

ASC e-News



Electronic news from the Adelaide Soaring Club

1st March, 2020

Hopefully the fire months are behind us. Reports are that re-growth is popping up which should be a blessing for our fauna. We had a few days with reduced visibility due to smoke pollution but generally February was a good flying month.

CASA are investigating the stall/spin characteristics of Bristell aircraft and we found that our ROKO is part of that family. So for the time being the accent is on flying safely with no stall training in our ROKO until we receive further advice.

Karl Faeth

G.F.A GLIDER PILOT WEATHER

Here is some valuable information for Glider Pilots who are unable to access the GFA weather forecasts. Technology – we all love it but it likes to have a bit of a go at times and test our patience. This is the info I have been given.

The word is – click on “MYGFA-SOAR RPTS” then log in with your GFA number and date of birth and then select GFAMet weather forecasts. This should put GFA members back onto GFAMet.

TRACTOR IN THE CITY

We all have various ways of enjoying a long weekend. But this takes the cake.

Phil Pullem tells me that he has some really wonderful friends. One of them rang him and offered to take him on a relaxing drive through the city of Adelaide on the long weekend Sunday. The friend duly rocked up to pick Phil up and off they went. The vehicle was a beautifully restored 1952 Chamberlain tractor, bright yellow colour and resplendent with an appropriate Aussie flag.

Phil even had a drive . What a day.



ASC GLIDER PILOT SOARS HIGH

Some of our gliding Instructors may well remember a young Jason Zielke flying at Gawler. Look where he is now. One of our pilots, Chad Mauger, came across this little snippet.

This is just one example of the numerous pilots that started their flying career at the Adelaide Soaring Club and are now flying aircraft, Military and Civil, all over the world. Proud to be a member.

Taking to the skies in Japan after university



A320 Captain and Route Instructor Bachelor of Applied Science (Civil Aviation)

A320 Captain and Route Instructor, Jason Zielke, always knew he would eventually end up above the clouds piloting his very own airplanes. Recalling as a child how exciting it was to visit Adelaide Airport and for him to receive a wave from the pilot in the cockpit, he's always been particularly enraptured by the idea of flying all over the world.

You call yourself an Airline Professional, A320 Captain and Route Instructor, would you be able to expand on your work and these particular roles?

Presently, I work for budget carrier airline, Peach, based in Kansai, Japan. My official title is an A320 Captain and Route Instructor. What does this mean? Well it means I am the Captain of the aircraft (or what's called the pilot-in-command). We have a fleet of A320, 180-seat, short haul passenger jets flying domestically (within Japan) and internationally within Asia. Being an airline pilot, my schedule is not always the same – my days vary anywhere from early morning to midnight red-eye flights.

Did your love of airplanes and flight begin in childhood? Could you tell us about when you decided to pursue this professionally?

The story about my love of aviation is somewhat clichéd. As a young boy growing up in Adelaide our summers were very hot. I recall spending time with my grandparents during these hot summers and not having air conditioning at home they would take me to public attractions, and most importantly to

the Adelaide Airport. Whilst I enjoyed the libraries and the museums, and the respite from the heat that they provided, I remember being captivated by the airport.

I can recall spending hours looking at the Vickers Vimy (British heavy bomber aircraft) display located in the parking lot of the airport and then inside the terminal watching all the aircraft arrive and depart their gates.

From a young age I had this connection with aviation and as I grew I realised that if I wanted to fly, if I wanted to be a pilot, it was up to me to make it happen.

There were always two routes to take in aviation, one being civil flying and the other being military. **At the age of 13 I enrolled in the Air Training Corps (now the Australian Air Force Cadets) where I nurtured my love of flight and appreciation for the Royal Australian Air Force. It was during my time at cadets where I experienced my first training flights and I can still recall the exhilaration of conducting my first solo flight in a glider at the Adelaide Soaring Club in Gawler.**

Whilst the cadets had given me so much and a military career was definitely attractive, I realised that I wanted to go to university, I wanted to further my academic education. I researched possible courses (science was where my strengths were) and I found the University of South Australia's Applied Science (Civil Aviation) degree program. I could combine academia and my love of aviation into one course, it was perfect, and I knew right away that I wanted to join this program. With hard work and determination, I was accepted, and in 1995 I commenced as a freshman at the Levels campus.

The rest they say is history.

http://w3.unisa.edu.au/alumni/alumninews/2020/issue1/STORY_3.html?fbclid=IwAR1Jq3E4VEkoOu2T7DQ98RXz1sZBlqXYh9JTdMfLuQzo5P-qAEmHgpknjn0

ASC TO "THE VALE" IN TASMANIA

The Vale is a farm in Claude Road, Tasmania - on the way from Devonport to Cradle Mountain and in the shadow of Mt Roland. It is a working farm in beautiful surroundings. There is a private airfield on the site (prior landing permission required) and some on-site accommodation available from time to time as well. The Farm invites pilots to join them on the Australia Day weekend.

Flying to Tasmania is a great adventure as Bass Strait is not known for its calm conditions. However 'Air Services' provides a 'Flight Following' service with aircraft island hopping and flight reporting at regular intervals.

Two aircraft from Gawler took part in this adventure, Jeff Schuster in his Jabiru and Bradley Leksas and Anthony Lock in the ROKO. Weather conditions were very challenging, so much so that Bridgette and Sue, needing to be back on Tuesday morning, decided to fly to Corynna Station in NSW instead.

Jeff departed on Saturday morning, refuelled at Warrnambool under a blue sky but on the way diverted to Smithton as the cloud base was heading for the ground at King Island. He had a nice meal at the local pub and stayed the night in the airfield terminal. By 1100 the next morning the sky cleared and allowed him to fly coastal and the Vale near Devonport. Turbulence was significant and landing was on 24, uphill among the tall gums.

Bradley and Anthony left on Friday morning and after Warrnambool tracked direct for Hobart, staying high. Keeping an eye on Fuel consumption they diverted to Wynyard and Launceston before arriving in Hobart. PPL's do come in handy. They arrived at The Vale Sunday afternoon. Of 40 aircraft that nominated, 16 made it due to weather conditions, but using cars as additional transport, 100 visitors made it to the event to enjoy an amazing lamb spit roast prepared by Steve Blizzard and his team.

Both aircraft and crews met at Wynyard on Monday morning to confer about the weather. They made the right decision to spend the night at the Wynyard Wharf Motel and then commenced the return trip

to Gawler on Tuesday morning. Jeff was a notable guest and set off the alarm during the night. (Looking for the bar?). Both aircraft arrived safely at Gawler Tuesday afternoon. "BIG TRIP"



Suitably dressed



Aircraft at "THE VALE"



Time for lunch



WELCOME



SMITHTON INTERNATIONAL

INTENSIVE GLIDING COURSE – MARCH 2020

The next ASC intensive gliding course from 7 to 11 March 2020 is fully subscribed, with a couple of people on the waiting list for next time. Clearly these courses are filling a need and a schedule for future courses will be announced soon – watch this space.

EASTER GLIDING REGATTA 2020

Planning for the Gawler Easter Gliding Regatta is proceeding. It will last from Good Friday 10 April to Easter Monday 13 April. Tasks will be set each day that weather permits.

A sheet is up on the notice board in the clubhouse where you can register your intention to fly. There will be spots available in 2-seat gliders for people who want to get exposure or development in cross-country gliding, with expert coaches. Please put your name down if you think you may fly.

Depending on weather and numbers a social event (BBQ or similar) will be organised for Saturday night 11 April.

SOLO FLIGHTS

As we know, membership of our club sees a great range of people from all walks of life with a huge variety of expertise, knowledge and experience. Whilst some are very young, others are mature and perhaps looking at retirement but now finding they have the time and means to explore a long held dream to fly. They are finding that their weekly trip to Gawler becomes a highlight, not only to fly, but also to enjoy the companionship of like-minded people.

Others come from far away. They have somehow heard of our club and decided to spend some time with us to fly. Whilst opportunities to fly in some countries are scarce, they go away with a logbook of Gawler experiences that they no doubt treasure.

As Instructors, we have a huge responsibility when training people to fly. Young people are generally a bit quicker on the uptake, take flying in their stride, but take a bit longer to really appreciate what they are training to do and the opportunities that may open up for them. There is a saying that you can't teach old dogs new tricks, but I don't subscribe to that – it just takes a bit longer. And when you finally get there – HOW GOOD IS THAT.



Here is Phil Fetchick with a big smile on his face after having been sent solo by Senior Instructor Colin Drew on Wednesday, 26th February. A great achievement Phil. Well done.



Another smiling face is Udana Methmal (call me Dan) sent solo recently by me. He came to us from the beautiful Sri Lanka to learn to fly. He had no previous flying experience and his time in Australia was limited. He is looking to head home at end of February.

Dan has studied hard, starting from scratch, not an easy task. He spends a lot of time with our renowned ground Instructor Phil Pullem learning about NAIPS, Human Factors, Theory of Flight etc, A lot of information to absorb in a short time but he is trying hard and spending a lot of time at the club, absorbing “aviation culture” and sitting for exams.

He flew with a number of different Instructors and must have really taken in the advice offered. So much so that we were satisfied he reached the standard required for the issue of a RAAus Pilot Certificate on his last day with us. WELL DONE DAN. We wish him well .

DIARY DATES

Flinders Expedition Brenton Swart advises that it will be October 2020, first week of the school holidays.

Bunyan Wave Camp Frank Johann advises that the dates are 12/09/20 to 19/09/20. This event is held at the Canberra Gliding Club and is probably the best location in Australia for this type of sailplane flying. Pilots need to be Cross country, current and rated on the aircraft.

Best place for wave flying and diamond height. Frank’s email has a great attachment from Jon Blacklock of the Canberra Gliding Club entitled “ Cold up here and I really need to pee”. This gives a great insight into wave flying and being above 20,000 feet.

Aeroscene Events :

1st March. Cowell Pub Fly-in. Eyre Peninsula. Briefing at Gawler at 9.30am.

It was 40 years ago today...

Well, perhaps not EXACTLY today. But generally, what was happening across the ASC 40 years ago, in Jan/Feb 1980? I took a look through the archives to find out.

What archives, you ask? Well, you will have noticed that we have an archives room at the end of the briefing room. This contains many records which are precious in terms of our history, and also for legal reasons such as proper recording of Committee minutes. These days that's all done electronically, but for the first decades of the club's life there was not one computer in South Australia, let alone in ASC!

Another source of information is past copies of the club's printed magazine *CloudBase*. That was how the club distributed information in 1980 (I know this is unbelievable young Virginia but there was a time when there was NO INTERNET!) In 2006 *CloudBase* was replaced by *ASC e-News* when we went all 21st century. Copies of *CloudBase* are held in the SA State Library and other places. Then there's the ASC photo archive put together by Peter Killmier.

So what was happening in the club 40 years ago?

Rob Moore was President. Rob of course continues to serve the club to this day as a ground instructor, and is an honoured Life Member of the club.

Julia Brougham had just become Treasurer. Julia was a keen glider pilot and carried out the Treasurer role for several years when it was arguably even more time-consuming than it is now that we have staff and computers to help. Julia was the wife of John Brougham who himself had been President not only of the ASC, but also of GFA where his influence was felt for many years.

Gordon Redway was employed as our staff instructor. He is fondly remembered by all who knew him.



Gordon had one unique knack – you'd come across him doing a job, talk to him, and a few minutes you'd realise that YOU were now happily doing the job and he had gone off to do something else. He was an inspiring man, and was also made a Life Member.

President Rob Moore awards Life Membership to Gordon Redway

COMMUNICATION AT ADELAIDE SOARING CLUB

ASC WEBSITE	https://www.adelaidesoaring.org.au	
	Information about the club for visitors and official information for members.	
ASC OFFICE	office@adelaidesoaring.org.au	08 8522 1877
ASC ANNOUNCE	communications@adelaidesoaring.org.au	
	For official information within the club and can only be used by club officials. All members must have a site to receive these messages.	
ASC MEMBERS	members@adelaidesoaring.org.au	
	For members to post items relating to club matters. Members can opt out.	
FACEBOOK	The ASC has a Facebook page and also a club facebook group.	
ASC e-News	To convey information about club activities. Usually presented monthly.	
COMMITTEE	The Committee meets monthly and meeting minutes are posted on Notice Boards.	

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