

ASC e-News

Electronic news from the Adelaide Soaring Club



Number 1/2018

16th January 2018

Welcome to the first ASC e-News of 2018.

CCTV and webcams

Many thanks to Scott Crew and his team for installing a new CCTV system to help our security at the club.

Many thanks also to Scott for his work on the installation of web-cams that show the weather conditions of the airfield. Check out :

http://adelaidesoaring.on.net/?page_id=1330 and
<http://www.gawler.skycam.net.au/>



Op Scene

January 2018

Safety Occurrence Reporting

Thank you to those pilots who have diligently reported incidents that they have been involved in. RAAus / GFA / ASC culture provides a no blame environment so that we can all learn from each other's experiences. We all make mistakes. To not learn from our mistakes could result in us being involved in an actual accident.

Existing Safety reasoning indicates quite strongly that the more incidents are reported the safer the club / workplace environment will be.

A Brief summation of the incidents reported since May:

Conflicts in the Circuit:

Breach in separation standards – Glider descending just in front of an LSA on downwind.
Glider flying the wrong way on the downwind side of the circuit whilst LSA was in the circuit.

Gliders:

A canopy partially opening in flight via the R/H release being activated through incorrect identification.

A glider was physically DI'd and then flown without the MR being signed.

Aircraft had minor issue of the audio vario not working, mistakenly recorded in the Major Defects and then flown by the pilot who did the DI & another pilot.

Glider after landing on RWY31 blocked the taxiway so LSA aircraft had to taxi on the grass.

LSA Aircraft:

Aircraft low approach over the expressway onto RWY31.

Aircraft made a low landing pass on RWY31 over AAFC glider on the launch pad

A Jabiru taxied across RWY 23 whilst single seat glider was landing on RWY23.

Tugs / GA Aircraft:

Whilst launching a single seater glider, the tug commenced a descent while the glider was still on the rope.

Cessna took off on intersection departure, downwind on RWY23 when the gliding operation was on RWY31.

What can we learn from these incidents?

In each of the above instances the Safety Committee / respective CFI's have addressed the issue and put into place processes to mitigate the risks involved.

It is important that pilots of all aircraft ensure that approaches across the roadways on RWYs 05, 23 & 31 are within safe heights.

We all need to ensure our lookout procedure is up to scratch and we need to be aware of pilots of other aircraft's blind spots, eg, Jabiru - vision above and high wings; Tugs – down in front and wing area.

An aircraft Maintenance Release is a legal document that must be signed indicating aircraft has been DI'd that day with no Major Defects. No DI signature or an item (no matter how trivial) in the Major Defects indicated the aircraft is unserviceable. ALL PILOTS MUST check the MR of their aircraft before flying.

Landing gliders need to ensure that they do not block taxiways after landing and awaiting a tow back to the launch point.

A Visitor's "Fly in Pack" has been developed and is available on the ASC website.

Other Operational Issues:

All club aircraft need to be cleaned and after use each day. This helps preserve the gelcoat and remove bird droppings etc collected overnight in the hangar and dirt / dust / etc in the air.

Have you ever wondered why the Tyre Barriers have been placed at the end of RWYs 31 & 23? They provide a softer option than hitting a stranded wire fence in the case of an over run. Remember, if you find yourself in that situation hit the tyres instead of the fence!

Wishing you all a Safe, Happy New Year from your Instructor Panel and Safety Committee.

Safe flying.

Karl Faeth
LSA CFI

John Whittington
Gliding CFI

Entrance Road

Dear Members,

At long last the work on our entrance road is underway. Work wasn't planned to commence until next week, so apologies for the short notice.

It is important that we allow the work crews full and unimpeded access to the site. Consequently we will need to establish temporary access to the airfield and club facilities. We will employ the airfield entrance gate access to RWY 13 and the taxiway that follows the south western airfield boundary connecting with the normal access track from RWY 05 to the club facilities.

The gate access to RWY13 is normally locked. For the duration of the works the gate will simply be secured using a chain around a post. During the day the gate can be left open, but needs to be closed overnight - so please close the gate if you're the last one out.

Tom and Doug are in the process of placing some cones and bunting that should help to keep everyone on track. If you are traversing the airfield using the track please be mindful that aircraft

could still be operating in the vicinity and if you are a pilot be very aware of vehicular traffic. If there are vehicles using the taxiway please DO NOT taxi on the taxiway - backtrack on the runway.

It is expected that the job will take about 3 weeks to complete.

Please do not attempt to use the normal entrance. We will advise when the road is reopened. If you see visitors to the airfield that look a little lost, please help them out.

Any queries please do not hesitate to give Tom or me a call.

Safe Flying,

Steve.



Congratulations

Just in time for Christmas... Ekala Buck went solo for the first time on 21 December, flying the Grob 103, signed off to fly solo by Peter Phillips. Ekala is now undergoing post-solo training, as well as finishing off here nursing studies at Flinders University.



Our newest LSA solo pilot is Oscar Stein who has a big grin on his face after flying some safe solo flights on 10/1/18.

Please shut the gate

Please remember to shut the gate if you are the last person leaving the airfield of an evening.



Daryl Trigg - ASC e-News Editor

FOR FURTHER INFORMATION ON THESE OR ANY OTHER CLUB TOPICS CONTACT ANY MEMBER OF YOUR COMMITTEE.....

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