



ASC e-News

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

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Karl Faeth

THE WEATHER BALLOON Clive Cunningham

Members are no doubt aware of the weather balloon installation on the airfield. A further update is that the construction fence has now been removed as the installation is complete. After my last e-mail I received a nice email from Clive Cunningham and he provided some extremely relevant, interesting and first-hand information on the balloon and its payload. Here it is:

If anyone is interested, the balloon payload is a cardboard pyramid covered in silver foil (for radar reflection) about 600mm x 600mm. Slung underneath is a small electronic transmitter gizmo with 2 x AA batteries in a plastic housing. How do I know this? One landed on me, literally on my head, whilst I was goat hunting out near Burra about 10 years ago.. I heard fluttering above me, thinking I was getting swooped by a wedgetail. I ducked, then copped the payload, followed by a heap of floppy rubber. I found out what it was, and that there is no reward for recovery!

Clive Cunningham, little yellow X-Air.

Editor. I found Clive's comments excellent and so timely. The other day I spoke with Andrew, our multiskilled member who does so much work around the airfield. He told me that a balloon had actually been sent up to test the launching structure. What's more – he had the photo, so I thought it would be ideal for e-news.

Apparently the whole procedure is automated and balloons with their payload are set up in line to be let off one after the other. It appears that the launch is at 0930 in the mornings. On driving past, the hydrogen cylinders are clearly visible. The launch turret is also clearly visible. On Andrews photo it is clearly open , having just launched a balloon. When driving past at other times it is clearly closed.



**A balloon has just launched with its
Payload clearly visible and the tower open.**

Here is the launch tower closed

FLINDERS CAMP by Brenton Swart

APOLOGY APOLOGY.

Brenton advised that the Flinders Camp has had to be cancelled. The recent rain (up north) has caused damage by erosion that cannot be fixed in time for our yearly expedition. LOG will see if an alternative can be arranged.

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 finds he has to remind us of our responsibility to mow around our hangars. 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.

AEROSCENE by Jeff Schuster

Good meeting on 11th March with 16 present. Another great dining night. [Events coming up.](#)

[10-12th April SAC of SA Inc.](#) Overnight's Fly-in to Eleandor Downs KI. Reg. on their website, B/B house accommodation reserved for members only. Plenty of camping accommodation including toilets/showers for others.

The Shearing Shed - Hanger can be used for camping, plus underwing if you wish to tent. A catered dinner will be arranged Sat. evening in the Shearing Shed. Can camp 1 or both nights.

If there is enough interest for Sat. day trippers a BBQ Lunch could be organised. This information is forwarded on behalf of Barry Windle, 0408842308, the main organiser.

(nearly) **GOOD BYE 5086** by Steve Miranda

Editor

On the 27th of July, 2007, Glen Schwarz and I picked up the brand new J230 5086 from The factory in Bundaberg. This aircraft was also fitted with gliding towing gear and was pretty unusual at Gawler. A couple of us (as tow pilots) used the tow version, which meant changing the propeller over, and I even towed a twin glider with it. It was purchased privately by Glen and eventually sold to the club. It had a mixed life and I know I had to rescue it (fly it back) a few of times. Once with brake damage and another time I had to change the propeller. But it gave good service to the club.

After receiving a new late model J230, the club decided 5086 was surplus to requirements and GOG and the Committee put it up for sale. A chap (I believe in Queensland) decided to buy it and paid a deposit. On the 14th of March Steve Miranda with Andrew Wright flew it down to Rollos for a pre transfer inspection. On Sunday 15th of March Steve flew it back to Gawler. He says he flew it from the right hand seat as it was the aircrafts last instructional flight. On arrival at Gawler it was housed in Mark Michell's hangar prior to handing it over to the new owner.

Apparently, so the rumour goes, Mark has slightly softened his approach to Jabiru and allowed it to be housed with him. ***APPEARS THE SALE WAS CANCELLED AT THE LAST MINUTE. ANOTHER LIKELY BUYER HAS BOPPED UP.***



One Day. **GOOD BYE 5086. OLD FRIEND.**

SAFETY SCENE by Andrew Wright

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, behaviours 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.

SAFETY-Scene #4 **KEEPING A GOOD LOOKOUT**

A glider pilot's story that reinforces good lookout

On Thursday 26 February while thermalling to the right, I saw another glider turning to the left in front of me. It appeared to be at a safe distance but also a bit too close for a first sighting. After landing the other pilot (on an early solo flight) said that he moved away after seeing me. In response to all this I analysed our flight recordings.

It turns out that I sighted the other glider about 500m away. This is a safe distance provided both pilots are already aware of it, but too close for a first sighting! So what happened?

Before I sighted the other glider it had flown towards me for about 2km, during which it descended about 100m and I climbed about 200m. That is, from my perspective it was about 1 in 7 above the horizon, or about 8 degrees. This is about the same as a glider under full airbrake viewed from its aiming point! I am not convinced I was looking that high. Conversely my glider was probably hidden under the other glider's nose and therefore not visible.

This illustrates two aspects of Unit 9 of the GPC syllabus: that the cruising (or thermalling!) scan along the horizon should be quite "fat" to catch aircraft that are climbing or descending relative to us, and that we should bank occasionally to deal with blind spots such as the big one below the nose.

CULTURE COMMENT

A good "**Safety Culture**" begins with you. By maintaining a good lookout, you will be a better pilot and in doing so protect yourself, your passenger, and your aircraft: You will also look after everyone else in the sky and on the ground.

GLIDING by Michael Trainor

It was a fantastic day. Even though Robin Richter was away in W.A.

The day began at 9.30, though not as expected. A bearing issue in one of the wheels of the tug needed attention and was efficiently addressed to allow our gliding operation to commence. Most, if not all, the gliders were brought into service. David Cashmore and Hank had a cross-country flight of 2'48" in ZDG. The image below shows them inspecting the glider's wing and the ground immediately after landing back at the field. (Ahh relief)



OPS SCENE by Paul Marshall

Daily Inspections

Check the total number of flights and total number of hours recorded in the DI book

Gliding Australia requires the person doing the daily inspection must check the mandatory maintenance requirements list (found in the first couple of pages of the maintenance release (DI Book)). Most of the maintenance items are listed against a specific date, a specific number of launches or a specific number of flight hours. If the maintenance requirements have been exceeded, the glider cannot be flown until the maintenance is done.

The current number of launches and the total number of flight hours can be found in the maintenance release. When you check the current numbers, please have a look at the last couple of entries and see if there are any obvious mistakes made by the previous person recording the totals. It is not uncommon to find that an aircraft has suddenly completed hundreds of flights or hours on the day it last flew. If you note such an obvious error in hours, please spend the time and work out what went wrong. If you can't work out the correct number of flights/hours please send an email to our maintenance officer maintenance@adelaidesoaring.org.au

Open Glider Network (OGN)

The OGN network allows the public to watch flights in real time using programs like, Glide and Seek, Pure Track, Glider Tracker etc,

If you are watching flights and suspect a pilot has exceeded the height available in the airspace the problem might be in the data you are viewing, not a problem with the aircraft. These sites use the OGN servers to get their data. The data for altitude is derived from the GPS. GPS height is not to be used for height reporting at best it is a guide only. GPS data is not corrected for air pressure on any particular day and can be out by 500 feet .

Our primary instrument (in the cockpit) for measuring height is a Barometric altimeter. So, to get correct height information we must use a barometric recorder. In our case for club aircraft that is S100 and the FLARM. Other sources are Oudie N and Oudie IGC and other Glide computers that have the ability to record barometric altitude. Do not get fooled by what the OGN is displaying. (Note the position reported by the FLARM is a reliable source).

If you still think that there may be an airspace infringement, please let the CFI and the Airspace Coordinator know and they can handle the process. Don't publish your suspicions on social media or club forums. Everyone who makes an airspace infringement should be treated with respect and have a fair process to review what went wrong. We want pilots to learn from their mistakes.

FLARM

Do you have a FLARM fitted to your aircraft?

FLARM is a collision-avoidance system. Aircraft with a FLARM system alert the pilots when on a collision course with another aircraft. Similar to TCAS/TAS, visual and aural warnings indicate that a collision is imminent, requiring the pilots to act. A FLARM system fitted to an aircraft at a busy airfield like Gawler could save your life.

FLARM works by transmitting a unique code for each aircraft. (Note your aircraft registration details are not transmitted). The unique code should be your ICAO id, and this is published by CASA as part of your aircraft registration process. Along with this unique identifier code, the FLARM broadcasts the short-term future flight path of the aircraft to any other aircraft nearby. At the same time, it receives the short-term future flight path from surrounding aircraft. Using some smart software, the system then works out if there is a potential collision and alerts the pilot if such an event is imminent.

If you want to identify which aircraft are flying in your area, you will need to upload a database to your aircraft display that translates the unique codes for each aircraft and translates them to the actual callsigns. Note the database only includes the callsigns of aircraft where the owner has registered the aircraft. So, if you have a FLARM fitted to your aircraft you need to register it. You can register your FLARM system via FlarmNet (<https://www.flarmnet.org/flarmnet/>) or via Open Glider Network (<https://ddb.glidernet.org/>). It's a simple process and will allow pilots with a FLARM display to easily identify you on their screen.

As always, stay safe and enjoy your flying.

Paul Marshall ASC Gliding CFI

AIRSPACE by Sue Ingham

Just a note to learning pilots and pilots who have gained their Navigation endorsement.

In view of recent, very obvious breaches of airspace, ***a word of caution*** . The Gawler airspace is not difficult to understand and pilots who fly at Gawler, know it quite clearly (or they should). **It is very important.** When speaking with pilots from other areas, quite often they say *“Oh I wouldn't fly to Gawler, the airspace is too complicated. Well it is not when pilots take note of advice from Instructors.*

An important part of the instruction given to learning PILOTS by our Instructors is how to use NAIPS on our computer and follow the information thereon. We fly in *Edinburgh Airspace. It is **their** airspace and we are given a clearance to fly in it.* On weekends, when at times, the RAAF are not flying, the RAAF tower may still be active, even though the airspace has reverted to be under Adelaide control. **It is very important to understand that.**

It is very important for our pilots to understand our airspace. If not sure, even a tiny doubt, speak with an Instructor and have a briefing. Breaches of airspace can always be tracked and you will be found out.

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