



ASC e-News

Electronic news from the Adelaide Soaring Club **1st JULY, 2023.**

I did write in the last e-news that I had finished instructing BUT I WAS NOT prepared for the response from members. I am not one for big Thank You's, so I was completely blown away by the hugs, pats, kind words and of course THE LUNCH provided by all the ladies, led by our President Megan.

To say that I was very humbled by the number of members who made the time to attend the lunch and say some kind words to me, is an understatement. It was incredible to see so many members I had taught or flown with, at the lunch. I was specially moved by the number of gliding members there, as, after all, that is where I started at the ASC, gliding and tug flying. Great to see Graham Readett there and looking very fit. Also thank you to Frank Johann for mentioning the work the ASC did for the 2001 World Gliding Championships at Gawler.

Whilst some attendees had other commitments and had to leave early, the great photo, further on, shows the attendees present at this very humbling function. A very sincere **THANK YOU** from me to all, for your kind thoughts, words and the goodies I will wash down with some excellent red wine.

A couple of changes in this edition – I have left off the Committee contacts and ASC Communication. They are in every edition and I feel if I put them in every 2nd month it should suffice. Let me know if I am wrong.

Also, Ken Wehr has a lovely family story relating to WW2 which makes thoughtful reading. Thank you Ken.

Karl Faeth

SOLO PILOT – Stuart OSTER



Solo and now Qualified Pilot Kris Pegler



Solo Pilot Andrew McSeveney



Another Happy Solo Pilot – Tess BAILEY



And of course Tess flew solo (beautifully) in a single seat glider shortly after.



Happy Attendees at the 'End of Instruction' lunch.



'Monday Mob' Photos



The “Monday Mob” are of course great aviators BUT ALSO they come up with some truly great Photographs. On the left is the Dimona over the strip, some cloud nearby and the sun coming out with a beautiful rainbow. On the right is the Expressway with a look at a nearby cloud out of a glider. It is truly unique to be up there among the clouds. One of those Mondays, when standing on the ground – one wishes to be up there!!

THE AIRFIELD – A Wet Weather Experience

A big THANK YOU to Andrew Wright for letting Members know of the condition of the airfield after heavy rain and the really unwanted effects it could have on the aircraft that pilots could experience if insisting to fly. Andrew is of course much more technically minded than I am so I am not going to try and extrapolate the weight of the rain that descended upon us. But for those Members that did the right thing and stayed home, I thought, a photo, just to show how the airfield looked, would be interesting.



This is the view from the bitumen area in front of the ASC Hangars looking to 31 on the left and in the centre of the photo is the taxiway leading from the hangars to 23. The water was quite deep, demonstrated by a cone sitting on the grass where the taxiway started, with only the top showing above the water.

AERO-SCENE

Jeff Schuster had another great dinner night for Aero Scene enthusiasts on 13th June. 15 were in attendance and they had an enjoyable night.

The night was further enhanced by Richard Young, who gave an excellent account of ferrying (after doing an annual inspection first) a J170 with a six cylinder motor and 3 bladed Italian prop. Recently purchased by Anthony Lock and Daniel Maik so it will be seen at Gawler frequently. The trip was from Latrobe Valley to Gawler via Melbourne and the VFR route along the coast-line. Incredible it must have been. As Richard says “It is worthwhile to do it again”.

Events coming up

August 25-26 Eaglehawk Airpark Fly-in near Sutherlands, organised by owner Graham Vickeridge. More info coming. August 26th. AGM at Gawler starting at 5 pm. Followed by dinner and annual awards presentation. Advise office if coming – for catering purposes.

29 – 30 September – 6th Annual William Creek Fly-in. Register on Eventbrite.

8th October – Jamestown Air Spectacular. Hangar dinner Saturday evening.

LSA NEWS



Thank you to Richard Young. He is doing a great job in looking after the LSA Maintenance. I note that pilots had problems starting 7252. Always remember to use FULL choke when starting. Bit of advice – carby heat doesn't work. Always identify the input/control you are going to use to ensure you have the right one selected.

Also a mod will be made on this aircraft soon so that the trickle feeder can be connected and the battery kept at full power.

The CFI has indicated there will be changes to the Nav Exercises and an **over the water** one will be included. Life Preservers will of course be required and 4 have been purchased. On the left Colin Drew is modelling one, They will be stored in the cupboard behind Phil's chair.

That is of course in the Briefing Room. The Life Preservers operate by compressed air – released by pulling the yellow knob. **Please Do Not Play With Them. Instructors are to ensure that students are fully briefed before using them.**

You will notice that Phil has labelled them to identify them as property of ASC.

NEWS FROM THE COMMITTEE

Everyone will have received news on **Communications** in relation to the AGM on 26/8/23 and a likely vacancy on the Committee. Please consider helping the club by putting your hand up and applying, as mentioned in the e-mail from our Secretary, Ali.

LOST & FOUND



We all know how busy it gets in an aircraft on a Nav Ex or a pleasure flight to a destination. At the conclusion we make sure that the aircraft is clean, the **Master** is turned off, flags are attached and the aircraft is safely stored in the hangar.

We always make sure we take **all of our gear** out, don't we?

Well, sometimes there is so much we naturally overlook something. In our club, everyone is honest and found gear is taken to the office and the staff try and find an owner. Sometimes gear is in the office for a while and it gets lonely so we are using e-news as a way of letting owners know what has been found and where it can be picked up.

Prelude

There was a lull, where a sense of calm prevailed, masking the ongoing underlying stress. And I said "Well, you only die once" and my buddy replies "Actually, you die twice" (*to be continued*)...

Reggie and Ronnie

Set in the 1930's, Jim (James) and Nell (Ellen) had 3 children. Gwen, Reggie and Nancy. Jim was a foreman at the steelworks in Oldbury, UK. Nell was the core of the family, keeping the home fires burning (literally), defender of her brood and a listener, who guided people to their own solutions.

Enter Ronnie, born in 1924, the same year as Reggie. Ronnie was Reggie's best friend from down the road, hanging out together at school, and after school, and generally getting up to mischief, like most working class boys of the time. Ronnie was often around at Reggie's place for dinner, and Nell looked after him like a second son. Reggie and Ronnie, likely on Nell's suggestion, sat the entrance exam to the grammar school, unusual for those times. They were accepted, and were possibly on a different trajectory, to their working class backgrounds. But the dark clouds of war were gathering...

1942

Reggie and Ronnie, turning 18, were both keen to enlist, and do their bit for their country. Jim, a veteran of the first world war, carried not only embedded shrapnel, but also the horrors of the war and was keen to prevent Reggie being exposed to the same. He had obtained a job for Reggie at the steelworks. Steelmaking was a protected industry i.e. young men working at the steelworks would not be called up to go and fight. But soon after his 18th birthday, Reggie asked his mum to tell his dad, Jim, that he had enlisted in the army. Ronnie had also signed up, for the airforce.

1944

For Reggie, there had no frontline battles, only endless training. For Ronnie, there had been no respite, only endless sorties with Bomber Command. In April 1944, Ronnie was on leave and visited his adopted family (Nell and Jim, Gwen and Nancy) for dinner. He was not his normal self. Quiet, morose even. When Nell asked him "Ronnie, what ever is the matter?", he broke down, and said "They keep sending us to the same target, on the same route and Jerry is just waiting for us".



And that was the last that the family ever saw of Ronnie. The belief was that he was shot down on another bombing run to Berlin.

Reggie, like his father, was wounded and returned to duty post-war, to co-ordinate some clearing works in Berlin, with the Russian Army. He lived a full life, marrying his girl-friend Mary, having a son, Stuart, and a career as an engineer.

Photo: Feb 1944 - Reggie (left) and Ronnie (right)

2019

Gwen is my mother-in-law, and having heard the story of Ronnie again, and the debate as to whether he was a tail-gunner or a navigator in the Lancaster, I decided to research and see what came up (see next page).

Prelude (continued)

My buddy went on to say that you die twice, once when your body ceases to function, and the second time, when your name is uttered, for the very last time.

Thanks for reading, and for keeping the memory of Ronnie alive.

Postscript

1580726. F/Sgt. ARTHUR RONALD WINCOTT. 149 Squadron R.A.F. Navigator/Bomb Aimer

6th June 1944 D-Day Operation Overlord



Flight Sergeant A.R. Wincott, from Birmingham, flew as part of the crew (all volunteers) of one of the two specialist 149 Squadron Sterling aircraft. Their aircraft, a Sterling III, LK835. OJC took off from R.A.F. Methwold at 22:28 on 5th June 1944.

Their mission (Operation Titanic) was to drop, the now famous, 1/2 scale, 3 feet high, "RUPERT" DUMMY PARATROOPERS (and several very real SAS men), in an attempt to divert the Germans back away from the Normandy Landing Beaches.

The operation was a great success. One German Panzer commander sent a radio message (intercepted at

Bletchley Park) saying that he was "cut off" by British Paratroopers! A few hours later, untold numbers of lives were saved, when the allied troops hit the beaches, as many otherwise lethal German troops were held back by 500 'rag doll' parachutists!

Both Sterling aircraft were lost to enemy fire, and crashed near BAUDRE (Manche) 4km SSE of St-Lo. Four of the unusually large crew of nine are buried in Baudre Churchyard, the others including Arthur Wincott are commemorated on the Runnymede RAF Memorial to the missing.



1580726. F/Sgt. ARTHUR RONALD WINCOTT KILLED-IN-ACTION 6th June 1944

Ronnie had not reached his 21st birthday.



"With Thanks To Those Who Serve"