



ASC e-News

Electronic news from the Adelaide Soaring Club **1st FEBRUARY, 2026.**

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Karl Faeth

TRIP TO KINGSTON by editor

A big THANK YOU to the LOG people. They need to make decisions and recommendations that will affect all the LSA aviators and being on the receiving end we generally say well done. On this occasion they planned a number of trips away, the first one was to be Cowell, however Jeff Schuster found out that the pub had been sold and there could be transport problems. So there was a re-think and Kingston seemed a good alternative destination. The date was set for 11th January.

I received a call from Chris Penfold asking 'are you interested' and he did mention the Coorong. Well, no thinking required – this would be an excellent trip. As we all know, our decisions are always subject to the weather and on this occasion it was scattered cloud at Gawler with a similar forecast at Kingston. Patrick Pulis did mention a couple of showers in that area, but nothing to worry about.

Chris had booked 2260 with the new Dynon screen, so that was an added attraction. The DI was important and so was the fuel. The latter of course was considering weight and balance. Aircraft left during the morning, including Patrick Pulis with 3 passengers and a beautiful Assistance Dog. Harness and ear muffs obviously provided.

Lovely flying, heading south over Lake Alexandrina and the turned east along the Coorong. It was very interesting talking to Chris on the way with his in-depth agricultural knowledge. The Coorong looked like it could do with a good water flush. Had a good look at Salt Creek and Chris mentioned that the local runway there was under water. He had mentioned it to CASA and they were 'looking into it'.

The runway at Kingston was 20 which made sense as we had a headwind going down. I was surprised to see all the aircraft that had made the trip from various airfields. There were a couple of gyros there as well with the helicopter pad kept clear. A couple of vehicles were waiting for us to take us to the Kingston Hotel. I was really excited because one was a stretch limo and I had never ridden in one.

I was amazed at the size of the Crown Inn Hotel – incredible and we were given a dining room to ourselves. Drinks were, of course, bitters, lime and lemonade but the food menu was great and the food very good. I think the count for lunch was about 33. There were some interesting conversations around the tables, mainly centering on flying experiences and the variety of aircraft being flown that day.

After lunch it was departure time, however Jeff Schuster and I made our way along the local street to the caravan park and the walkway to the beach, to catch up with Sue, Bridgette and Chris. From the beach it was easy to see how the local pier/jetty had deteriorated over the years. Thus the access was cut off. Pity that it wasn't maintained but I suppose it does cost money.

The trip back was great. We had a tail wind flying along the Coorong and Chris used the Automatic Pilot in 2260 to great effect. Recreational Aircraft and Automatic Pilot? That's what I thought, but in practice it is good to have the Dynon follow the track and maintain the set altitude. It gives one time to look at the maps etc and keep a good lookout. Headwind is always a bit of a nuisance, however, one generally gets the benefit of a tailwind on one leg.

Our time was 2 hours to Kingston and 1.4 hours on the return trip to Gawler. An excellent day of aviation.



On the left is Chris getting the info on the Salt Creek runway and Richard topping up his chariot.

Truly amazing. Being picked up by a stretch limo



Enjoying a nice lunch at Kingston



A well behaved 'Assistance Dog.'



The COORONG



The COORONG and waves on the beach



The JETTY at Kingston or what is left of it.



No one at the controls – automatic pilot

FLINDERS CAMP for 2026 by Brenton Swart

The Flinders Camp is on again this year. Brenton has put out some info for all of those interested. The camp has been scheduled from 11/4/26 to 19/4/26.

It is important to point out that is in the school holidays so it is IMPERATIVE to book accommodation (if required) as early as possible. Rawnsley Park Station +618 86480700.

Brenton advises that members do not need to attend every day, they can come and go as required. Anyone intending to attend – please put your name on the sheet on the club room notice board.

Any questions – Please phone Brenton 0411885 320.

SUPERB GLIDING by Geoff Wood

Yesterday (26/01/26) was the kind of gliding day I really like - high clouds, light winds, the promise of rewarding achievements, but still some challenges. You can see what a lot of ASC members did here –

Pete Temple, Phil Ritchie and Tommy Kalsbeek were the stars, with flights of 6, 7 and 8 hours, vast distances and heights of up to 16,000 ft. But numbers can tell you only just so much, this picture from Tommy taken east of Port Augusta conveys the impression beautifully –Anyway, the real purpose of this message is to say THANKS to the real heroes of the day, namely those who made it all possible by working on the ground (or near it) in 45 degree heat. Tug pilot Steve Pegler was the star here - much appreciated Steve! And everyone who hooked on, towed out, retrieved and did all the many other things that make a gliding operation happen.

And a last shout out - to whoever invented the air-conditioned car. Oh boy is that a relief at the end of a long hot day! Dunno how we managed without them in the not-so-good old days...

Cheers, Geoff Wood



Ed note. Thank you Geoff. For those who have done a bit of gliding – **WOW**- they would appreciate what an experience that would have been. 45 on the ground and beautifully cool up there. For those members who have not done a bit of gliding – this is a taste of what awaits a glider pilot up there. On a good day of course.

A big **THANK YOU** to Geoff Wood for taking the time to let all members know how good it can be up there and also an acknowledgement of the work put in by the ground crew and tow pilots. For those of us who are not computer wise – there is an excellent website where all these magnificent flights are listed in detail www.weglide.org/flight

KEEP THOSE WEEDS DOWN Contact Dianne Young



It is that time of the year when we get plenty of rain intermingled with a taste of hot weather.

This results in our plants coming back to life and growing prolifically, in particularly areas where we really don't need all that growth.

The other result is that Tom Leech, our Aerodrome Manager, finds he has to remind us of our responsibility to mow around our hangars to keep the weeds down. Easy for some but much harder for others. My advice is to contact Di Young on **0429674731** and have a chat with her. She loves mowing and is happy to agree to a short or long term mowing arrangement. Keeps hangars and airfield looking neat.

GLIDER HAPPENINGS by Steve Miranda



A very HAPPY Ian MARGACH completed his first solo flight on Monday 12th January.

Steve Miranda did 2 flights with him and recommended him to Robin Richter.

Robin agreed with the recommendation and sent Ian solo.

His solo flight went very well.



The twins, Jett and Axston are flying very well. Steve Miranda signed off Axston and Alan Dean signed off Jett and they are now cleared to fly in thermals with other gliders. Jett has completed his first passenger flight WITH HIS MUM. Text book take-off and landing and a very HAPPY MUM.

MATTHIAS – VISITOR from FRANCE by Brian Rau



Above is MATTHIAS a visitor from France who stayed at the club for a month. He is a competent glider pilot, keen bike rider who bought a bike in Adelaide and took part in the Gawler Cycling Club rides. He was winch rated but converted with us to fly club aircraft. He also assisted in a retrieve when Max Scutchings just couldn't reach Gawler on a final glide. He also had a few flights with Brian Rau in the ARCUS (above).

OPS SCENE GLIDING Paul Marshall

This month I would like to remind club members that Safety is a collective responsibility.

Human Factors

We are all human and despite our best intentions we still make mistakes / errors.

The first and most important point to make about human error is that, although it is undesirable, it is both frequent and widespread. In fact, it is a natural part of life. We will never eradicate human error, but we can and should work towards managing it and reducing its negative consequences.

One way of managing risks is to use processes and procedures that have been tested. We remember these process and procedures by using checklists and frequent practice. But this will only get us so far. It's very

human to not notice the mistake while we are making it. So how do we raise our safety standards to the next level. We simply need the support of our fellow aviators, to challenge us, to help us notice the things we have missed. We need a collective responsibility where we look after each other.

Collaborative safety team.

Gliding is a team effort, getting the aircraft ready for flight. Moving the aircraft around the airfield. The launch and the flight rely on people working together.

All of us come to airfield, with the unspoken aim of going home without injury to ourselves, others. We also want to go home having not damaged any aircraft or equipment. In other words, we all want to have a safe day flying. From our human factors knowledge we accept that all pilots are going to make mistakes or errors. While we are working as ground crew, we can collaboratively assist the pilot to identify simple mistakes. This is the reason we do the L-CARD challenge before launch. We actively challenge the pilot to check the canopy is closed and locked. At the same time we also check the canopy is closed correctly and locked. We as the pilot to check the Airbrakes and Radio and then we check that there are no wing or tail dolly fitted to the aircraft. These checks do identify problems and have prevented accidents.

We can take this collaborative approach to other tasks. When someone is doing the Daily Inspection (DI), we often have to help with the two person checks (instrument and control movement checks). While we are working with the person doing the DI we can increase the safety focus by only talking about the DI. Don't distract the person doing the checks with general chit chat. If have knowledge of the aircraft systems and you see the person doing the DI is having problems, you can also help the person improve their inspection techniques. Remember its in everyone's interest to do a thorough inspection and identify any problems with the aircraft.

In conclusion, Safety is a collective responsibility, one we all share and a responsibility that we all benefit from. As always, stay safe and enjoy your flying.

Paul Marshall

ASC Gliding CFI

AEROSCENE by Jeff Schuster

Good meeting on 13th January with 19 present. All 32 crew and 1 dog had an excellent day in Kingston on 11/1/26.

Anyone who missed out can join in with the Sport Aircraft Organisation who are attending the same venue on 28th February.

On 21st March is a Keith Fly In for lunch – more details are coming.

27 to 29 March is the FLY'N FOR FUN at Parks Airport NSW. Register with RAAUS.
11th to 12th April is Eleanor Downs K.I. overnight. Register on SAC of SA Inc, website.

NATIONAL GLIDING CHAMPIONSHIPS by Geoff Wood

Over the summer there have been Australian National Gliding Championships held in several classes. A number of ASC members have participated and done well.

The Multiclass Championships - comprising Standard, 15m/Racing, 18m & Open Classes - were held at Leeton in NSW in early January. Pete Temple, Phil Ritchie, and Max Scutchings competed and all acquitted themselves with distinction but none managed to reach the podium. The nearest was Phil with a 4th in Open Class.

Then came Joey-Glide, the Junior Nationals held at Benalla. Max Scutchings flew his leased LS4, Jai Carson flew a hired LS7 and Liam Doherty flew the ASC Discus IUI. All three did well, but Max not only competed but won. This in his first year of competition which is an outstanding result. You can see more results at https://www.soaringspot.com/en_gb/ Look for "recent competitions".



Happy Max

TERRY HEWSON & STRATHALBYN by editor



The above photo shows the number of aircraft that flew in to Strathalbyn on Saturday 31/1/26 for the final presentation by Terry Hewson. Now you might think that there was a scarce attendance for the presentation, but actually the opposite happened. The club room at Strathalbyn was packed and all chairs taken.

Terry has been a presenter for CASA for a number of years and he has spoken at Gawler numerous times. As an ex commercial pilot he has a great abundance of aviation know how and always highlights presentations with tips from his vast experience. Some comments were made on the day reflecting on his honesty and genuine replies when given personal experiences from attendees. Terry will be sadly missed as a CASA representative but assured us that he would still be around for a visit or a flight or two with us.



The Gawler Group with Terry. Peter Heuzenroeder, Karl Faeth, Terry, Phil Pullem & Jeff Schuster.

I am sure that the low attendance of aircraft at this seminar was due to the really gusty conditions at the Strathalbyn airfield. The worst crosswind/gusty conditions I have flown in.

Some quick notes on this amazing plane - thank you so much Karl for providing the club with this wonderful piece of machinery.

Reconnaissance "preliminary surveying or research"

OK it's a Jabiru, and if you've flown one, the main characteristics will be very familiar. This leaves the focus on "What's Different".

What's Different -The Dynon Skyview HDX systems-Glass Cockpit-Transponder-Autopilot

A few parameters

BEW

Empty weight is 394kg. Add gear (spare oil, tie-down kit, 2 x headsets) means 400kg. That leaves 200kg for crew/passengers, baggage and fuel. Fuel and weight management become key.

Climb Speed

TOSS: 65kts (same as J170C) but Climb Out is **80kts** (not J170C 70kts)

The Dynon Skyview HDX systems

1. Start with Ian's "*Utilising Dynon Electronics*" PowerPoint.

It is on the computer in the training room and on the one in the clubrooms. The larger screen in the clubrooms is better. There's a lot in here - I've watched it 4 or 5 times. Thank you Ian!

2. Fuel Management Computer

In the plane, after the SkyView HDX comes on, this is the first thing you will encounter. There are sensors in the tanks, and a system, measuring fuel used.

The fuel quantities listed by the fuel management computer **MUST** be adjusted to the actual level obtained by dipping the tanks.

Sue's doc "*Dynon Fuel Levels.pdf*" shows how to do this - a hard copy is in the plane.

There are also wing root gauges.

3. Glass Cockpit

Firstly, you can fly without this - I did cover it up on a training flight (with a sheet of A4) and happily flew on the 'Steam Gauges'. Note there is no analogue RPM.

Your information is available in a SkyView layout or 6-pack layout (like you see in Cessna's).

I prefer the SkyView layout, plus I believe it has more information.

There is much more to this system which is beyond the scope of this Overview. You need to see Ian's PowerPoint on the ASC computers.

Process

This is what I do based on others' recommendations.

Whilst J2260 is still connected to the battery charger, I do basic setup (below) as the Dynon eats Amps for breakfast.

1. In the [Hangar](#), I dip fuel, set the fuel computer¹, set QNH (Baro)², set bugs (e.g. TRK, ALT). These parameters remain set, when you turn the Dynon off and on.

¹See Sue's doc "*Dynon Fuel Levels.pdf*".

²Set Baro and much much more in Ian's "*Utilising Dynon Electronics.pptx*" on ASC computers

2. On the apron, I do the rest of [Pre-Flight](#)

Once the SkyView is switched on again in [Startup](#), for the duration of the flight, I load my Flight Plan (as per below). You can switch your iPad off and the SkyView will retain your OzR Flight Plan, including your OzR User Waypoints. However, when you turn off or reset the Dynon, it forgets your OzR Flight Plan.

3. Once Master is on, and SkyView is running, connect iPad WiFi to Skyview2260 and in OzRunways (click 'Send to Dynon', bottom option when you click the circle with 3 dots, in the bottom right of the OzR

screen)³. Then I turn off iPad WiFi so the iPad can use 4/5G. Connected to Skyview2260, traffic information will be limited on the iPad. The SkyView Map does not show any traffic.

³To upload my OzR Flight Plan to SkyView, there were two buttons I needed to enable under Settings/Device Options (in Settings, scroll down below User Data to Device Options). The two buttons I have enabled are "Enable GLD90" and "Enable Dynon SkyView".

Advanced Areas

Transponder

The SkyView Transponder switches on as part of the Glass Cockpit. It starts in AUTO mode, which is the only mode that you need. About the only reason for touching the transponder would be to set codes 7500 (Hijack) 😱, 7600 (No Radio) or 7700 (Mayday) 😬. I hope no-one ever needs to...

For those who use Flight Notes, it is a Transponder Mode S with aircraft identification, pressure altitude and ADSB-out capabilities. It does not have ADSB-in, and hence no traffic is shown on the SkyView screen. You need an iPad or similar for that. Note that there is a USB outlet on the passenger side, so take a charging cable with you. My iPad battery doesn't have the legs it used to have, so I'm lovin' that outlet. For those that are interested, I'm pretty certain we have the SV-XPNDR-252 130W model.

AutoPilot

There are 2 servos, Pitch and Roll. You have to fly the rudder at all times.

The key thing I've been taught about AP's is to know how to take back control i.e. turn them off. In J2260, you can

1. Press the Disconnect button under the Flap Switch
2. Switch off the "AP" switch located to the right of the Starter Button between 'Avionics' and 'Landing Lights'
3. Use force on the control column - it sense the force and disconnects
4. Remove the circuit breaker (conveniently labelled "AutoPilot")

There are 2 options for the AP (autopilot). Simplified and Expert - ours is set up as Simplified which is good for VFR flight. This gives us the following options.

Level - this brings the plane to level flight, nothing more

180 - this brings the plane to level flight and does a u-turn

TRK+ALT - the plane uses the current track and altitude.

HSI+ALT - this uses the selected Nav source to keep the plane on track to waypoints in the Flight Plan. In PFD Tools set the Nav source to Skyview GPS. We don't have another GPS, or VOR or LOC.

Tip: To make sure I don't accidentally engage the AP below 1,500' - when descending and I turn on the Fuel Pump, I turn off the AP. Conversely when climbing above 1,500', I turn off the Fuel Pump and turn on (not engage) the AP, if I intend to use it.

Radio

Nothing unusual about the Radio as far as I can see. One useful feature, but heavy on the button pressing, is to select an airfield on the SkyView Screen and have it's frequency transferred to the radio.

Select NRST (third button from the left on the bottom of the SkyView Screen), then use the right knob to roll down to the airfield of your choice e.g. YPAD, then INFO is displayed. Underneath INFO are RCNT APT COM RWY - select COM. Use the right knob again to roll down to the frequency of your choice. Press TUNE COM (third button from the right) and the frequency appears on the radio as the bottom 'Standby' frequency.

Summary

There's a lot to learn and an instructor can take you through the key features.

The Dyson website and YouTubes give a thorough and useful briefing of it's many features.

And a word of caution from the CFI... **DO NOT CHANGE ANYTHING YOU DON'T UNDERSTAND !!**

FYI - The Autopilot lost it's GPS signal when someone altered the NAV Source to an input we don't have!

And a final word... *Thank you again Karl !*

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