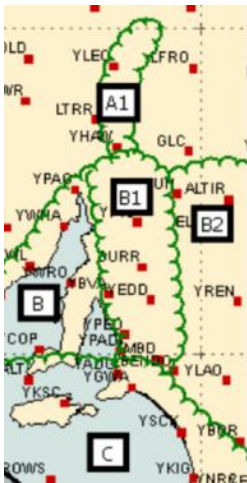




The Monday Operation relies very much on Instructors and AEI's and is very thankful for their attendance. The above photo shows regular attendee Steve Miranda (front) doing a check with CFI Paul Marshall. Congratulations to Steve for obtaining his Level 2.

**BOOLEROO STEAM & TRACTION RALLY 3/26 by Ken Wehr**

Chris Penfold reached out to see if I was interested in flying to Booleroo and I jumped at the chance. The night before our flight I checked NAIPS weather and there was a possibility of 7/8 cloud stretching from Gawler to Booleroo. I checked again in the morning before setting off.



<b>B</b>	>10KM NIL	SCT ST 1000/2500FT (BKN <b>B1</b> , FEW N OF YREN IN <b>B2</b> ) SCT CU/SC 2500/4000FT (FEW <b>B1</b> )
	0300M ISOL FG LAND	BKN ST 0100/1000FT

Hmm... NAIPS was saying much the same though the YPAD, YPPF, YPED, YWHA, YPAG forecasts all said CAVOK. 😞  
Sticking my head out the window, I saw no sign of white fluffy things, so I headed to YGAW, confident we could at least get off the ground, even if we might never find it again.

After pre-flight, Chris and I piled into J2260. Steve in TVF and Taffy in XLY were ahead of us. Chris taxied and took off on R05 for Bottle Factory and Freeling climbing to 4,500'. After Tarlee, we climbed to our cruising altitude of 6,500' and Chris hit TRK+ALT on the autopilot. Out to the East, we could see the bank of clouds from the forecast, well clear of our track. It was beautiful flying conditions, and before we knew it, Booleroo was in sight.



Chris inspected the runway from the dead side, joined mid-crosswind and on final, did a nifty side-slip which seamlessly transformed into the approach, landing and ground roll. I thought to myself, the standard set around here today is pretty high. It was a short walk for Taffy, Chris and I to the oval, but a longer one to the entrance gate! So many tractors and engines, mostly steam were on display and number of vintage cars to boot. The amazing thing was that all the engines were running. There was a display of the traction engines, whereby a plough was pulled





via a wire cable towards the steam tractor at one end of the field, then turned around to be pulled back towards the other end. By this means, and advancing the steam tractors, they could plough a whole field. And as the commentator on the loudspeaker informed us, all they needed was trees (wood) and water. Next up was the same, with the plough replaced with something resembling a big shovel.

Now the young fella on the steam tractor at the W end of the field seemed to be a bit gung-ho when



the “shovel” went a bit deeper. The commentator became rather excited and I recalled a story from some years back when I was chatting with a guy about his life with 9 Para in Belfast and how it compared to working on offshore oil rigs. Of course, the oil rigs paid better. But he told me that a few trips back, a wire cable had snapped and the whiplash of the cable neatly separated his colleague in two at the waist.

Chris and Taffy must have been thinking something similar, because we all seemed motivated to take a few steps back from the dug-in “shovel” and taut cable.

During the course of the day, we saw much machinery, including a display of a really old plough that hadn't been used in over 100 years. And the commentator informed us, that this was it's first time ever in damp soil, Booleroo having received 6" of rain a few weeks back!



I'll give you a great deal on it!

At 2:30pm, the Grand Parade started and all of those tractors came to life... except one, which had a man possessed, cranking the starter handle, with his grey-haired mates standing by, scratching their chins and heads, offering a few pointers, here and there.. Didn't help tho



After this amazing display, it was time to head back to the airfield. A farmer driving by, offered us a lift and we took it. We talked about how much farm machinery had changed, and he told us that what took his father 2 months, to plough and seed, he could now do in an afternoon. Just needed the rain...



We thanked him and walked back to our aircraft, did the necessary checks, and one by one set off down the runway. In the Captains seat now, I noticed that the idle whilst taxi-ing was a little high, even with the throttle pulled right back. Chris said he'd try it on his side... and the engine stopped! I was immediately awash with adrenaline, which would have been appropriate if we were 500' over scrubland, rather than tootling down a nice big fat RFDS runway!! My hand flicked the Avionics off, pressed the starter and flicked the Avionics back on and the day immediately felt better.

Up in the air we had better winds at 3,500' but with the bumps, left the Autopilot off. Also, our track took us over the higher ground near Clare, so I was a bit W of track to keep nearer to those big beautiful fields, having recently re-read ASC e-News 2025-06 containing Matthew & RuthMary Bond's account of a forced landing.

Coming into Gawler, it was R23 and I joined crosswind and was aware of the standard of the day set earlier by Chris. Fortunately, it was all pretty easy and after a good wash, J2260 was back in the hangar, ready for another day.



**Link to the event and museum**

<http://www.booloroosteamandtraction.com>

## CLOUDS IN NORWAY by Jon Joubert

Jon is obviously enjoying sight-seeing around the world. He still has his mind on Gawler and the gliding scene at times and when he sees a sky that arouses thoughts of flying in a glider and being **up there** and experiencing that quiet feeling of looking down on the world, he thinks of us at Gawler. Just remembering Mick Wright (maintenance). He always had a name for everyone. Jon was **Tugboat** for his qualifications and marine experience.



**CLOUDS at SVOLAER on the Norwegian Coast.**

## FOUND by Angela

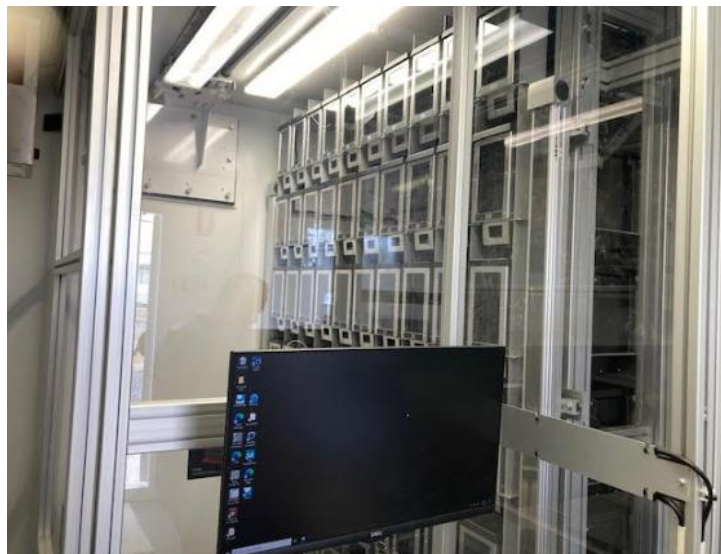


This was found in an aircraft and handed to Angela in the office.

**If it is yours – please claim it.**



A few weeks back, I was lucky enough to have a “one on one” tour of the inside of the Bureau of Meteorology’s new automatic balloon launching facility at the Gawler Airfield. My hosts were the two specialist technicians who were testing and commissioning the new facility. Both were really nice guys who were extremely happy to share their knowledge and experience.



This is a picture of the inside of the facility. Inside that glass cage is a big robotic machine that they described to me as being like a food vending machine. In each of the compartments is a complete balloon including radiosonde, tether-line and recovery parachute ready for inflation and release. When commanded, a robotic arm moves to one of the compartments with a balloon in it, picks up the balloon and delivers it to the launcher ready to be inflated.

The balloon is then filled with Hydrogen gas that will allow the balloon to ascend to a predetermined height. When inflated, the balloon is about 1.5 meters in diameter and expands to about the size of a small house at altitude. Interestingly, the temperature at altitude is so cold that the latex balloon is below its glass transition temperature and so the balloon does not burst, it shatters like glass. When

the balloon shatters, a small parachute inside the balloon deploys and all the components gently descend to earth. Prior to release the whole system is tested to check that the balloon does not leak and that all the electronics work. Before release, an automatic flammable gas detection test checks for any leaks of Hydrogen. If a leak is detected, the launch aborts and the whole unit goes into a gas purging sequence that includes a water wash down to ensure that all the explosive hydrogen gas is removed.

During the tour I also learnt that:

- Everything except the tiny computer chip and battery in the radiosonde is biodegradable. The radiosonde case is made of starch and the plastic components including the latex balloon biodegrades in the sun.
- The tether-line is about fifty meters long. This is to ensure that the radiosonde measurements are in clean air and not air disturbed by the passage of the balloon. The long tether-line also ensures that the movement of the balloon does not cause the radiosonde to pendulum swing under the balloon. Radiosonde pendulum swing can cause erroneous measurements.
- Altitudes up to around 115,000 feet can be achieved by the balloon. That is well into the stratosphere where solar UV radiation absorbed by ozone causes the temperature to increase with altitude.
- The balloons radiosonde only measures temperature, pressure, relative humidity, and GPS position. (Wind is determined by the rate of change of GPS location.) The radiosonde transmits these measurements back to the receiver on the top of the met station. (That is the round bulb on the top of the met station.)



- And finally, did you know that balloon measurements are not used directly to forecast the weather? The balloon measurements are used to calibrate satellite remote sensing data. The satellite data is then used to generate atmospheric models, and it is the models that generate forecasts.

I was incredibly lucky to be able to get this guided tour, and I would like to thank our two friends from the BOM.

PS: One of the BOM guys came for a flight with me in the Dimona. During the flight we talked about how our atmosphere is a fascinating and beautiful place.

*Isn't that something we can all agree upon?*

I would like to encourage members to read 'Gliding Australia's Operational Advice Notice 02/26'.

## Canopy Safety Alert

Gliding Australia (GAus) Safety, Operations and Airworthiness teams have reviewed and analysed canopy related occurrences and causal factors. Whilst the consequences of occurrences have often been nil or minimal, there have been some serious distractions, damage and serious consequences, and many occurrences where canopy issues have cascaded and increased other operational risks.

This safety alert focusses on operational measures to reduce the probability of such incidents, particularly for Grob Astir and Twin Astir gliders. A separate Airworthiness Alert will address technical and maintenance aspects.

Operational Advice Notice 02/26 can be found on Gliding Australia's website

[https://doc.glidingaustralia.org/index.php?option=com\\_docman&view=download&alias=3612-2026-oan-022026-canopy-safety-alert&category\\_slug=operations-advice-notices&Itemid=101](https://doc.glidingaustralia.org/index.php?option=com_docman&view=download&alias=3612-2026-oan-022026-canopy-safety-alert&category_slug=operations-advice-notices&Itemid=101)

As always, stay safe and enjoy your flying.

Paul Marshall    ASC Gliding CFI

## **TEST YOUR RADIO from CFI Sue Ingham**

All pilots appreciate that it is really important to know that your radio is working when you go off flying. Normal procedure is to radio another aircraft that you may know is flying in the vicinity "Give your aircraft I.D. (Jabiru 7385) as an example and say "Radio Check please".

The reply may be (or similar) "Jabiru 1234 reading you 5" So obviously the radio is working as it should and your reply should be (if the radio in the other aircraft is working as it should) "Jabiru 1234 thank you reading you 5 as well"

The end result is that the pilots in both aircraft then know their radio is working as it should.

**What if you are the only aircraft flying at Gawler? This can happen quite often.**

- Switch your radio to 130.45 ( Adelaide Centre)
- Listen out and wait for a gap in the proceedings (Do Not Barge In)
- Then Say " Adelaide Centre this is Jabiru1234 (or Glider ABC) request radio check"
- When able and time allows Adelaide Centre should confirm your radio call and give you a number (Generally 5). Or Loud and Clear.
- Repeat their transmission back to them with Jabiru1234 Thank You.

You can then fly on happy in the knowledge that your radio is working.

## **UNREPORTED MAJOR DAMAGE by CFI Sue Ingham**

On Wednesday, 29<sup>th</sup> April, it was a lovely day at Gawler. Hangars were open and aircraft were being brought out. CFI Sue Ingham was going to fly the new J230 – 2260 with a student. The aircraft was

still in the hangar and as the student was about to pull it out to the hangar front Sue Ingham looked at the nosewheel and said a few choice words including **STOP. There was very considerable damage to the nose spat.**



**Obvious points;**

- The front of the spat had made contact with the runway
- The spat then contacted the nosewheel which forced the spat harder onto the runway
- This resulted in obvious abrasion and cracking damage to the fibreglass
- The spat rear attachment was then pushed up and damaged
- The rear attachment was pulled clear of the retaining screws, causing further damage.
- Pilots looking at this damage would realize the nose down attitude the aircraft must have been in and how the prop missed contact with the runway by millimetres.



- A prop strike would have resulted in major repair cost with prop and engine removal
- After this incident, the aircraft was pushed back in the hangar and left there
- No defect was raised – no concern for the next pilot
- This incident is reportable. (No report made)

Our club has always promoted a **No Blame** culture. This means that incidents are reported **so that damage can be repaired and aircraft flown with confidence that they are airworthy.**

**ED Note.** A pilot flying an aircraft has a responsibility to look after the aircraft and return it in the condition he/she found it. Consider the club, its members and the next pilot. Also remember **how significant and vital the D.I. is. I believe it is important that we run another HUMAN FACTORS COURSE.**