



ASC e-News

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

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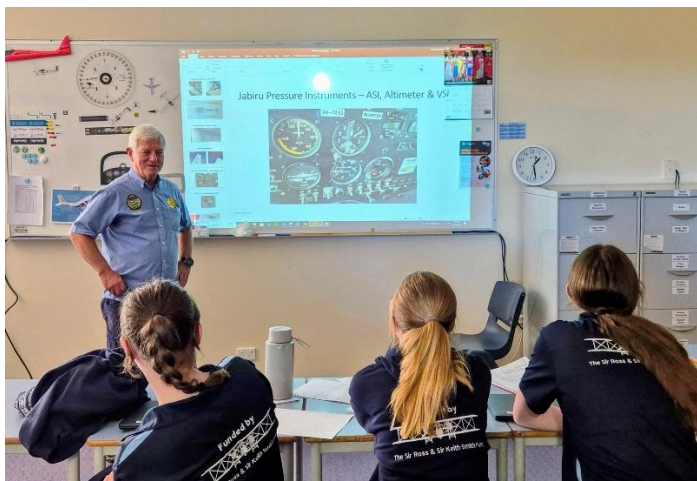
Karl Faeth

Colin is teaching AVIATION by Colin Drew



Colin Drew with students from the Mid North Christian College.

Members may not be aware that our Senior LSA Instructor, Colin Drew, does a foray every now and then to teach some eager students aviation topics, north of Adelaide. He makes his way north in a Jabiru and spends time with keen aviation enthusiasts in the Port Pirie area.



Theory work



Hands on flying

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

Thanks to the 18 in attendance on Tuesday 14th July, making it another good night.

Events:

August 8th - 9th SAC-SA Inc. Jamestown & Hawker Fly-in. 1200.

Fly to Jamestown for lunch. Fly on to Hawker overnight. Register on their website or email admin@sportaircraft.org.au

Sept 12 - 13. Loxton Fly-In and Overnight. Book overnight at Loxton Hotel. Register on email as above.

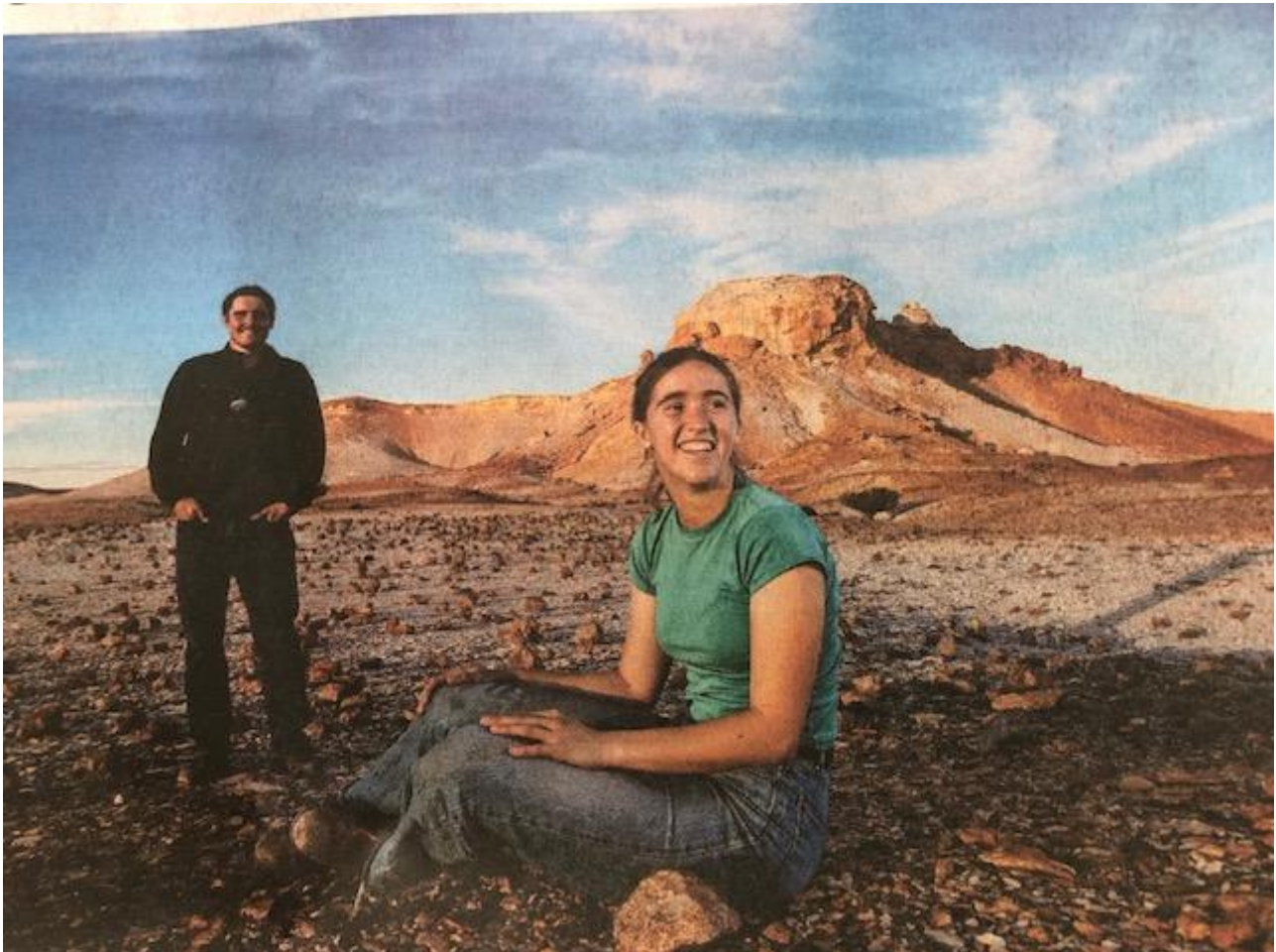
Sept. 25 - 27. Annual William Creek Outback Fly-In. Register on their event website.

Until next time stay safe.

Jeff.

I could not believe it the other day when, picking up the “Weekend Australian”, there was Tess on the front page. Members may well remember Tess flying at our club. Her Mum, Meg, was always so very supportive of Tess and she spend many hours sitting on the club veranda watching Tess fly. For members unaware, Tess spent some hours in a glider and also in a Jabiru. Her ambition always was to get into commercial aviation and that is exactly what she has done – flying at William Creek.

Note. In the July e-news there was an article from Peter Sachs about the Legacy of flying with the Adelaide Soaring Club. Well here is an addition to that list.



Tess Houtman and Matt Meeilees in the “Painted Desert” at Anna Creek.

THE GOOLWA FLIGHT by Editor

Richard Young is always looking to have a bit of time away from the club. An important part of the time away is that some club members accompany him. Tintinara is always on the list, however the weather and opening hours of the local bakery always play an important part in the schedule. So it occurred that on Tuesday, 7th July, the destination dial was spun and it settled on Goolwa.

As it happens, there are always keen and eager pilots anxious to be part of the flying caravan. I was very lucky to get a flight in Sue’s J430 on that day so it was important to do a thorough D.I.. The weather of course plays a vital part so a lengthy pre-flight briefing was held. Geoff Wood got onto the clubhouse computer and brought up the current weather picture of Goolwa. Great to see blue skies ahead.

On departure, as is usual, there was some cloud on the other side of the hills, but it was broken so Sue flew over the top with us monitoring our progress through the gaps. It was a good flight, as it always is, when you have a good tail wind. The runway at Goolwa was identified as 01 by all aircraft, right hand circuit. There was a bit of cross wind but

Sue flew beautifully down the centreline of 01 and we were both amazed at the length of the runway. We taxied to the end and then turned off to the parking area, in front of the clubhouse.

There was a very noisy reception for us. We parked the aircraft on the western side in front of a grass upslope with the tails a bit over the grass. The noisy hello was from a plover that had laid a couple of eggs on the grass verge and made sure we knew that and kept clear of the nest. The plover's mate was not outdone and did some fast, low swoops at us to keep us aware of the nest.

We duly paid our \$10 landing fees and then waited a short while for the ride that Richard had kindly organised for us to get to the bakery in Goolwa. As is usual in the country, it was a nice bakery with a choice of products to suit everyone.

I hadn't been to Goolwa for quite a while and on the way back to the airfield, our driver took us down the main street and then along the Victor Harbour Road. On the way we went past the old Goolwa Police Station and it brought back memories for me.(Sorry). But in the 1980's the Signal Station on the bank of the Murray River and Bridge entry(see photo of bridge below at bakery), was officially opened by Royalty – Prince Charles and Princess Diana. Being a Chief Inspector and relieving at Christies Beach at the time, I had the job of organising the troops and the policing of the occasion. I must say that it all went well **BUT** it was a very hot day.

Arriving back at the airfield it was a case of shuffling aircraft by hand and side stepping the plovers. Then it was taxiing down the 01 taxi-way and past houses that were built adjoining the taxi-way. Interesting to see that the garages were hangars, housing the odd aircraft. Then it was taking off on 01 and making our way home. It was nice coming down with a tail-wind. Going home meant a headwind, so it took a bit longer.



Above.

All the aircraft from Gawler parked on the side of the re-fuel and parking area at Goolwa.

Left.

Pilots having a nice lunch on the veranda of the Goolwa Bakery. The Bridge is on the wall in the background.

On Saturday the 18th July was a Volunteer recognition Day at Gawler. Our President Tony Lewis thanked all the volunteers who do such a marvellous job around the airfield, which of course covers the grounds and the aircraft we fly. As part of the presentation we were advised that as a result of the very successful Monday Gliding Day, the club and anyone wishing to volunteer, is looking at a similar venture on Fridays. So, work is progressing and we will see if there are enough volunteers to bring Friday Gliding to fruition.

Even though Robin Richter has taken a small step back, Mondays is still the important and busy gliding day it has always been.



Interesting cloud formation at last launch on 20/07/26.



Dave Hooper enjoying his 2nd flight in QQ

When you're learning to fly a small aircraft, it seems there is an endless amount of practice, practice to perfect your flying performance. But, like many things, you learn and get better with practice. This following trip is what you can do, when you learn to fly an aircraft.

On my latest flying trip with Chris Penfold, we flew into half a dozen small dirt airstrips, with some town sealed strips.

Chris is an auditor of organic stations in the far north. These stations use organic practices when raising crops, cattle or sheep, etc. On this trip, Chris needed a co-pilot, due to long distances of flying in the remote north of SA. During much of the flight, we flew along the Stezlecki Track and the Birdsville track for safety.

And what is the far north (north-east of Lake Eyre) like at the moment? Well, there are vast amounts of water on the ground. It hasn't evaporated yet. The rivers are in flood. This is a result of about 500mm of rain earlier in the year. It can make life difficult for the station managers, who use helicopters to find their stock scattered about huge land areas. But these are great times of water, with abundant native plants feeding the stock and wildlife. Feral wildlife including camels and pigs. Native wildlife including huge amounts of birdlife, dingoes, etc.

NOTE: Communication is made much easier with access to **Starlink**. E-mail, texts and phone calls. A boon to outback Stations. Thanks to Elon Musk.

DAY ONE:

The first day we flew from Gawler to Leigh Creek for refuel. A Borderforce Helicopter was refuelling there. Then on to Innaminka via Mount Lyndhurst station (dirt strip), then up Innaminka (sealed strip). Overnight at the local Innaminka Hotel.

Chris' job is to meet up with the local station managers; he has a chat with them, and fills out information about the current state of play on his laptop.

Somehow, Station cooks seem to think we are hungry for their lovely home-made goodies at each stop, and copious amounts of tea or coffee. The water tastes a bit funny though, as the bores are near the Moomba gas field. Water is often pumped up from 60 metres or more underground. During a walk around the homestead, I spotted Kimberley, the Station Manager's wife, heading over the farm poultry and pig area. She had seen a wild boar and had grabbed a rifle to dispatch the boar. They are a feral pest. The Homestead is near the Cooper Creek and pigs come up grazing in good country. Good shooting too, and goodbye pig.

Next, we take a drive somewhere out on the station checking out herds of animals that have been penned (or not). This includes fording creeks that are in flood, with Pelicans downstream, fishing.

DAY TWO

Fly along the Birdsville Track up to Pandie Pandie Station (more food). Then driving out on the Station with a chat with the Station owner. We're south of Birdsville by about 10nm, and arrive around 5.30pm to balmy weather, around 27 degrees. Overnight at the Birdsville Pub which is walking distance from the airfield.

DAY THREE.

Time to head back south, to Clifton Hills (more cake and coffee) check out the homestead. Cowarie Station. Cowarie has a huge solar installation and solar battery. It's an impressive set up.

Fly on to Mungarannie Station on the Birdsville Track for an overnight at the Station. The dirt airstrip is walking distance from the homestead. Big station too.

DAY FOUR.

Still heading south, to Etadunna Station. Dirt airstrip. We drove up to Cooper's Creek crossing, with a barge used to cross the so called creek (now gushing river). What a huge amount of water coming from Queensland. Cooper's Creek is as wide as the River Murray.

Overnight at Marree Township.

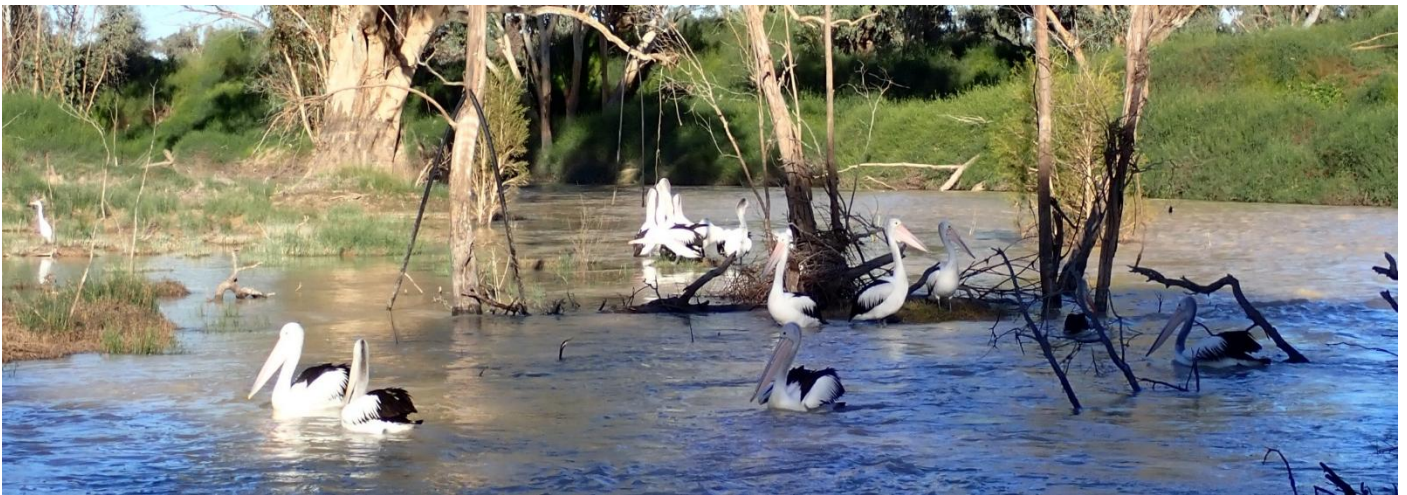
DAY FIVE

Headed back to Gawler. Sunny weather and good flying conditions. About 3 hours. Overall, we flew nearly 15 hours and 1200 nm in the J230 (the new one).

NOTE TO PILOTS:

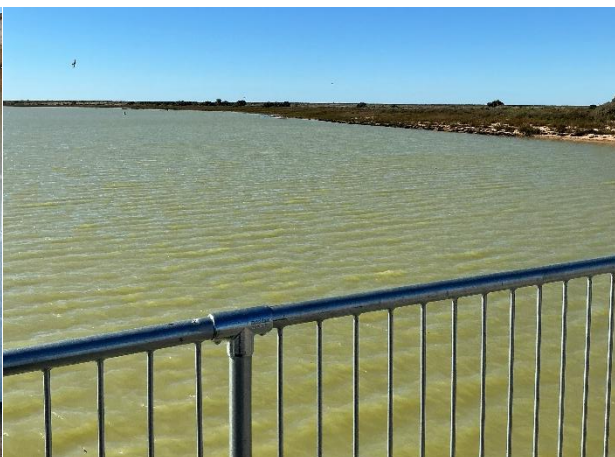
Chris often invites another pilot along on these trips. For safety, so keep an eye out for a tall, slender chap, with a bushy beard and a big hat!

Below: Coopers Creek and Innamincka Station.





Etadunna Airfield Terminal



Coopers Creek

HAPPY BIRTHDAY by Editor

When you are lucky you grow older and are able to appreciate life into the future. You are also able to reflect on the past and in most cases feel happy about your achievements. Some of those achievements are really worthwhile and so valuable that they are worth passing on to the new generation. Experience is invaluable .

Phil Pullem is such a person. He has achieved so much in his lifetime and is now so happy to pass on his knowledge and experience to younger members of our club. The other day he had his 80th Birthday in a nice establishment in Gawler. I didn't count the guests but a quick overlook showed over 60 people. Guests varied between family, aviation, photography and motoring acquaintances. A very special emphasis was in the making and design of the birthday cake. Brilliant.

Note. The aviation people would have noticed the windsock. However during transport it was accidentally rotated 180 degrees but Phil made sure that he landed upwind.



HAPPY BIRTHDAY PHIL PULLEM

ASC OFFICE ACTIVITIES

Members are no doubt aware of the lovely new face in the office. Cara Ladlow has settled in well and has her finger very firmly on the pulse. I was really very pleasantly surprised how everyone is treated so very professionally when they come in to the office.

The other day Cara had a real sparkle in her eyes and she explained “ **I have done a loop in a glider**” Apparently the day before Tom got her up in a glider and as he pointed out – he made sure that Cara was happy to try one. But as he said “ It must have been good because I heard a very loud **H... F....** as we were upside down.

Cara has two children and Maxwell and Mary came out the other day to have a look at a Jabiru and a closer look at the tug. As Cara says “ Two new tug pilots on the way”



JOSH FRIEND A WINNER



Tom Leech congratulating Josh Friend – the inaugural winner of the Sir Ross and Sir Keith Smith LSA Scholarship

OPS SCENE

Friday Gliding.

Great news.

From Friday 14th August 2026 the ASC will have an instructor and tow pilot available for pilots who want to fly on Friday. David Bradshaw will be the instructor, and Andrew Wright will be the tow pilot.

One of the aims for Friday Gliding is to make the ASC aircraft and facilities available for local high school students who want to learn to fly. Why not come along and help our volunteers get Friday Gliding started.

What are your hopes and aspirations for the upcoming gliding season?

Currently it's still cold and wet, but it won't be long before the nice weather returns. Now is the ideal time to think about what you want to get out of the upcoming gliding season.

You might want to complete your Gider Pilot Certificate

You might want to complete your training and convert to a higher performance glider.

You might be starting to dream about flying your first 300km flight in a glider.

Come and talk to an instructor or coach and they will be very happy to help you develop your plans and your skills. Spend the time getting yourself ready for the season, and when the good days occur, you will be in the best position to make use of the conditions.

Tow out gear – Daily inspection.

When you get the aircraft ready in the morning, can you please check the tow out gear. Give the gear a quick daily inspection, do all the clips on the tail dolly or wing walker work? Is it safe to use? If not, please remove it from service and let our maintenance team know it needs repairing. The easiest way to do this is to send an email to maintenance@adelaidesoaring.org.au

Paul Marshall. ASC Gliding CFI

LSA SCENE – Carbon Monoxide by Editor

I was speaking with the LSA CFI the other day in relation to her historic flight with Chris Penfold into Australia's outback. She mentioned that they were flying in 2260 and that they had the cabin heater on. They needed to make a quick descent for airspace reasons and that the automatic **Carbon Monoxide detector** became active, flashing lights and making emergency noises. They levelled out and turned **off** the cabin heat. The detector went off and even though they used cabin heat later on, the detector did not go off again.

A word of warning to Jabiru pilots – be aware that carbon monoxide is produced by Jabiru engines and it can happen. Most Jabirus have the adhesive silent version of detectors – so be aware and check it regularly.

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Ed. Hi Ali. Please advise of any changes.