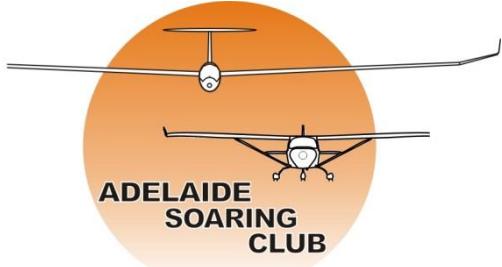


ASC e-News



Electronic news from the Adelaide Soaring Club **1st May, 2021**

Daylight saving has finished and we ask ourselves – do I get up earlier or later? But it doesn't take long to get back in the swing of things, does it. Temperatures should be more moderate as we head into autumn. Great flying weather.

Karl Faeth

GLIDING SCENE

FLINDERS EXPEDITION. There have been some great flights in the past couple of months as members have made the most of good soaring conditions. With no Easter Regatta this year, our minds are now focussing on the Arkapena gliding field in the Flinders Ranges. This year the trip has been brought forward due to increased tourism in the area which meant a shortage of accommodation on our normal dates.

DATES ARE 24TH JULY to 1-3 AUGUST, 2021.

BLACK SPRINGS EXPEDITION Don't forget – if you are interested in the Black Springs slope soaring expedition on the June long weekend (June 12-14) put your name on the clubhouse notice-board, or ring the office. We need to know numbers to work out whether it will go ahead, and if so what aircraft to take.

LSA SCENE

Members will be aware that we have been using Mogas for a while and it has been a bit of a job to keep the drums filled and topping up the serving drum. This has meant using a battery for the fuel pump and keeping it charged. Thank you to Graham Beck and Ken Sumpter, the members, who, on a weekly basis, organised for the drums on the trailer to be topped up.

The Committee kindly agreed to a Mogas Installation and the other Wednesday Jenny took a photo of it receiving its first delivery of fuel. All LSA to use MOGAS.



The Mogas installation is behind the Avgas pump and reached by taxiing along the new taxiway. The fuel hose is retractable and the handle is auto-stop. Great. Just pull the hose and listen for the clicks – then gently ease your pull and it will stop in place. The fuel book is under the pictured lid -make sure it is lodged in the ledge – otherwise it will disappear for ever. Keys will be same keyed. More info to come.

ROKO UPDATE. The aircraft is back in service and members have booked me to get back into flying it. We have experienced a bit of rough running and Paul Clift had a close look at the carbies. Some sediment was found and balancing checked. Running sweetly now.

GOBOKO – This site has served us well and makes bookings very simple. I certainly encourage LSA pilots to plan ahead and to register their bookings **however** it comes with a responsibility to honour the booking. Too often I find aircraft have been booked, sometimes for the whole day, and not used. This prevents other members from using the aircraft. Remember that we are a club and we all have the same rights to use club aircraft. It costs the club money if our assets are not properly utilised. Should not happen.

LATEST COVID-19 NEWS

It is still with us. Vaccinations are starting and the lookout is promising for the future. However, it is prudent to maintain our vigilance and continue with the precautions we have been using. Reciprocal flights to New Zealand have just started.

We are now leaving our headsets in the LSA's again, but please use the wipes for the microphone stalk.

GLIDING EVENTS

Dual Aerotow – Sunday 4th July

The course will commence at 9.30 am sharp with ground training that any member can attend. Please register on the ASC website the Gliding Register to enable planning for the event.

Recommended Experience/Competencies for participants:

- Good flying currency – be on top of aircraft
- Proficient at boxing the tug
- Proficient in high tow
- ASC Post Solo flying syllabus completed & ideally Discus rated
-

Any queries contact Frank Johann fjohann@internode.on.net

BAROSSA AIRSHOW – 11/4/21

Well, it has come and gone. The LSA team (**The Red Sparrows**) aptly named by Clive Cunningham) had a last practice run on Saturday 10/4, and I really hoped for better weather conditions for the Air-show the next day.

As it turned out, it was, even though there was a cross wind on 26/08 and it rained during the Pilot briefing. A bit bemusing, because often the flags did not agree with the windsock, however it was flyable after the rain passed.

There was a 24 event program commencing at 1130 and concluding 1540. Barossa Model Aero Club kicked it off with a brilliant display – their model jets are simply sensational. The 'Red Sparrows' took off, professionally led by Phil Pullem, followed by SA Skydive parachutists.

Then there were displays by SA Police helicopter, a fire-bombing display, numerous aerobatic displays, including past world champion Chris Sperou, a deHavilland fly past with a DH82 Tiger Moth, DHC1 Chipmunk and a DH94 Moth Minor. Jim Whalley gave a great display in his Gazelle helicopter, CAC Boomerang and S211 Marchetti jet.

It was pleasing to see that the public fully supported the event with a great attendance. Our club was very well represented with the ‘Red Sparrows’ and our gliding aerobatic display. It was incredible to see so many of our members helping out, Keith Johnson as Marshall, re-fuellers Paul Schlusser and Chad Thornton and others assisting our static display, very ably led by Peter Sachs. Parting comments were “See you in 2023”.

If anyone is interested – I see the Avalon Air-show is on in December 3-5 this year. Should be special as it is the 100th anniversary for the RAAF.

ASC - STATIC DISPLAY

The ASC at the Barossa Air Show – Sunday 11/4/21

Another great Air Show, after a 4 year absence, put on by the Barossa Rotary Club and all of its supporters.

The Adelaide Soaring Club participated via a static and flying displays from the Light Sports Aircraft and Gliding.

As coordinator of the static display, I can report a significant number of interested public attending the display tent giving the ASC at the Gawler Airfield valuable exposure. In addition, there is the potential of 3-4 new members joining the club along with some AEFs. Time will tell! The following members who volunteered to both erect and dismantle the static display and then attend to public inquiries are gratefully acknowledged:

Rod Curtin, Ben Rosiak, Chris Penfold, Patrick Pulis, Paul Schlusser, Scott Crew,

Keith Johnson, Tess Houtman, Peter Luhrs, Frank Johann, Sue Ingham.

Peter Sachs – Coordinator



Our Static Display with Patrick Pulis, Chris Penfold with Peter Sachs conversing with Rod Curtin and a young lady. BOT is poking its nose in.



A selection of the beautiful models about to fly.



The DH 94 Moth Minor



The important and mandatory Pilot Briefing conducted by a hard working Steve Ahrens.



The 'Red Sparrows' lining up for their display.



The new 'Foxbat Alto' part of the static display.

HUMAN FACTORS



We always talk about what can happen when the holes in the cheese line up. Here is the perfect example:

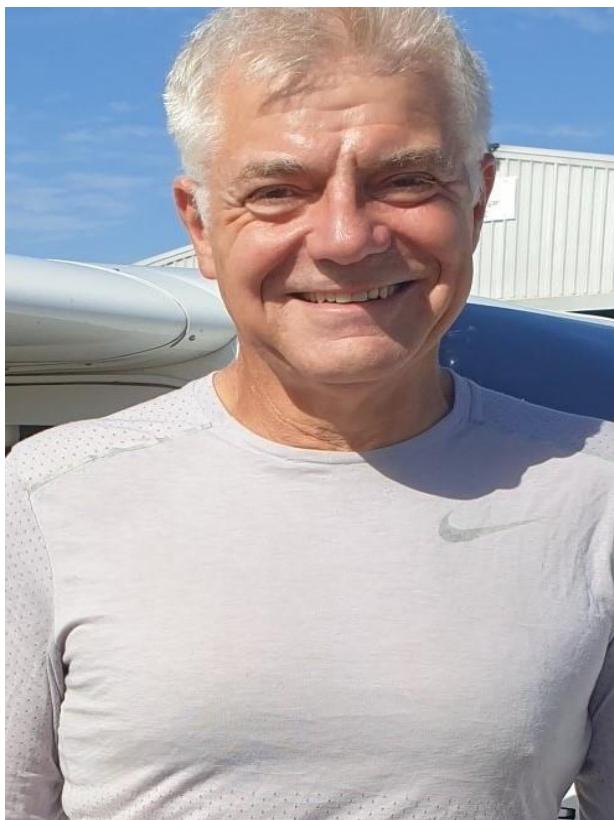
Not concentrating on what we are doing and wrongly connecting a wire to a battery. Luckily no serious damage caused - BUT a member has a burn scar on his hand to remind him to always focus on the job at hand.

BEAUTIFUL GLIDING CONDITIONS AT GAWLER



A very nice photo taken by Paul Schlusser whilst flying the LS8 over Gawler on 15/4/21.

IMPORTANT MILE STONES



Paul Schlusser solo in the Jabiru



Ben Rosiak solo in Jabiru, with his Dad



Ty Wellington after his first solo flight on Saturday 24th April.

He has not found flight as being a 'walk in the park' but persevered, studied hard and concentrated on following his Instructors guidelines and suggestions. Well done.



Kostya Todorenko happy solo pilot

David Salvemini very pleased to be solo



Ahhh we do have TOP GUN pilots at Gawler.

AERO SCENE



The monthly 'AERO SCENE' meeting at 'ROULETTES TAVERN' celebrating Jeff Schusters' birthday. Jeff does all the hard work organising and convening the meetings. Everyone is welcome.

WE TRAVEL FAR AND WIDE



An impressive photo of Geoff Wood's 'Dragonfly' in front of the Bundaberg Airport Terminal on his recent flight to the home of Jabiru Aircraft in Queensland. Lovely local weather.

OPS SCENE

Airspace; and gliders flying cross country.

The Adelaide Soaring Club has agreements with the RAAF and Airservices for gliders to use the class 'C' airspace around Gawler. As part of these agreements we have an obligation to notify pilots about airspace changes. If the ASC has been given access to the class C airspace, and the RAAF or Airservices want to change the release, they will contact the ASC. The ASC will then notify gliders flying about the airspace changes (this is done by broadcasting messages on the gliding frequencies).

Recently there was a change of airspace during the day and a broadcast was made to inform the local pilots, but the ASC were unaware how many gliders were on cross country flights. As a result we were unable to determine if the gliders that were on a cross country flight were aware of the airspace change. In an endeavour to prevent a similar problem occurring again, we have installed a flight intentions notice board in the main hangar. All glider pilots who are going cross country are requested to put their details on the white board.

Glider Harness.

Over the past year there have been a couple of reports where ASC aircraft were found with one of the harness straps being incorrectly installed/secured. I would like to remind pilots that if you have to adjust the way the harness is attached to the airframe, you will require a 'Daily Inspector (DI) endorsement' to do the job. Even if you have a DI endorsement make sure you know what you are doing. If unsure, ask for assistance! As with any '*safety of life*' work in aviation, it's always good practices to have an independent person check your work when you have completed the job.

Here it might be useful to remind pilots about the Gliding Federation of Australia - Manual of Standard Procedures, and the GFA Daily Inspector's Handbook (AIRW-M03) advice on harnesses;

- Daily inspectors should look particularly for **safe attachment of the harness to the glider airframe**, the condition of the harness webbing, and the correct operation of the fasten/release mechanism
- The main thing is that the harness should be able to do its dual job of securing the pilot in flight against turbulence and manoeuvring or aerobatic loads, and protecting the pilot against deceleration and sliding underneath the harness in the event of a crash. If a DI Inspector believes that anything might detract from the ability of a harness to perform these functions, **the glider should not be flown.**

As always, stay safe and enjoy your flying.

Paul Marshall. ASC Gliding CFI.

THE NEW LS8

From our Gliding Coach – Pete Temple.
Have you flown the Club's new glider?

Our 'new' LS8 FC has been in service for a couple of months now and everyone that has flown it, loves it. **You don't fly it – you wear it.** Beautifully light on the controls and well-co-ordinated, it is a pleasure to fly (of the 53 glider types I have flown – it is by far the best handling).

It is an LS8-18 single seat glider designed by the German Rolladen-Schneider company in the late 90's. In the 15m span it is a high performance standard class (no flaps) glider, but it also has the

option of flying in 18m configuration to make the most of weaker weather conditions – 18m will be great for winter thermals and wave.

With water-ballast the LS8 is a missile that's won a world gliding championship 14 times (most recent in 2019).

To fly it, you need to be familiar with the Flight Manual, completed at least 20 flights in a tail dragger, single seat glider (like a Discus), and demonstrate a high level of proficiency on a check flight. The calmer conditions in the next few months are the ideal time to convert – ready for your summer flying. The Flight Manual is on the club's website.

Please take care of her – she is nice and shiny so let us keep it that way.



HISTORY CORNER

ASC Aircraft of the Past: The Libelle

The Glasflügel 201 Standard Libelle was an early composite Standard Class single-seat sailplane produced by Glasflügel from 1967. The prototype made its first flight in October 1967 and it became the first mass-produced fibreglass glider, with a total of 601 being built.

The Libelle was a great leap forward from previous single-seat gliders used by ASC. Its performance was outstanding for the time, it was not hard to fly, and its rigging was simple. The first one ASC purchased was registered "26" – this was before VH registrations were used on gliders. Does anyone know what 26 became once VH registration was adopted?



The Libelle and Standard Libelle were very popular and the club ended up buying three of the 201B variant. These came in the 1970s. A Libelle was also the first fibreglass syndicate glider in the club – VH-GBN with Geoff Cleland and Bruce Tuncks as members.

Among all these, VH-GCC was particularly notable. It was imported to Australia to be flown in the 1974 World Gliding Championships at Waikerie by a member of the Swiss team, having been specially built by the factory with some claimed “go-faster” enhancements. It was then purchased by ASC. It was severely damaged several times –

- both when owned by our club and subsequently. However, it was resurrected from the supposedly dead and for many years was owned and cared for by Bruce Tuncks. He recently (and sadly) parted with it and it’s gone to Bathurst to continue its illustrious flying career.

The Libelle remains a popular glider to this day, and Gawler examples are still owned by Tommy Kalsbeek, Pete Cesco and Alan Dean.

Geoff Wood

ASC History Coordinator



CY ‘Hits The Ditch’ 1974

PS – Just checked my logbook – 9/2/79. I flew CY on an ambitious flight to Yanyarie. Flew for 4.36 hours and outlanded at Clare - safely. Hot day, but spent the night in the airconditioned office of the Clare Police Station. Home the next day. They were interesting times. Karl.

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

Richard SKINNER	President	0419 818 024	president@adelaidesoaring.org.au
Megan GABELL	Vice President	0449691649	Megan.llewellyn@adelaide.edu.au
Brenton SWART	Committee	0411 885 320	brenton@addhance.com.au
Scott CREW	"	0417 452 759	srccrew@gmail.com
Bridgette McALLISTER	"	0467 801 645	bsmcallister@hotmail.com
Brian RAU	"	0406777564	brian.adl@bigpond.com
Tony LEWIS	"	0417 853 768	tony.lewis@chariot.net.au
Ali SWART	Secretary	0409 299 936	Alison.swart@optimatics.com
Steve PEGLER	Treasurer	0438 409 928	treasurer@adelaidesoaring.org.au
Paul MARSHALL	CFI Gliding	0427 394 841	pmarshall@internode.on.net
Ian McDONALD	CFI LSA	0419 867 517	raaus-cfi@adelaidesoaring.org.au
Tom LEECH	Airfield Manager	0400 900 903	gam@adelaidesoaring.org.au