transport equipment and Daisy used to sit in the pie cart window, at the launch point, recording all flights, in her very meticulous handwriting. She had a stop watch for every aircraft and recorded flight times very precisely. Quite often, her very authoritative voice would call out “Who is in that glider, why has no one told me”. Daisy was made a Life Member of the ASC in 1977. Daisy is sadly missed.



Here is a very recent photo of “Daisy” with Sue Ingham. Sue has been keeping in touch with her and found that Daisy was very cold at home and was lacking heating appliances. So Sue, to her credit, had a quick whip around the ASC Members and with the assistance of our Air-Con expert, Frank Johann, had some air-conditioning fitted to Daisy’s home.

She was ever so grateful to Sue.

GAWLER - A SPECIAL VISITOR

We recently enjoyed the company of an unusual visitor to the airfield. This was Millie Formby, a young woman from Western Australia who has set herself the objective of flying around Australia in her trike.



She set out from Perth in July, then flew across the Nullabor Plain with numerous stops, skirting the cliffs of the Great Australian Bight, and arrived at Gawler on 5 September after flying the latest leg from Port Pirie.

Her visit generated a lot of interest from the Monday Mob –



Millie's story is an interesting one. Her flight is not just for personal

adventure (though that's included too) but also to highlight issues about her particular cause – shorebirds, their migration, and threats to them. She stayed in our ASC clubhouse accommodation for a few days and during that time did two school visits, numerous media interviews, a visit to the Adelaide International Bird Sanctuary at St Kilda, and a trip into Adelaide to visit the Art Gallery and Museum. Phew! Adventure, tourism and a good cause all in one...

You can see more about her undertaking at <https://wingthreads.com/>



Millie reported to her legion of followers on social media *“Huge thank you to Adelaide Soaring Club at Gawler Aerodrome...it has been wonderful to stay and meet everyone!”*

Special thanks are due to all those club members who helped to make Millie welcome, particularly Rob Hatswell who provided hangarage, Paul Clift for quickly solving a technical issue for Millie, and Andrew Wright for his support.
Geoff Wood.

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

WILLIAM CREEK

At least 6 aircraft from Gawler made the annual trip to William Creek. The weather was not very helpful at the Friday morning departure time, however after a chat and a coffee, the cloud-base lifted and all aircraft made their way north. Paul Clift always makes sure aircraft have some tools on board and someone takes a spare wheel. That came in very handy at Leigh Creek when Stuart McColl had a split tyre.

At last report – all aircraft had made it safely home again. It certainly is a unique place to visit, even though avgas is near \$4 a litre. I have been there a few times – usually to do some repairs, but what a glorious flight through the north of our State.



Stuart McColl and his aircraft at a very iconic road sign.



Repairs need to be made.



Sleeping under the wing



THE WILLIAM CREEK HOTEL



A line up of visitors. Below – night time entertainment in a very unique setting.



COMMITTEE NEWS

Thank you to Secretary Ali Swart.

- Our President, Megan Gabell, will be running a Member's Forum on 29th October. More details to come but it will be informative as to new initiatives around the ASC and will also give Members the opportunity to ask questions of the Committee.
- Update on LOG. The LSA Operations Group. Marc Michell is now the Chair, Geoff Wood is the Executive Officer, Paul Clift the Maintenance Officer with LSA CFI Sue Ingham and Committee member Bridgette McAllister part of the Group.
- ADS-Bs were discussed and Committee agreed to fit them to all club Jabirus. Good decision and will improve safety.

Welcome to new members to the club. Mat GIBBINS, Kris PEGLER, Lucy READ, Brian STOTT, Sam POLLINGTON, Rohan MORSE, all LSA.

Mick O'DEA LSA / Gliding.

Howard WATERSON, Social.

Oscar COLLINS-HENNINK, Peter FUTTERLEIB, Lily OLIVER, Jai NANKIVELL, all GLIDING.

LSA MAINTENANCE

Paul Clift has been working very hard in the workshop, as usual, and advises the Jabiru 7693 has just had its 5,000 hour maintenance completed. It was test flown yesterday (28/9), had a couple of minor adjustments and is now released and flying well. 7385 has about 700 hours left before it too, will need the same treatment.

The aircraft looks better than new but Paul would like it to remain reasonably close to Gawler in the interim.

5086 has had some major engine treatment and will now get a bit more attention.

I am sure all Members will join me in congratulating Paul and thanking him for his very hard work in keeping all club aircraft airworthy.

OPS SCENE

I pulled a bit of a booboo last month and did not produce Paul Marshall's article in full. So here it is. As an old glider and tug pilot myself, I can certainly endorse Paul's remarks and points of view in relation to launch procedures and out-landings. Safe flying everyone.

Release from Aerotow

Aerotow is a very safe way to launch gliders, but it is essential that the glider does not get too far out of station. It's especially important that the glider does not get too high.

Here is a quick YouTube video that clearly illustrates the point.

[3 Seconds to Crash - YouTube](#)

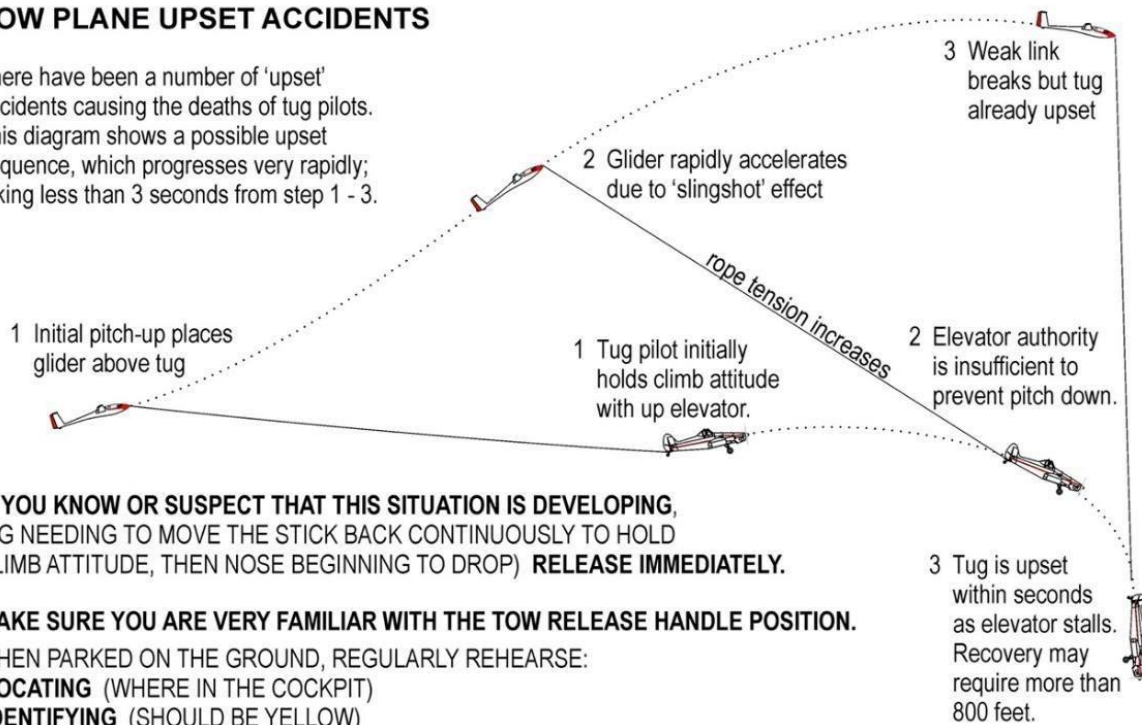
The best way to show your tow pilot that you appreciated the aerotow you have just received is to avoid trying to kill the tug pilot when you release. Release from a stable position - Please don't zoom up as you release.

On every flight the glider pilot should plan to release. This should involve the following steps

1. If towing in low-tow, plan to release from low-tow, If towing in high tow, plan to release from high tow. **DO NOT ZOOM UP** while operating the release, as this could easily cause a tow plane upset.

TOW PLANE UPSET ACCIDENTS

There have been a number of 'upset' accidents causing the deaths of tug pilots. This diagram shows a possible upset sequence, which progresses very rapidly; taking less than 3 seconds from step 1 - 3.



IF YOU KNOW OR SUSPECT THAT THIS SITUATION IS DEVELOPING,
(EG NEEDING TO MOVE THE STICK BACK CONTINUOUSLY TO HOLD CLIMB ATTITUDE, THEN NOSE BEGINNING TO DROP) **RELEASE IMMEDIATELY.**

MAKE SURE YOU ARE VERY FAMILIAR WITH THE TOW RELEASE HANDLE POSITION.

WHEN PARKED ON THE GROUND, REGULARLY REHEARSE:

LOCATING (WHERE IN THE COCKPIT)

IDENTIFYING (SHOULD BE YELLOW)

REACHING FOR THE RELEASE (WITHIN EASY REACH WITH HARNESS TIGHT?)
(PARTICULARLY IF FLYING A DIFFERENT TUG FROM USUAL).

RG

2. Lookout: It is essential to check that, prior to release, the airspace is clear
 - (a) to the right where the glider is just about to turn, and
 - (b) to the left and below where the tug is just about to descend.
3. Locate, Identify, Operate: The tow release. The release should not be operated until it has been positively located and identified as the one required. This eliminates any possibility of error in selection of the wrong control. This principle applies to all ancillary controls.
4. Pull the release, observe the rope go and begin a right turn without delay to obtain maximum clearance from the rope and simultaneously applying normal targeted scan.
5. The release should be operated while the towrope is still under some tension. The tug pilot, after feeling "release" should check that the glider has in fact released and begin a descending turn to the left.

Out-landing

Do you feel comfortable out-landing?

A funny story. During the last flying season, Pete Temple and I delivered a 'Flying Further' course for glider pilots. The course is aimed at developing pilots' cross-country skills. The first day, Pete Temple did what he does exceptionally well, he and his student raced around the nominated course. While in our aircraft the student and I missed a thermal and ended out-landing near Freeling. We worked through the W6S process and selected a great field, and the student flew a well-executed circuit and landed the glider safely. The next day, while flying with different students, that same thing happened again. Pete and his student raced around the course. The aircraft I was in landed sadly just the other side of Freeling, a couple of km further that the day before. On both out-landings, the students put their training into practice and conducted safe landings in a farmer's field.

Steve Miranda could see the hilarious difference between the course title, and the achieved results and thus nominated me for the Galah award. This is exactly why the Galah award was created, so we can all have a good laugh at a well told story about the difference between ambitions and achievements.

So why am I telling you this story? Well, I believe that gliding is a great way to enjoy flying, but not always a reliable way of getting from 'A' to 'B'. So how comfortable do you feel with the prospect of out-landing a glider?

With the correct training, the risks associated with out-landing can be managed and you too could have a great story to tell your fellow pilots. If you feel that your skills could do with a little more polish, speak to an instructor and we can help you develop those skills. Alternatively, you could speak to Pete Temple and he could teach you how to avoid out-landing in the first place....

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
Bridgette McALLISTER	Committee	0467 801 645	bsmcallister@hotmail.com

Brian RAU	“	0406 777 564	brian.adl@bigpond.com
Tony LEWIS	“	0417 853 768	tony.lewis@chariot.net.au
Josh BROWN	“	0404 466 956	jdbrownp8@gmail.com
David SCUTCHINGS	“	0412 728 822	scutchings@adam.com.au
Ali SWART	Secretary	0409 299 936	secretary@adelaidesoaring.com.au
Steve PEGLER	Treasurer	0438 409 928	treasurer@adelaidesoaring.org.au
Paul MARSHALL	CFI Gliding	0427 394 841	pmarshall@internode.on.net
Sue INGHAM	CFI LSA	0437 658 976	jabiru7314@gmail.com
Tom LEECH	Airfield Manager	0400 900 903	gam@adelaidesoaring.org.au