

ASC e-News

Electronic news from the Adelaide Soaring Club



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23rd May 2019

Hi and welcome to our latest ASC e-News.

What a difference a week makes



Have you noticed the green stuff all over the ground at Gawler? If it seems familiar but you can't remember what it is, try Googling it – it's called GRASS

The grass started coming through just one week after the recent May rain, and in a few weeks the aerodrome should look a picture.

The bad news is that the rain has also promoted the growth of weeds such as 3-corner jacks, so Tom Leech has been hard at work on the club tractor applying selective weedkiller across the airfield. Thanks Tom!

Airspace change

From 23 May, a change has occurred to the airspace between Gawler and Roseworthy, resulting in an easier path away from our circuit when exiting to the north-east, and also slightly improve area available for thermalling in gliders.

This is the first improvement in airspace for us at ASC for some years. The change was first proposed in 2016, and has had to go through multiple submissions, consideration by CASA and AirServices, and ratification by consultation committees. Persistence required!

Thanks to Geoff Wood, Peter Temple and Steve Pegler for bringing this change to fruition.

Work is proceeding on fixing the problem with release of the special Gawler gliding areas on weekends, and we have also made proposals for expanding the airspace available to us to the north-west of the Gawler circuit.

Maps etc...

New VTCs and VNCs showing the changed airspace areas are available from the ASC office. When flying you must have up-to-date maps available, either printed maps or an up-to-date electronic flight bag such as Ozrunways or Avplan.

New laminated A5 local detailed maps showing the local Gawler airspace will shortly also be available from the office.

Here's some extracts from the latest (May 2019) CASA Newsletter:

- Pilots need to be aware from 23 May 2019 there will be a difference in air traffic control radio transmissions. The change will see transmissions of flight levels that include whole hundred numbers made with the word “hundred”, rather than “zero zero”. For example, an instruction to “climb to flight level two zero zero” will become “climb to flight level two hundred”. Other flight level assignments, headings, wind direction and speed, and runway identifiers will continue to be transmitted by pronouncing each digit separately.
- Pilots can refresh their knowledge of radio procedures in non-controlled airspace by reading the ‘Be heard, be seen, be safe’ booklet. A [PDF can be downloaded](#) from the CASA website. [We have some hard copies in the ASC office/briefing room].
- Minor updates have been made to the [advisory publication on pilot maintenance](#). This includes updates about who can carry out a schedule 8 maintenance and clarified information about inspections and checks.
- CASA is running a survey to find out views on the flight planning kit. The kit is designed to assist low-hour VFR pilots with good flight planning habits. It contains a handbook outlining eight stages of a flight, a flight planning notepad, personal minimums card, time in your tanks card, non-controlled airport procedures, be heard be seen be safe booklet, and a number of Bureau of Meteorology cards. [Have your say on the kit](#).

You can find the whole newsletter at –

https://www.casa.gov.au/publications-and-resources/publication/casa-briefing-april-2019?mc_cid=04802f57e9&mc_eid=665a29ad54

Earthworks etc

You may have noticed earthworks happening around the airfield. This follows Committee approval of a Master Plan for the airfield. The plan (put together by Steve Pegler and Tom Leech) sets out a plan to maximise new hangar sites in a compact arrangement. As part of this the ground to the west of the fuel pump is being levelled and made suitable for use. Two new hangars on the airfield have recently been approved.



Crop

If you've been to the aerodrome in the last few days you might have noticed that the non-operational areas have been ploughed. The airfield has been seeded with wheat and we are hoping for a good crop. Through our share-farming agreement with a local farmer we get income from the crop, and the club's share of the proceeds is entirely dedicated to airfield maintenance.

Did you know...

...there are lots of jobs that go on quietly in the background, carried out by volunteers, which enable us to enjoy club life? One of those is stocking the bar with food and drinks. This needs to be carried out regularly, reliably and with due regard for what members want. The person who does it is Rob Richter. On Mondays he runs the gliding operation, and then on at least one other day per week he can be seen scouring the supermarkets and bottle shops of Gawler for bargains, which he then conveys to our bar in his trusty ute.

Thanks Rob - much appreciated.

Passing of Derek Piggott

Sadly, the death occurred recently of someone who was a great aviator and pivotal to development of all sports aviation and gliding in particular, and who visited Gawler some years ago. This was Derek Piggott.

Derek started with model aircraft and represented the UK in international competitions in this field. He became military glider pilot in WW2, later was one of the small group of people who initiated modern gliding instructing, became famous as a film pilot in "*Those Magnificent Men in Their Flying Machines*" and other movies, and was the pilot of one of the earliest successful man-powered aircraft. What a career!

Derek visited Gawler when he came to Australia for the GFA. You can read more about his life at https://en.wikipedia.org/wiki/Derek_Piggott

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

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