

ASC e-News



Electronic news from the Adelaide Soaring Club *1st December, 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

VALE DON HENNIG



Sadly, long standing member Don Hennig passed away recently. Don was a valued member for decades as a tug pilot and instructor. He was a stalwart and a major driver of mid-week operations. You could always be assured of getting airborne if Don was around.

Unfortunately, in recent years his health declined, and he no longer flew but he continued to take part in club activities through his maintenance work as well as socially.

He always kept an eye on the tugs and frequently ferried some oil for them from Parafield.

We will remember Don.

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 as the situation can change very quickly.

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 24TH JULY to 1-3 AUGUST, 2021.

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

AVIATION TALK

On opening my e-mail the other day – there was a note from Bas Schaeffers letting Members know of a day of Aviation talk at Parafield on Sunday, 8th November.

Looking closer I saw it was at Hangar 58, the home of Aero Services Pty. Ltd. Having been there a couple of times and as our Roko is there for repairs, I thought it was an ideal opportunity to drop in. So, I got a leave pass from home and attended.

Didn't start too well as I went to the side door as usual. Graham Beck was waiting with another couple of blokes and eventually, after a couple of rings, we were let in. Comment was why we didn't use the wide-open front door?

Well what an eye-opener. The hangar is usually stacked with aircraft under repair – that had all been cleared out and replaced with display aircraft, dominated by a P51 Mustang. There were a number of table displays, including one from the Adelaide Soaring Club and Ian Roddie took the opportunity to get a photo of a few members, including Rob Moore in front of our flags.

Behind the Mustang was a display by Gary Williams of his Cavalon side by side seating gyrocopter in lovely cherry red and a nice tandem gyro in yellow. Beautiful looking machines, based at Parafield and flying to Rollo's regularly for training. There were a couple of LSA's, in particular a Light Sport Pipistrel, battery powered. This aircraft attracted a lot of attention from pilots. Beautifully designed built and finished it is a sign of things to come, particularly when endurance is increased from about 90 minutes. We spoke about a display at Gawler and our Volunteer Day on 5th December could be a likely date. We'll see what develops.

The entry ticket included a free coffee and as I lined up, I was very pleasantly surprised at the number of ASC Members who were present. Coffee (with a few danishes) was followed by a presentation from RAAus, bringing us all up to date with the latest. Then an OZ-RUNWAYS presentation of the latest mods. Next was a LOCKR AERO intro to digital log books and maintenance records.

Then followed a presentation by Matt Hall who gave a fascinating description of his life, including RAAF service, Hornet flying and his transition to Red Bull aircraft racing. It was during this talk we found out that the Mustang in the hangar was his. If all the little ducks line up, we should be seeing it flying next year.

He stressed the value of target setting and persevering against the odds. It was really interesting and as I mentioned to Phil Pullem afterwards, what hits home is the prominent part Human Factors plays in the life of aviators.

It was a great day which included a couple of sausages for lunch. Those who missed out – keep an eye out in case there is another one next year. **I just heard – they are planning another one.**



Bas speaking with Steve Lovegrove and Gary Williams stressing the great flying to be had in his gyro to Phil Pullem, Bradley Leksas and Anthony Lock.



The Pipistrel battery compartment. There is also another one in the engine compartment.



There is our ROKO. Missing the engine BUT progress is being made.



Mustang waiting for an engine.



Matt Hall

LSA UPDATE

On the 9th November we were subjected to the regular audit conducted by RAAus on all flying schools. Initial reports indicate that we are up to standard and can continue our busy flying schedule.

As I mentioned last month, 7693 has been fitted with a new engine and propellor and, as part of our investigation into the use of MOGAS, has been restricted to Mogas only. Our other Jabirus are still on Avgas until our investigation is complete and a report and recommendation tabled to the Committee. Paul Clift is doing a great job in this investigation. You will note the Mogas drum and trailer in the hangar for the use of **7693 only**.

Thank you to Graham Beck and Ken Sumpter who have been preparing the trailer and adapting it with signs and earth leads for the electric pump.

I must say that 7693 is flying beautifully and has excellent performance.

GIRL'S DAY AT GAWLER



It was a beautiful day at Gawler on Saturday, 14th November. The ASC girls were well represented, and they got together to congratulate Louise Millington on her first **SOLO FLIGHT**. Pictured are (from left) Sue Ingham, Tess Houtman, Louise Millington and Mercedes Heydrich. By the way, Mercedes is presently undergoing assessment for entry to the RAAF.



A very happy Louise Millington after her first Solo flight. I am sure the front wheel is just touching the white line, isn't it?



A very intrepid Jason Goldup after having been sent solo by Instructor and no less President Richard Skinner.

HISTORY CORNER

ASC Aircraft of the Past: Jabiru 3031

In 1998 the club had just passed its golden jubilee and in that year made one of the most important decisions of its life. It bought its first LSA.

As everyone knows the club was founded in 1944 as a gliding club where not only did the members carry out all the volunteer activities like instructing that we still do today, they also built the aircraft. By the 1970s things had become more professional with paid staff, sophisticated gliders and a burgeoning membership. There was a steady upgrading of our fleet, until by the 1980s we had aircraft such as the Discus which we still use today.

Then came a new call – “let’s buy something with an engine for our members to fly”. Nowadays when the club operates a fleet of four Jabirus and a Roko it’s hard to appreciate the extent of the debate that this radical departure caused. The late Noel Smedley and Eric Price were prominent in advocating for purchase of an “ultralight” as they were known then. A careful study was carried out leading to a report by Steve Pegler. A Special General Meeting was convened for all members of the club and the proposal was supported. Then at the ASC Committee on 26 May 1998 it was moved ***“that the ASC purchase a new Jabiru LSA with enamel paint for delivery end July 1998, fitted with larger 500x6 wheels, total cost being \$55,400”***: Moved S Pegler sec. E Price – carried.

So we acquired 55-3031 and moved into a new era.

This, our first Jabiru, was a little smaller than the J170s we operate today. There were subtle variations in weight and handling, but it was essentially similar to our present-day Jabirus. It suffered a few incidents while we came to understand its characteristics and

especially how its engine needed to be maintained; its first off-field landing occurred in October 1998 after an engine failure. The Committee expressed appreciation “for the work of Len Talbot and Graham Readett in getting the Jabiru back in the air”.



3031 outside the old office/workshop complex

3031 served us well for about eight years, by which time it was clear that the LSA experiment was such a success that we should upgrade to a newer model and enlarge the fleet. So in 2006, 55-3031 was sold to John Sheedy in Mildura. John has since moved to Warooka on the Yorke Peninsula where he is a publican, and this little aircraft is still going strong, based at the nearby airstrip. His comments? ***“A great little aircraft – I love it.”***

Geoff Wood

ASC History Coordinator

PS Must have been a very go-ahead Committee in 1998 – the minutes of October 1998 record a decision to commission “a firm proposal” from Eric Price to ***connect the club to the Internet. Imagine!***

THE TRURO TOY RUN

Every year the boys and girls at Truro Flat Airpark are hosts to a Christmas Toy run. This year it was on Sunday, 29th November. Visiting pilots are encouraged to bring unwrapped toys which are then donated to Gawler Anglicare.

This year I decided to attend with my Grandson, Lewis, who is learning to fly. All Gawler club aircraft were booked and we left a bit after nine. Nice flight and when we arrived there were

numerous aircraft already in attendance. A nice welcome by a great crew including Ian Shaunessy, Tom, Johnny (Pink Gloves), so named by Darrel Ingham, Dennis etc.

We signed in, in accordance with Covid control, had morning tea, had a chat with fellow pilots and inspected a great exhibition of aircraft. There was a total of 44 aircraft including a Stinson, Stearman, Tiger Moth etc. Steve Ahrens arrived and he had a great tussle with a bear that didn't want to be there. However brute strength prevailed and the bear was finally extricated from the Cherokee. It then took two of us to persuade it to enter the club rooms. It was a great day all round and the Truro crew were very pleasantly surprised at the number of attendees.



Even Spiderman wants to fly in the Jabiru



Stinson fin with Tiger Moths in the background



A very reluctant bear.

WHAT A GREAT GLIDING DAY

Friday the 27th November had the strong hint of uncomfortable flying for power pilots but a promising one for glider pilots. So it turned out to be. Beautifully described by Geoff Wood.

Hi all,

Well what a great day it was for gliding yesterday at Gawler! Cutting straight to the chase: we saw the longest-ever glider flight from Gawler, a flight of no less than **1313 km** by Peter Temple in his ASG29. This is something which is certain to be a record in some category or another and you can see it here:

<https://www.onlinecontest.org/olc-3.0/gliding/flightinfo.html?dsId=8228982>

Wow! Worldwide, this was yesterday's best flight.

The day was much as advertised except that the winds were stronger than predicted, being N-W at 25 knots. Eight pilots fronted up to the flight line and were towed in the 40 degree heat by the very committed David Bradshaw – thank you David! Alex Wallis left first followed by others including the Cesco family team in their Nimbus 3. Vlad flew with his brother Tom as a celebration of his (Vlad's) birthday – they did 5 hours, a worthy birthday present to himself!!

With such strong winds the classical gliding theory says you should go with the wind for the first (weak) bit of the day, and fly the into-wind bit when the lift is strongest. Not easy to do from Gawler because of hills and airspace, but I more or less managed it by going via Stockwell, then Sedan. Just as I crossed the Hills the first cumulus cloud appeared in the previously-blue sky; sure enough it worked and it was under the 12,500 ft limit. I proceeded under the developing lines of lift down to Karoonda, then up to Morgan and home. It was pretty blissful gazing down on the Murray River from 10,000 ft in the cool under a cloud.

If you're new to cross-country gliding there's a few take-away messages from all this, e.g. –

- Prepare well in advance. SkySight has enabled us to plan flights well ahead of time, with greater certainty and less risk. If you don't understand it, get some coaching.
- This is fun! And deeply satisfying when it all goes well, and when it doesn't at least it's interesting ...

Peter Temple's flight was 10 hours long and took him to Jamestown, south-east into Victoria, back up nearly to Port Augusta, down to Swan Reach, round and about some more, then home. Alex's flight in his Libelle was 9 hours (where did you go Alex – post please). I don't have this level of dedication but hugely enjoyed my 5 hours, and I know the rest of the fliers enjoyed themselves too.

There's lot's more summer to come, hope to see you out and about.

Cheers, Geoff Wood

LATE NEWS

Arriving early on Sunday morning for the toy run – there was our share farmer, busy on the airfield and getting into the harvest. A lot of us have been commenting on how good the crop was looking and now reaping is in full swing.

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.

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