

# ASC e-News



*Electronic news from the Adelaide Soaring Club*      *1st November, 2020*

Another month has gone. We are now counting the days to Christmas and our famous pageant is a topic of conversation. I have a soft spot for the pageant, being a participant for 20 years. As a Board Member of Police Credit Union, I was able to take part when the combined Credit Unions took on the sponsorship of the pageant. Great experience, seeing thousands of smiling faces in the streets of Adelaide.

Karl Faeth

## HUMAN FACTORS

Another highly successful day on the 11<sup>th</sup> October. We had maximum attendance for the event which was introduced by our new LSA CFI Ian McDonald. Our regular presenter numbers were boosted by Josh Brown, a senior RAAF pilot from Edinburgh who presented the Services view on Threat and Error Management. Great accolades to Phil Pullem, who again masterminded, and coordinated the day and also presented his very informative segments.

Pamela Coulson did a heap of home baking for our morning tea and Anthony Lock masterminded the sausage sizzle for lunch.

**Thank you to all who organised, presented, attended and assisted.**

## LATEST COVID-19 NEWS

Scary what we are seeing overseas. We are certainly lucky to live in Australia and in particular South Australia.

Please remember that Covid-19 is still with us so please continue to follow the ASC guidelines.

## FLINDERS CAMP

The ASC Flinders expedition for 2020 was another marvellous success. Some interesting stories are being told about some great soaring and ridge flying in the Flinders Ranges.

## FLINDERS CAMP 2021

Frank Johann has advised the dates for the 2021 expedition. Appears that there are numerous commercial entities running tours into the Flinders Ranges and as a consequence there will be a shortage of accommodation for ASC members during the normal camp period.

**DATES WILL BE 24<sup>TH</sup> JULY to 1-3 AUGUST, 2021.**

Frank has sent out full details for members on Communications. Advice is to book early.

## INTENSIVE GLIDING COURSE

After a successful course in October it is time to plan the next course. This course is focussed on members in their early flying careers that want to accelerate their progress towards solo.

The course is planned for **Monday the 14th of December to Friday the 18th of December**. There will be dedicated Instructors and a limited number of students per Instructor to ensure learning experience is maximised.

Places are limited and spots have already been taken by members who missed out on the last course.

To register your interest for this course but also future courses, please email Tommy Kalsbeek. [tommy.kalsbeek@gmail.com](mailto:tommy.kalsbeek@gmail.com) with the following information:

- Current experience
- Goals for the coming soaring season and/or gliding in general
- Date joined Adelaide Soaring Club

This will be the last ab-initio course before the weather starts to heat up. The warmer weather brings better soaring conditions, so watch this space for an intensive course focussed on advancing your cross country skills!

## DAISY CUSSANS

Everyone will no doubt remember the article on “Daisy” Cussans in the August E-News. Daisy was our flight recorder at the club until 2003 after 30 years’ service. Sue Ingham noticed that Daisy needed some assistance with heating and cooling at her home and she communicated the need to members. A lot of Members very generously made donations and Sue co-ordinated all the contributions and arranged for work to be carried out. Frank Johann, being in the air-conditioning field, also organised some work to be done. According to Sue, over \$5,000 was raised and Daisy is now snug and comfy at home.

I had a ring from Daisy the other night and she was so very grateful for all the Members that assisted. She has penned a thank you note as follows:

*Dear fellow ASC Members 11/10/20*

*This is a note of my thanks and appreciation of your recent generosity on my behalf. I suppose those who have joined in later years won’t know me from Adam (or Eve) but I have been on the Gawler scene since 1966.*

*I was chatting to Sue Ingham a couple of months ago and had a bit of a grumble about how frigidly cold it was in my house since the heating system ‘karked’ itself the year before.*

*She didn’t say much at the time, but a couple of weeks later I was stunned to learn that she had organized a whip-around at the club and raised enough to install a split system in my lounge room plus a smaller unit in the bedroom. My first re-action was “Oh no, oh hell, no no no, I couldn’t possible accept that. !!! But after a bit of thought, I realized that if all those people –*

*some of them old friends, some of them strangers – had been kind enough to dip their hands in their pockets on my behalf, then the least I could do was to accept their gift gracefully and gratefully.*

*I need to make special mention of Sue, who set the whole thing in motion; and Frank, who organized the bedroom unit from his workplace, and also arranged for many years – overdue repairs to me evaporative cooler; and Steve who did the job and also surprised me by casting his eye over my bathroom fan (which now works perfectly).*

*Well, the show's on the road now, it's all up and running. I must admit to still feeling a bit disconcert at suddenly finding myself the beneficiary of this largesse, but gee, it does feel s-o-o good to find myself sitting in a nice warm room, not swaddled in at least 2 jumpers, and my hands warm.*

*So to all those anonymous donors to my cause, I offer my 'warmest' thanks.*

*Regards*

*Daisy.*

## TWO RECENT LSA SOLOS



Sib Bukhari

Sunjeewa Perera

## LSA UPDATE

Had an interesting flight with Ron Day in 7693. Taking off on 31, just past the end of the runway and at about 500 feet the aircraft began to shake extremely violently. The worst I have ever experienced. Immediate action was to close the throttle and lower the nose.

Noticing that 05 was within reach, made a Pan call and turned left. Colin Drew on final on 31 advised he was staying clear.

Landed safely on 05 and as the vibration was much reduced, taxied across the grass to the hangar. On inspection, found that the leading edge of the prop had disappeared. (See the photo below).

I got on the computer and submitted the necessary RAAus report with a copy to Andrew Wright, our Safety Co-ordinator. A detailed inspection by Paul Clift revealed that a new prop was required and as the crankshaft of the engine had been damaged by the incident, a new engine was required as well. Fortunately, the engine was getting close to the replacement required 1,000 hours.

It is always easy to be wise after an event, particularly when not knowing the cause, but I now feel that I should have just turned the magnetos off when it happened or straight after landing to prevent any further damage.

We regularly speak about and train for engine failures in the circuit and here is an occasion when it actually happened. Nice to be close enough to the airfield to be able to land on it.

ROKO. Had an update on repairs to our ROKO from Ian McDonald. Appears repairs at Aero Services are progressing, but slowly, and it will be at least another month.

Good news – A new engine and propellor has been fitted to 7693. It is flying beautifully.

**IMPORTANT** The ASC is looking at using 98 Mogas in its Jabirus and to assist decision making, we are using Mogas in the new engine of 7693. **No AVGAS** is to be used in this aircraft. We are using drums for the fuel and an electric pump is due to arrive this week. Once we have the Mogas system operational we will advise the procedure.

This means 7693 can only be re-fuelled at Gawler. Any flights away from Gawler must carry sufficient fuel to be able to return without adding fuel away from Gawler.

Note: When using 7693 you will notice a stronger fuel smell from the Mogas, but that is normal.



## HISTORY CORNER

### *Aerodromes of the ASC*

These days we think of our club pretty much purely in terms of Gawler. Ten years ago the shape of the aerodrome changed a bit, but we were resident before the change, and we're still there today.

However it wasn't always that way. In its early days the club flew from a number of locations – indeed, Gawler was still an operational RAAF base when the club was established. And what about the places where we've been temporarily based for expeditions?

The club used a number of sites on a visiting basis in its first couple of years –



O'Halloran Hill 1949

Once the ASC was more established, its first base was at Virginia where a friendly farmer allowed the club to operate. He even extended some storage space to us in exchange for help in picking his crops.



At Virginia  
1949

By 1962 the club was well established at Gawler – lots more trees at Gawler nowadays.



As the club moves towards its centenary, it continues to develop, and Gawler remains its home...

***Geoff Wood***

***ASC History Coordinator***

## COMMUNICATION AT ADELAIDE SOARING CLUB

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

## OFFICIAL CLUB CONTACTS

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