

# ASC e-News

*Electronic news from the Adelaide Soaring Club*



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Hi and welcome to our latest ASC e-News.

## **Noel Smedley, Life Member of ASC - some reflections by Frank Johann**

Not sure of when Noel first joined ASC but was some time in the 70's. His earlier involvement was obviously with gliding.

He was hugely involved in promotion of the club.

I'd gone to a heap of different locations where Noel would tow likes of our Janus 2 seater with his F100 Ute. Some being at Bonython Park, Adelaide Show Grounds, Gawler Show Grounds to name a few.

One sortie, nearly 30 years ago, I was involved with Noel, as well as Graham Readett, Richard Beale & Dennis Heaven was for the Army's 110th Air Defence Regiment, based at Woodside (then) for their R&R week held at Minlaton on the York Peninsula.

We provided a G103 & Janus (2 seater gliders) & tug plus above members to run this sortie.

Their warrant officer (who had learnt to fly gliders with Gordon Redway on the 70's) had arranged with Noel for this sortie to go ahead.

The tug (mostly flown by Dennis, but also flown by Richard (at that stage a Qantas 767 1st officer), with gliders flown by myself, Noel, Graham & Richard. We did something like 100 flights that week.

The Janus went via the road in trailer behind Noels F100.

Richard & I flew over there in the G103 behind the tug over the Gulf St Vincent, Graham & Noel flew back in the G103 behind the tug likewise.

That's the kind of thing Noel would 'make happen'!

Also during that sortie his faithful German Sheppard "Robbie" also came with him.

There wasn't much room up front in the cabin, so most of us hopped in the back (had a canopy on back of the ute) with Robbie as well.

Robbie had a 'hobby' - barking - Noel was the only one that could 'shut him up' - rolled up news paper.

Noel was obviously used to (maybe deaf to / tuned out to) his barking - he'd roll up the paper - whack it against the rear cabin window & stuff it there standing up - that would keep Robbie quiet until the paper slipped down again & then would repeat the cycle!

Noel was also Bar Manager at ASC for many years.

He was also on committee multiple times & think he was Vice President at some stage.

Noel, with his wife Pat had a caravan at our old site, along with Col & Iris Williams, four of them would have a ball at the club together.

His son mentioned at his eulogy that he loved going to the "Black Springs" & "Flinders" Camps. I'm glad along with others, I was able to help facilitate that, as the likes of those camps are important to go ahead.

With the Flinders, (in the earlier years I was organising/running operations), Noel was always one you could count on to tow a glider trailer up & back to the Flinders, it was a no brainer to him!

The last flight I have in my logbook with Noel was on 8/6/1996 at the Flinders & was exactly an hour (in the Janus, I was probably in that back that time).

An earlier flying experience with Noel (in a earlier logbook I cannot find at the moment) was at an Easter Regatta.

He wanted to see how I fly & really make the glider 'zing' along.

The glider we went in was the Janus & he said sit in the front & I'll just watch from the back.

The back seat of the Janus was notorious as being the 'chuck bucket' seat (you couldn't sit in it with a straight back - is the worst glider seat design I've ever seen)!

Anyway it was a day with ~ 5/8 Cumulus & I started doing what Noel wanted to observe - "Dolphin Soaring" (pulling up in lift & pushing forward in sink) - well the back seat lived up to it's reputation & he ended up using the brown paper bag we had.

That started to get to point of structural failure so I said to him best get rid of it before it wasn't worth using it in the first place (out the window & it disintegrated (bag flapping away on the wing)) . We were getting low near Tarlee on the way home so got him to get a ruler we had to try & flick it off of the wing - that worked & we got home.

One of the other things that Noel did he was the clubs "Trailers Officer" for a while.

He enlisted the help of my late father in law (Ted) (Julie-Anne - my wife, & Andrew Wright's (her brother) "VH-GAM" - dad), he was an ex RAF mechanic serving in India (on Dakota's) & finally ex TAFE motor mechanic lecturer.

So Noel would bring the trailers around to my father in law to conduct maintenance on them for the club.

That time Noel had Robbie (above), but not actually with him.

My in laws having their own dog, Max (corgi X), one time Max could obviously smell Robbie & thought he needed a change of sent so while Noel & Ted having a chat he gave Noel the "Max Factor" (peed on Noel's trousers), Noel could see the funny side of it (my father in law embarrassed at the time but thought it was funny too later).

With the ASC's Power Flying Operations - Noel was 'the' driving force behind this.

Earlier days, the only flying available through the club was gliding (that you could learn).

The Air Training Corps (AirTC) & later known as "Air Force Cadets" had operated for a long time a 'Motor Falke' (VH-FQX).

Initially it was leased by the Cadets & terms of this had restrictions on who could fly it.

Later it was purchased for Cadets for Air Force Assoc (I believe so). They then needed to increase utilization.

This enabled members with suitable experience to get a conversion to the "Falke".

Noel was part of a hand full of members who took up that opportunity (his training may have been done by Col Williams who was a "Falke" instructor for many years).

The Falke had several altercations with the ground & that resulted in the aircraft not being available, the second time was for quite a substantial amount of time (~12 months as I can recall).

Noel & others being frustrated not being able to continue the powered flying they were doing, they looked around & found a flying school at Pt Pirie that was operating J150 Jabiru's.

Noel being focused on just getting stuff done he then was the spear head of the group (with the club management) that initiated the LSA operation to occur with ASC, the rest is history.

Noel was always doing stuff as long as he was able to do so.

He had an almost 'father Christmas' type laugh - kind of ho ho ho - you couldn't miss that when around.

Also with reference of "matey".

Certainly a character & glad had the opportunity to know him.

Kind regards

Frank Johann

**MOTION: That Committee approves a maximum expenditure of \$50,000 for extension of the Eastern Taxiway as proposed in the Gawler Airfield Master Development Plan.**

Did you know that our club turns 75 this year? Standby as planned celebrations unfold.

**A flying dream by Matthew Bond**

In January this year I fulfilled my dream of flying in Hawaii. 21 years ago, I got my Private Pilot Licence in the USA, flying a Cessna 152 out of a grass airstrip in rural Maryland. Since returning to Australia most of my flying has been with the Adelaide Soaring Club in a Jabiru out of Gawler as a Recreational Pilot, so when it came to making holiday plans it seemed like a good idea to do some research and see where I could fly.



The enquires I made at Lani Lea Aviation in Honolulu came back quickly and positively; they were happy to get me back into American airspace.

My wife & I arrived in Oahu on New Year's Eve and were greeted with spectacular fireworks to welcome in the new year. The next working day I fronted up for my medical exam and \$100 later was approved as fit to fly.

The next day I met my instructor named Kai. He was a young Hawaiian pilot working his way toward a left hand seat with a commercial airline. All I needed to do to be cleared to fly was a standard biennial flight review. That meant an oral exam on the rules and regs, followed by a check flight. I was pleased when we completed the one hour oral exam and headed out to the hangar. I would be flying their trusty Cessna 172 out of Honolulu International Airport along with commercial passenger jets, massive cargo planes, tourist helicopters and F22s from the Hickam Airforce Base that shares this amazing airport. More than 20 million passengers go through this place every year. It is busy.

The flight review went well. After some steep turns, stalls and basic navigation we were headed home. We had already flown over the Marine Corps Air Station at Kaneohe Bay, now we were returning from the north over Wheeler Army Airfield and Pearl Harbor. It was an awe inspiring feeling to be in the historic airspace that forever changed the world and look down from the pilot's seat to see the USS Arizona just under the surface of the waters off Ford Island below.

Our approach to HNL took us over two high rise buildings at a major freeway intersection where I was instructed by approach control to circle at 2000 feet and wait for clearance. I was then cleared to fly over the Navy Marine Officer's Golf Course at 1000 feet, the international passenger terminal at 800 feet and past the control tower at 400 feet to land on 4R. 9000 feet of runway was more than enough.



I was delighted when Kai signed me off for another two years. We arranged to do a night flight together to satisfy currency in that area too. Kalaeloa Airport was our destination for the required touch and goes under lights. What a thrill.

The next day as we arrived at the airport, five F22s took off in spectacular style, showing off their amazing rate of climb. Inspired by this display we went island hopping to Lana'i and Moloka'i. This was 2 hours of water and beautiful scenery followed by a long approach to HNL at 1000 feet over the ocean following the vectors given by approach control. My passenger was busy looking for whales, dolphins and sea turtles; I was busy satisfying approach control.

I'm already planning my next holidays so I can continue this adventure. At \$US138 per hour, it's not much cheaper than Australia, but the views are amazing.

Matthew Bond



Yours?



These are the brown aviator style bifocal sunglasses that were found Monday morning (10 Sept 18) in the briefing room after the Cowell fly in. Left on the SARS book.

They have been sitting in the 'lost glasses' box since then. They were mentioned in the last e-News.

All names here have flown from 7/9 - 9/9/18, so may be a good chance they belong to someone in this list.

Please check in the office next time you are here if you recognise them....

Are they yours?



Young Members of the Honourable Company Australia at the Vimy visit 2019 L to R Regan, Adam, **Noah**, Eden, **Vlad**, Tony and Sam





Sunday 7/05/19.

The Adelaide Soaring Club was invited to help celebrate the opening of this new centre via an information stall, along with 20 – 30 other stalls representing community organisations and pop up business enterprises, located in a section of Murray and Walker streets which were blocked off on the day.

In addition the ASC provided two aerial displays, one involving a fly over of the main street, in the morning (three passes) by a number of LSA / Vintage aircraft based at the Gawler airfield. The other in the afternoon comprised a dual towing display incorporating the ASC tug, the DG 1000s and Frank Johann's ASW 26 (again three passes)

The day saw a significant number of people from Gawler and surrounds in attendance.

Both inputs from the ASC were very well received, giving the club very worthwhile exposure both as a sporting organisation but also as a significant element in the Gawler Community.

From the ASC display booth, pictured, approximately 160 vouchers offering 10% discount, for Gliding AEFs and LSA TIFs, were distributed to passers by.

Apart from the fascinating "people watching" opportunities offered via the stall, lots of conversations relating to aviation generally were had. For example, one gentleman worked for Harry Schneider when his company was producing gliders in SA. Others who had been previous members of the ASC or other clubs, were impressed with the progress the club has made over the years in terms of high performance aircraft and the incorporation of LSA into the club. One senior lady was able to give a significant history lesson on the land and subsequent development of it, that now comprises the Gawler airfield.

It was also pleasing to hear commentary from people who live under our various flight paths and that the club's "neighbour friendly" practices are well appreciated.

A number of families with young children stopped by to view the club's photographic display, expressing a desire to bring their children out to the airfield to have a look at our operations. They were assured that they would be most welcome and that members present on the field, would be happy to talk to them about our aircraft, flying in general and possibly the opportunity to sit in an aircraft, under appropriate supervision – a note for future reference!

Some of the public were privy to the reason why Mike Bullock and Anne Hautop ceased to fly together in the same aircraft. However "what is disclosed in the pavilion stays in the pavilion" – for now at least!!!

As a result of this opportunistic foray into the Gawler Community, thanks goes to:

- The ASC Committee for underwriting ASC's involvement.
- The Gawler Council for the opportunity to participate.
- Tom and Karen Leech - Overall organisation, production of hand out pamphlets, help in setting up the display pavilion.
- Mike Bullock and Anne Hautop – Photography and help in packing up the ground display.
- Karl Faeth, Chantal Didenko, Tom Leech, Marc Michell, Mike Bullock, Patrick Pulis, Frank Johann and Richard Geytenbeek - Aerial displays.

Report prepared by Peter Sachs – Ground display coordinator.

Footnote:

Since the last Barossa Aviation Display several years ago, the club has set up a Publicity / Promotions kit comprising:

- A collapsible display pavilion (3 x 3 meters, with side panels)
- Two large portable flag display banners.
- A series of laminated photographs (Gliding / LSA)
- Three 1.5 meter laminated ASC publicity banners.
- A number of core-flute advertising panels.
- A plastic display kit box containing a range of associated materials.

This kit or elements of it, are available to members for use at club associated events via Tom Leech our General Airfield Manager.

## 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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