

ASC e-News

Electronic news from the Adelaide Soaring Club



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Welcome to the latest ASC e-News

Members Forum and Grand Opening

Our next Members Forum will occur this Saturday commencing at 5:30pm. This will be an opportunity to share information with members and for members to raise matters of constructive interest in an open forum discussion.

Following the forum, Tony and Silvia Lock will be providing dinner at a reasonable cost. This will be a great opportunity for members to socialise and to share a yarn or 2.

But wait, there's more! During the evening we will also be holding the "Opening of our New Road Ceremony". We believe our new road is the most significant happening since the relocation of club infrastructure as a result of NEXY.

So that we can get the catering right, can you please advise the office (ASAP) that you will be attending.

We look forward to seeing you all at Gawler on Saturday May 19 at 5:30pm.

OpsScene - May 2018

FUEL FACILITY

Members who fly power aircraft at the ASC are well versed in the operation of the fuel pump. However, there are a few problems that come up regularly.

Earth leads. There are two earth leads that need to be connected. The main one is normally connected to the exhaust pipe and another one that is attached to the hand piece should be connected to an earth point near the fuel tank. If the clips come loose, or the wires are broken you will not have a good earth. If this does occur please ensure the wire is repaired or at least report the problem.

Fuel recording sheets. When the fuel sheet is full it should be returned to the office as soon as practicable. Please make sure that entries are legible.

Tank cover. There is a large metal cover over the refilling caps where the fuel sheets are kept. Very often this cover is left unclipped. On numerous occasions wind has got under the cover and blown it onto its back. This has resulted in the cover being twisted out of shape and hinges broken. It is now quite difficult to close. When using the fuel facility *PLEASE LOCK THE COVER* back in place when finished.

SAFETY MANAGEMENT

It is great to see more Safety Occurrence Reports being submitted. These reports are of great assistance to the Safety Committee and show trends that need to be addressed to keep us all safe.

Departing the circuit. Always follow normal circuit direction during the climb. At 1,500' above ground it is permissible to depart overhead. When doing so, give a clear radio call giving position and height, intended track or destination and cruising altitude. This will give other pilots a clear understanding of what is happening in the airspace around them. Food for thought – if I was flying in the vicinity of Gawler and an aircraft is departing from Gawler – what would I want to know in order to remain clear?

An example of what NOT TO DO is a powered aircraft taking off on 31 and then turning right at 500' to fly to the training area. Not a good prospect for an aircraft coming in to join cross wind for 31. If, for some reason you do need to fly contrary to the published procedures, you will need to use the radio to advise other traffic of your intentions.

Joining the circuit. One of the sayings we are taught early in our flying training is "BE AHEAD OF THE AIRCRAFT". After an hour or so in the air it is easy to relax and think "Oh well, I only have to land now". Navigation training can be demanding and requires concentration not only on the navigation side, but also on flying the aircraft. Instructors regularly see students very busy during a navigation flight and then forget to adequately plan ahead for a landing at the end of the flight. This often results in poor circuits that are generally cramped, checks are rushed and approaches flown too high. Good practice is to give the 10 mile inbound call and then focus on planning the circuit, ie, your psyche needs to switch from a cross country pilot to a landing pilot. Put the maps away and concentrate on flying the aircraft and plan for the circuit and subsequent landing. Appropriate positioning, timely checks, a call on the radio and good power management are essential for a safe landing. Wind direction and speed are important considerations to good flight planning and so as we near the airfield we need think about the most appropriate runway available and plan our approach. It is essential to check the windsock as early as possible to make sure we are using the appropriate runway. Unless it is an emergency, *Landing downwind is never an option.*

Airmanship. Instructors should always be reminding students to think about the 'BIG PICTURE'. This topic always gets a prominent mention at our Human Factors Training Day. It simply means that pilots should be looking further than just concentrating on the task they are doing – like taking a step back and thinking about consequences of our actions or inactions.

Recent examples:

Pilot crossing 23 as another aircraft is on final for 23. (Both LSA & vehicles towing gliders)

Flying at Gawler often necessitates crossing of runways in order to reach the desired take-off point. As we are taxiing we should be aware of circuit traffic. We should be listening to radio calls to ascertain aircraft on downwind, base or final. Keep an eye on the gliding launch point. Is a glider parked there? Is there a tug in front of the glider ready for take-off? If a tug is on the runway you should presume that the tug/glider combination is about to take off and you should not cross the runway until you have checked (by radio) with the tug pilot that you can safely cross.

Pilots are doing the right thing by giving a radio call announcing they are crossing a runway – but quite often the call is given as they are already on the edge of the runway. By the time an aircraft on final is able to advise it is on late final the crossing aircraft is already on the runway.

When giving radio calls advising an aircraft is crossing a runway – think ahead and give the call early, so an aircraft in conflict has the opportunity to advise its presence.

Pilot starting an aircraft

Throttle was not closed and the engine revved at very high revs when started. This will certainly cause alarm to the pilot and anyone else in the vicinity. It is also very bad for the engine as it will cause excessive wear and tear.

Pilot parked aircraft, flaps up, brakes on, engine off and timesheet filled out – got out of aircraft and left Master Switch ON.

Battery was flattened and the next pilot unable to fly. Next day the alternator failed during flight and was burned out.

The next day another aircraft was found with the master switch still on. In this case it was picked up early by an Instructor.

It is very easy to be engrossed and concentrating on a task we are doing – remember to take a step back and think about what is happening around us. This is good airmanship.

Karl Faeth

CFI (LSA)

John Whittington

CFI (Gliding)

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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