

ASC e-News



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

Spring has sprung but the weather has not always been as we would wish for spring. But we have certainly had some brief examples of what to expect in the coming months.

What I did not expect was a rowdy welcome when I arrived at Gawler to commence instructing on Wednesday 9th September. When I walked in, the briefing room erupted in a noisy and colourful celebration. **UNBELIEVABLE.**

Thank you to everyone involved. I was speechless. Need to talk to the Committee about installing a defibrillator. I certainly felt I needed one. More further on.

Karl Faeth

HUMAN FACTORS

Our very popular Human Factors Day is on again. We have had several new members join the ASC and a number of present students have not yet had the opportunity to attend a course. In addition, past attendees have found the course so entertaining, they wish to re-enjoy the day.

How good is that!

We will have a couple of new presenters this time with input from a current RAAF pilot and our new CFI, Ian McDonald. Should be a great day. There will of course be Morning Tea and a Sausage sizzle for lunch. This will be popular so please book through the club office.

office@adelaidesoaring.org.au 08 85221877.

VENUE:

**ADELAIDE SOARING
CLUB**

DATE & TIME:

0900 HOURS SHARP

**SUNDAY
11th OCTOBER**

V. PP 200912

Human Factors

It's on again.. a great fun day of Pilot Training

All student pilots and pilots having not done this must attend to complete their qualifications!

ASC Power.. Glider.. pilots

LOOK.. IT'S THE "SECRETS OF LIFE"!

Over 90% of aviation accidents are the result of the weakest part of the aircraft - it's US.. the HUMAN FACTOR!
Learn how our mind & body tricks us into sometimes doing wrong things as pilots

Many Presenters: Videos: Informative and light hearted
Full day 9:00am sharp, to 5:30pm.. BBQ lunch sausage sizzle \$5^{only}
Sunday 11th October, Adelaide Soaring Club Ward Belt Rd. Gawler SA

**** MUST advise attendance, ASC Office Ph.85221877 or office@adelaidesoaring.org.au ****

LATEST COVID-19 NEWS

We are certainly lucky to live in South Australia. Things are quickly coming back to what will be the new normal, but we can see that the world will never be the same – if it does it will be in the distant future. It is really scary to see what is happening in Europe and other countries.

Please remember that Covid-19 is still with us so please continue to follow the ASC guidelines in relation to social distancing, cleaning of aircraft and headsets and being very diligent with checking passengers for AEF and TIF flights. Most of us Instructors have done the Covid Marshall course, so we'll keep an eye on members to ensure they stay safe and abide by the rules.

FLINDERS CAMP

The ASC Flinders expedition for 2020 is well underway. Gliders de-rigged and cars and trailers packed and off to the Flinders. I am sure that there will be a few bottles of port tucked away to warm up the chilly nights. Wave has already been spotted so conditions sound promising.

Talk about dedication – Paul Clift was in the workshop early on Saturday morning (26th) to make 7693 available for a fully booked day for the LSA group. With the aircraft safely up in the air he was able to pack his car and head north. Thank you, Paul.

HISTORY CORNER

ASC Aircraft of the Past

This is the first of an occasional series on ASC aircraft of the past. And what better place to start than the Grunau Baby? Our club had one – later registered as VH-GHM - as an early single-seater.



**ASC Grunau late
1940s, Alan
Killmier in
cockpit**

This glider is associated with many “firsts”. And full disclosure – at one stage of its long career I owned it. (Since I am steadily becoming a historic relic myself, I hope you'll forgive this injection of personal interest.)

The Grunau Baby design came from the drawing board of Edmund Schneider who worked in Grunau (then in Germany, now in Poland) and latterly at Gawler, Australia – at the end of our aerodrome, actually. It had a wooden structure and was the most produced glider ever, with some 6,000 examples constructed in some 20 countries. It was widely used to train Luftwaffe pilots.

Building of our example was started by the Killmier brothers in 1946. It was completed by the ASC and first flew in 1949 and served the club well until sold in 1962. It went to a club at Cooma in the Snowy Mountains, and then on to other hands.

I bought it in the 1970s and returned it to Gawler as my first privately owned aircraft after it had lain derelict in Alice Springs for some years. Under the supervision of our great instructor and maintenance man Mike Valentine I thoroughly inspected it, discovering that some rather wobbly-feeling woodwork in the tailplane was due to the glue having simply disappeared. As was normal at the time it had been constructed using casein glue which is made using milk powder, and is subject to being eaten by microbes. I repaired it using Resorcinol, a synthetic glue which will give any microbe severe indigestion...

Flying the Grunau Baby was a different experience. Its wing loading was so light that with any breeze sometimes it would be airborne while the wingtip runner still had hold of the wing. Its stalling speed was 22 knots, its best glide speed about 35 knots and its best glide ratio was 17:1.

As a result, it did not penetrate into wind too well - but oh boy, could it thermal! The maximum aerotow speed was 48 knots, so you needed a skilled and understanding Pawnee pilot willing to use 10 degrees of flap on climb.

I did lots of memorable flights in Golf Hotel Mike. My best was a 280 km out and return to Jamestown, landing at Wasleys in the face of a strong sea breeze. Another memory: it came with a closed canopy but I built an open one for old time's sake. It's a challenging sight in a turn, looking straight down with nothing between you and the ground! And on another day – well, it gets pretty cool at 14,000 feet with an open canopy...

But the most remarkable was a local flight at Waikerie, where Geoff Osborne, a Waikerie glider pilot and keen photographer, wanted to photograph it from the air. We were circling together when I looked out to see Geoff descending by parachute, closely followed by his modern fibreglass glider. He'd undone his straps to get a better view, hit a bump, and gone straight through his canopy. Geoff lived to fly another day, and astonishingly so did his glider, after considerable repair.



GHM at an ASC anniversary in 1980

Do you have any recollections of flying the Grunau? If so why not post them at

These days Grunau GHM lives in the SA Gliding Museum at Monarto.

Geoff Wood

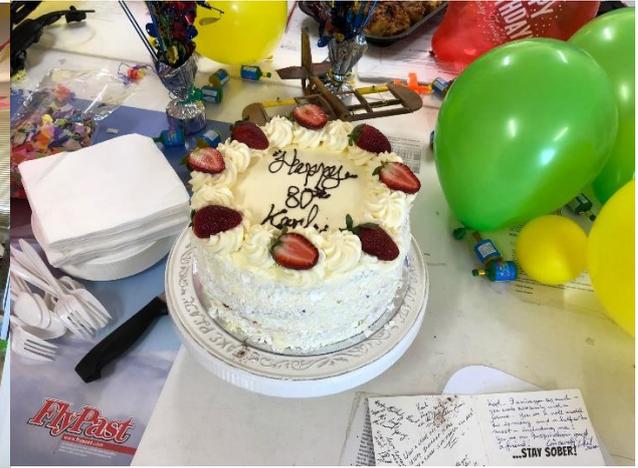
ASC History Coordinator

PS Next time – the first Jabiru at Gawler.

HAPPY BIRTHDAY



The briefing room-beautifully decorated



Beautifully done Megan. A lady of many talents



Well, when there are so many candles to light – Phil says “Use a flame thrower – it never fails and always does the job”.

Well I arrived early that morning and saw a few cars in the parking area and (silly me) thought there must be a meeting on in the dining room. Waved to Tom in the front office and walked into the briefing room. Well everything happened at once, **noise, colour and confetti bombs going off.**

I was speechless. I am not a man of many words **BUT** I didn't know what to say except **Thank you. Thank you sincerely Phil P, Ian, Megan, Pamela, Gavin, Phil F, Richard, Michael. Tom and everyone else who wished me all the best. What a club we have.**

Seems that Phil P and Megan spent the previous night decorating the briefing room and then blowing up the multitude of balloons. Megan then went home and baked that beautiful birthday cake. I think my heart is very gradually coming back to normal.

Karl.

TWO RECENT LSA SOLOS



Sib Bukhari



Sunjewewa Perera

LSA UPDATE



Have a look at this photo. As Instructors we always talk about D.I's or Daily Inspections and the importance of them. I always say to students that when you are up in the air it is not possible to pull to the side of the road and do something you should have done on the ground.

At times I see students doing D.I's in what seems like a cursory manner. **D.I.'s** and **Checks** are so vital. A browse through accident reports (some fatal) shows clear evidence of the importance of these tasks. Jabirus are pretty robust, however if a screw comes loose – it will eventually fall out. Consequences can be disastrous. The training and advice is very clear – do your D.I. very deliberately – look for something to be out of place. With checks – do them aloud – Instructors can then hear you make them – do each check very deliberately. Know what you are checking and don't gloss over them.

Every now and then we hear the engine not starting – *often the magnetos are not switched on.* The engine is running and suddenly stops – *is the fuel tap on?* When Mick was still with us and we were using 23 – the aircraft would get as far as Micks hangar and then stop. Mick used to say “**There is another one**”. **it can happen to anyone. Don't let it be you. Stay alert, concentrate and be ahead of the aircraft.**

Before you walk away from an aircraft after a flight – always have a last look to ensure flaps are up and all switches are off.

So, what happened in the photo above?

What you are looking at is the starboard tyre and brake bracket from 5086. The brake disc, by not being perfectly flat, caused the brake pads to slightly move as the wheel rotated. That caused the bracket, which is bolted to the axle, to move slightly back and forth and eventually break away from the axle bolts.

As a result, the brackets moved. and the bracket bolts made contact with the tyre. In the photo the finger points to the groove in the tyre caused by the bolt. Easy to imagine what would have happened to the tyre next. In the centre right of the photo is the bracket with the centre section broken off.

The positive aspect of this damage is that it was discovered before more serious damage occurred. Senior Instructor David Bradshaw and a student were going to fly the 230 and as they were taxiing, they heard an unusual noise from the wheel assembly. They decided to investigate, found the assembly hot to touch and defected it. The damage was found when the spat was removed.

It is important to note that the damage was not readily visible because the wheel was covered by a spat, so it was the unusual noise that drew the pilot's attention to it. By looking at the back of the wheel from the port side, noting the position of the pads and knowing what one is looking at – could show the brackets out of place.

This is a perfect example of what an alert and vigilant D.I. can discover.

Full marks and well done to David Bradshaw and crew.

Thank you to Phil Pullem for his photography skills and expertise to bring you this very clear photo.

SOARING AND CROSS COUNTRY FLYING

Soaring Cross Country Fridays Commencing 9 Oct

This soaring season ASC is introducing soaring and cross-country flying days on most Fridays (weather permitting). Soaring coaches and instructors will be available to provide a briefing, set tasks, and provide cross country training for pilots at all levels. Let the rostered coach know in advance if you'd like a twin seater cross country flight. Pilots flying cross country can retrieve each other (if necessary) so don't worry if you don't have crew. There will be no regular non-soaring training or check flights.

The briefing will be 10am each day but watch the flying register for updates. We'll finish off each day with a meal at a Gawler restaurant or get delivery to the club house - entirely optional of course. Why not stay over and fly Saturday too?

The first day will be Friday 9 Oct. Make sure your name is on the register.

See you there.
Peter Temple



GLIDING FLYING SCHOLARSHIPS

ADELAIDE SOARING CLUB 2020 – 2021 GLIDING FLYING SCHOLARSHIPS

The Adelaide Soaring Club was pleased to be able to offer a **further** round of Gliding Scholarships this year.

All members of the club were encouraged to apply for a scholarship, irrespective of age or stage of their gliding, which includes any LSA members, who may have wished to add gliding to their recreational aviation pursuits.

9 worthy applications were received, with the following members being awarded Gliding Scholarships in the 2020 – 2021 timeframe:

Larraine Banham	Danielle Thompson	Cooper Stock	Euan Coles
Scott Crew	Nicolle Hendry	Mani Jayaratnam	Cooper Bartlett
Nicolle Hendry			

Scholarship amounts were based on the following criteria:

- Long term benefit to the ASC.
- The stage of the applicant's gliding training.
- Previous support for gliding training.

The new round of scholarships will commence on 1/09/20 and finish along with Round 1 Scholarship holders, on 31/12/21, the extension being due to the interruption to flying caused by the COVID – 19 pandemic.

The Future of the ASC Gliding Scholarship Program

- The ASC Committee and the Gliding Scholarship Management Group wishes to acknowledge the generosity of a number of ASC members who have supported this program both in the past and in the present.
- These benefactors who have mostly wished to remain anonymous, should glean great satisfaction in knowing that they have both supported fellow members to achieve their recreational aviation goals and at the same time supported the sport of Gliding through the ASC.

Such a program cannot continue without the ongoing generosity of people passionate about gliding and to that end, an invitation is extended for Members and friends to become contributors.

SUPPORT FOR GLIDING SCHOLARSHIPS



Adelaide Soaring Club Gliding Scholarship Program – Future Support

Introduction

- ASC members will be aware that a Gliding Scholarship Program has been in operation at the club for several years.
- Any donations made through the Australian Sports Foundation attract income

tax deductibility status.

- Some 20 members have so far benefitted from this program, assisting them to gain solo status and / or supporting them to further their recreational aviation skills and knowledge.
- In a significant number of cases, their gliding experiences have provided them with a foundation to progress careers in the Commercial or Defense Forces aviation industries. A separate document provides a known summary of these people.
- In the past, the ASC has been fortunate where generous members have made contributions to the Gliding Scholarship Program, some very significant.

Moving Forward

- The ASC now invites members, past and present, friends and businesses to consider ongoing support for the ASC Gliding Scholarship Program.
- Documentation relating to the objectives and management of the ASC Gliding Scholarship Program can be obtained from the Chair of the Scholarship Management Group – Peter Sadler, mobile: 0435936950, email: peter.sadler50@gmail.com

1. Donations

- Intending sponsors of this program may nominate any amount of financial support. No donation is too small.
- The amount nominated may be influenced by the desire to see successful ASC members receiving a Gliding Scholarship to :
 - Achieve solo status.
 - Work towards cross -country flying.
 - Up-skill general flying via aerobatics, dual towing ratings, etc.
 - Work towards instructor ratings.
 - Support coaching and competition flying.
- Donations may be made:
 - **Tax deductible donations** via the Australian Sports Foundation, nominating the ASC as the beneficiary can be made online at <https://asf.org.au/projects/adelaide-soaring-club/asc-gliding-scholarship-program/> and click on the DONATE tab.
 - **Non tax deductible** donations can be made directly to the club. The ASC office can be contacted by phone on 08 8552 21877 or by email at office@adelaidesaoring.org.au
- All donations received will be pooled and then managed through the ASC Gliding Scholarship Management Group in conjunction with the ASC Committee.

2. Wills / Estates

- As is common with many organisations, particularly, Not-for-Profit ones, individuals may wish to include nominated amounts within their estate documentation.
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Recognition

- Recognition of any support given will be negotiated with individuals to suit their wishes.
- In the past, some benefactors have requested no public recognition of their support, other than via private and confidential communications from the Club Committee, along with periodic reports in relation to the progress and outcomes of the Gliding Scholarship Program.
- Periodic reports relating to the Gliding Scholarship Program will be forwarded to both individual sponsors as requested and via the range of the Club's communication and marketing channels.
- The Club plans to recognise sponsors' support in the form a "Sponsorship Board" to be established in the ASC Clubrooms. Naturally, where sponsors have requested anonymity, their wishes will be respected.
- Sponsors may receive invitations to specific club events that are associated with the Gliding Scholarship Program.

Questions

- Should you require further information or have any questions please contact the Chair of ASC Gliding Scholarship Management Group, Peter Sadler, by phone on 0435 936 950 or by email at peter.sadler50@gmail.com.

Thanking you for your consideration of this opportunity, with the knowledge that "giving" can really help someone achieve their goals, and it does feel good to give.

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 are required to have a site to receive these messages.
ASC MAINTENANCE	maintenance@adelaidesoaring.org.au For contacting the official ASC Aircraft Maintainer.
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.

OFFICIAL CLUB CONTACTS

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