



# ASC e-News

*Electronic news from the Adelaide Soaring Club      1<sup>st</sup> JUNE, 2023.*

All good things must come to an end. Most members are no doubt aware that my Instruction time has concluded, however, that is only flight instruction. I am still here for theory or advice and helping Richard with maintenance on our aircraft. The ASC is part of my life and I certainly want to hang around.

Same goes for E-News. I intend to keep keeping on so please keep sending me items that require or deserve a mention in our monthly newsletter.

This has been a very busy month. Read on.

Karl Faeth

## SOLO PILOT – Sebastian McAllister



*This is a great story from Steve Miranda, Vice President, describing how Sebastian McAllister went solo, due to the dedication of Instructors working together with the CFI and Tug Pilot to make it occur. After all that co-operation, it, of course, came down to the ability of Sebastian to make it happen.*

Saturday afternoon. I checked the gliding register and noticed Sebastian McAllister was registered to fly on Sunday. However it was Flinders Camp and no Level 2 Instructors available. I am an AEI and spoke with Andrew Wright (tuggie and L2) to see how we could work together so Sebastian (who was pre solo) wouldn't miss out on a flight.

Sunday Morning. After a nice coffee, D.I. completed and glider towed to launch point. All checks done and the launch and flight were text-book. Conference with Andrew and I told him Sebastian should be solo as he flew so well and conditions were ideal. Andrew then rang CFI Paul Marshall for advice and permission with the understanding that Sebastian had to be comfortable to be flying solo.

Sebastian was very comfortable and excited to fly solo, as was his Dad who was at the field for the flight.

Andrew then engaged in a discussion with Sebastian about Legislation, Emergency Procedures, Glider performance with only 1 person on board and also checked the sign off for spins and emergencies and that the training book was up to date.

I then had the privilege to launch a new solo pilot with Andrew towing him up. As expected, Sebastian did a textbook first solo flight. I picked up his Dad and we both drove out to meet him and give him a big hug. He was happy to do another solo and after a conference with Andrew he did 2 more solos – all brilliantly done.

Sebastian's high quality flying skills is a credit to our talented Instructors who spend many hours in the cockpit – teaching. I had the privilege to fly the last pre-solo flight with him.

Congratulations to Sebastian on your first solo flight. Congratulations to all the Instructors who trained Sebastian. Congratulations to Andrew on sending the ninth trainee solo.

## HUMAN FACTORS – A Personal Experience

*This is a personal story about an event that occurred during a recent ASC LSA trip. HF is of course an extremely important aspect of aviation and vitally important is the fact that we are encouraged to talk about things that happen to us or things (like checks) that we forget to do, or things we ignore. Talking about things that happened to us is so very important – because it makes us aware that it can happen to anyone at any time and no one is immune. So when someone talks about a HF event, be supportive and thank them for being open and honest – because we can all learn from that experience and it may even save us from making a grave mistake.*

The trip there was very successful, a good time was had, and, as a responsible pilot, the aircraft and fuel had to be checked to ensure a safe flight home the next day.

“I went to the airstrip to check fuel by dipping, checking wing-root gauges and the EFIS. If necessary, I planned to add some fuel that day so as not to add to the activity of readying for departure the next day. As I was doing this, unfortunately **I left the Master Switch on.** Completely my fault and I put it down to **not following a shutdown checklist.** This of course states **Turn Master off.**

The next day (day of departure) I went to turn on the **Master** and it was already on. I knew immediately what this meant -*flat battery* – and I confirmed it by trying the flaps. I phoned our CFI who suggested putting the battery on charge for the night (which meant another night in the outback for us). I was OK with that. However Bill, a local aero club identity, thought we could start it with a jump start which sounded ok as I had jump started a few cars in the past. **What I didn't know is that jump starting a small aircraft is very different to jump starting a car.**

We removed the engine cowl and Bill tried a start with a car battery – *no success*. So Bill brought in his LAME, Fred, who wanted to try hand-starting. I thought that too risky and declined. Fred said he had done it loads of times. Fred tried it a couple of times and my discomfort gave me the courage to say **NO**. He then tried a Power Pack which didn't work, however combined with the car battery, the engine started. I ran it for a while and then I stopped it and replaced the cowl. Battery via Anderson plug started the engine easily but it was getting late. Bill and Fred said we would get back home easily. Fred did say *be careful – after an event like this Human Factors comes into play and one can easily make mistakes. Be on your guard.* I was already thinking this. Not a great feeling knowing you have to double check your brain.

We were soon airborne and climbed to 4,500' and at 2900 rpm made 85 knots. ETA was 1748 and sunset 1742 last light was 1808. I did plan a decision point on the map where we could divert to another airfield, saving 30 minutes. Twenty minutes into our journey the Tacho started to play up – swinging wildly and then showing 0. FREDA checks showed everything was fine although the screen did not show battery voltage.

Airspeed was good as was ETA so we decided not to use the alternate airfield. The next one was a dirt strip owned by my brother but I was concerned about kangaroos, so we carried on. With 35 minutes to ETA I

received a **low battery warning**. I phoned our CFI to let them know we were coming and said I would **turn off the Master** to save battery power for radio and landing.

The engine cowl went a light red as the sun set (nice view but not a nice feeling) . Alternate airfield now was Class D which had lights and outside tower hours reverts to Class G. But I would have to **retrieve my VHF from the luggage as the aircraft radio would not work without battery power**.

We read the messages of those who had returned to Gawler earlier and were informed about light winds. It was obvious any runway would do. I radioed inbound and heard a welcome voice (from one of the most knowledgeable people we know). A nice feeling. I radioed a straight-in approach and heard the voice say that he had advised other nearby traffic. I came in a bit fast and high but bled the speed off and touched down in time to turn off at the runway crossing.

We were duly met by the CFI, Chief Organiser, and the nice welcome voice person.

### *Thoughts about the events.*

1. Should have stuck to the original departure time.
2. Would have been better to stay overnight and put the battery on-charge. Battery may have recovered and if not, would have had plenty of time to replace it and still flown home in daylight.
3. Jump starting works in cars but is different in aircraft. Alternator has trouble running aircraft systems and try and charge a flat battery.
4. Hand-starting the engine was silly. As pilot in charge I should have stopped it at the outset.
5. Regular checks during flight are a must. A pilot should know the EFIS and how to change screens to be able to check everything – including battery charge.
6. To plan for an alternate landing area is always a good idea. An unhelpful cloud-base at the destination can negate the best laid plans when cutting it fine.
7. During outback flying one always see private airstrips. Good idea to mark them on your map.
8. EFIS is only good with battery power-lucky IAS and ALT are manual.
9. Having a hand-held VHF on board is good – having it close to hand is better.
10. Finally – important to keep calm and think clearly and in aviation terms – think ahead. Landing is the hardest thing in aviation – at the end of the journey *really concentrate and fly safely and accurately*.

Editor's note. A very good HF story. I have lost count of how many *Masters* I have turned off in the hangar when closing up for the night. An aircraft battery may not always recover when flat. To re-charge it, it is ideal to use a battery charger, connect it to a spare battery and then connect it to the aircraft battery. Gives the aircraft battery a gentler charge and encourages it to come to life again. *When leaving an aircraft - ALWAYS – have a last look to make sure the MASTER is off.*

## ASC CAR EVENT

Hi everyone,

I just wanted to give a massive thank you to all our volunteers for the car event this weekend. I believe it exceeded the car organisers and my expectations.

I estimate we had somewhere between 600 to 800 visitors throughout the day. Cars were constantly coming through the gate all day. I have never seen so many people at the airfield.

Everyone was well behaved and the whole event flowed smoothly. The only incident was a cut finger on a can and 1 band aid was administered by my niece (Jasmine) who volunteered to be our Responsible Person behind the bar for the afternoon/evening. There were a few jokes being made that we couldn't find a Responsible Person in the club lol.....

Responsible Person is the next level above having a Responsible Service of Alcohol Certificate (RSA).

The car organisers are giving all of their proceeds to the Black Dog Institute. They had a close friend who committed suicide early last year. In their words they all tried to help their friend but they all knew it wasn't a matter of if, but when. The Black Dog Institute was instrumental in helping them and their friend during the lead up to and post the passing of their friend. It is still raw for them.

We sold a few flights but not as many as we would have liked. However, considering the demographic of the crowd I may be able to understand that. Lots of young 20 to 30 year old families with little kids. We did well with the BBQ and the bar. I had to do a pub run twice through the event to keep up the supply.

There are a few things we learnt and we will reflect on how we may do it better next time assuming the Committee is happy to proceed again. We are considering it becoming an annual event.

It was a fantastic day with the weather playing the game apart from 2 very brief showers and much fun was had through the day and into the evening with about 60 people for dinner and 20 to 30 camping overnight.

Thank you everyone who was involved. I am very happy and very proud of you all. Our club Rocks!

Kind regards,

Tom Leech

General Airfield Manager (GAM)



ER doing a 'POWER FINISH' after an exciting aerobatic display at the 'CAR EVENT' BUSY SCENE below







Handy hydraulic system on the left.



Nice to have a UTE that is also a tipper.



Incredible activity at Gawler.

## DESTINATION - BROKEN HILL

The LSA Group at Gawler is pretty active and likes to encourage pilots to use their aircraft and flying expertise to see and experience what our great country has to offer. Committee member, Bridgette McAllister loves travelling (early May and she is in the USA ) and is very keen to plan 'fly aways' for the group. She is always looking for ideas from club members and as a result, some interesting ideas have been put forward, evaluated and either discarded for good reasons or accepted for further planning. Members who have been on these trips will always eagerly put their hand up for another opportunity to fly somewhere.

The latest one was another great idea – **Broken Hill**. Private owners were keen and most club aircraft were booked. Ideally departing Friday morning and returning Sunday afternoon. Two nights away is quite doable, however, not everyone has the time available, so some planned a Friday departure and some opted for Saturday.



Broken Hill offers some great attractions for tourists. It is of course a great mining town and just down the road is Silverton. Again, known for mining and also the venue for the great '**Mad Max**' movies.

As usual, Bridgette made contact with the local aviation group, so local knowledge, free transport and aviation assistance were made available. Broken Hill is also the home of the Flying Doctor and their hangar, with the aircraft used in the early days, is available for viewing . Below are Friday arrivals at Silverton.



Friday arrivals also took the opportunity to enjoy camel rides in the local country-side.





Well, it is Mad Max country so vehicles such as a souped up VW are quite common.



The 'Party-Bus'



One of the 'LOCALS' who frequent the pub and are happy to join you for a beer.

### **A FLINDERS EXPERIENCE – Max SCUTCHINGS**

We got to Rawnsley Park on Wednesday, 26<sup>th</sup> April in the late afternoon and set up camp in the Rawnsley Park Station bush camping area, looking over the southern ridge of Wilpena Pound.

We got up early the next day and headed out to the Arkapena air strip. We set up our tent next to the runway to watch the gliders take off all day.

Over the two days I was lucky to fly two different ridges. These were the Chase Range at the Southern Side of Wilpena Pound. I went up first with Peter Phillips and then later in the day with Paul Marshall to have an introduction to 'Ridge Soaring'. It was like no other flying I have ever done before, flying just a couple of metres



from the Chase Range with some impressive lift pushing us up. It was also a good day for me to learn how to fly with other gliders since I have never done that before.

On Friday we arrived at the airstrip and saw that the windsock was pointing in a more westerly direction, so I went up with Mick Bullock to see whether the southern side of Wilpena Pound was working. It got stronger throughout the day and I think that following shape of the ridge closely was some of the most fun I had on the trip.

Overall it was a great experience for me as a student and it taught me some new skills that I can use back at Gawler.



ZDG on tow at Arkapena. The tow rope is just visible.



Two Scutchings enjoying the Flinders Experience.





ER on final at Arkapena

### AERO-SCENE

Jeff Schuster had another great dinner night for Aero Scene enthusiasts on Tuesday 9<sup>th</sup> May. He had 20 keen individuals who enjoyed a very nice meal, discussed aeronautical matters (and others) and shared information on coming events. It was noted that Bruce and Cathy Tuncks were on a visit from Edenhope Victoria.

#### Events:

- Every 1<sup>st</sup> Saturday there will be a BBQ at Mike Chapmans hangar at Rollo's at 1100 hours.
- Every 1<sup>st</sup> Sunday the Aldinga Aeroclub has a BBQ at 1100 hours at their clubhouse. To confirm email at [president@aldingaaeroclub.org.au](mailto:president@aldingaaeroclub.org.au)
- June 10<sup>th</sup>. Wentworth Airport Fly-Inn. Breakfast BBQ, Morning Tea, Lunch-Sausage Sizzle. Dinner at night Information [sunrayysiasportaircraft@outlook.com](mailto:sunrayysiasportaircraft@outlook.com)
- Tentative Late August Eaglehawk Airpark (near Sutherlands SA). Fly-In intended. To be confirmed.
- September 29<sup>th</sup> to 30<sup>th</sup>. The 6<sup>th</sup> Annual Outback William Creek Fly-In. Register on Eventbrite.
- Sunday 8<sup>th</sup> October. JAMESTOWN AIR SPECTECULAR.

Plenty of events for keen aviators to select from.

### ROBIN RICHTER AND STUDENT preparing . Wing runner is ready.



## Help!!

### We have run out of money!

Since the inception of this ASC initiative, some 40 + members have been supported through the generosity of donations from the general membership.

Now that all funds in the program have been expended, **prior to the end of the 2023 Financial year**, there is an opportunity for you to consider making a taxation deductible donation, so that the scheme has a future for 2024 and beyond.

Donations can be made via the following:

- **Tax deductible donations** via the Australian Sports Foundation (ASF), nominating the ASC as the beneficiary, can be made online at <https://asf.org.au/projects/adelaide-soaring-club/asc-gliding-scholarship-program/> by clicking on the DONATE tab.

**A new low cost initiative to donate via the ASF, is through Direct Bank Transfer, via the above link, thus saving time and effort.**

- **Non tax deductible**, donations can also be made to the club via a “one off” or periodic payment (monthly etc.) via a Direct Debit.
- **Wills / Estates**

As is common with many organisations, individuals may wish to include nominated amounts within their estate documentation to support the ASC Gliding scholarship program.

Contact the ASC office by phone on 08 8552 21877 or by email at [office@adelaidesoaring.org.au](mailto:office@adelaidesoaring.org.au) to organize a donation process of your choice.

**All donations received will be pooled and then managed through the ASC Gliding Scholarship Management Group in conjunction with the ASC Committee.**

### Thank you in anticipation of your support!

#### THE LEGACY OF FLYING WITH THE ASC

The Adelaide Soaring Club (ASC) has a proud history of 75+ years of operation from the Gawler Airfield (SA).

While initially a Gliding Club, it is now a recreational Aviation Precinct offering both Gliding and Light Sports Aircraft flying. The listing below, while not exhaustive, depicts people who have flown at the ASC, where they have used their flying experiences at the club as stimulus, or foundations to enter careers in the Aviation Industry. In that vein, there has been a recognition by them, of the role which the ASC has played, as well as the quality of instruction afforded to them by ASC personnel.

Many have graduated from the Australian Air force Cadets / Air League Associations based at the ASC, with their initial training supported by ASC Gliding or Air Force Cadets scholarships.

While the majority are, or have been pilots, the listing also indicates some career pathways in the Aviation Industry enhanced by ASC experiences.

#### MILITARY FLYING CAREERS

- **BECKER Steve**, - Test Pilot with RAAF ARDU, flew Bristol Box Kite replica at Point Cook and is now in RAAF Reserves, attached to Point Cook museum.



- **BROUGHAM Richard**, current RAAF Reservist flying Hawks as an instructor, Hornet simulator instructor for a contractor, owns a Tiger Moth and is a helicopter pilot.
- **BUTLER Dan** RAAF Hornet Pilot on exchange with US MARINES, now returned and in a ground job in Newcastle.
- **Cook, Greg** - chosen to become an Australian Navy pilot in 2017, did 1 year at sea and is currently in 3rd year at ADFA. (ASC Scholarship recipient)
- **Du Rieu, Brian** - RAAF mirage pilot (top of course), Qantas Pilot, Tiger Air Operations Manager, retired respected current gliding competition pilot.
- **Herbert, Duncan** - RAAF F18A Pilot current Instructor on Hawks.
- **Jackson, Cooper** - ASC AEI offered a place at ADFA in 2017 to train as an Australian Air Force pilot. (ASC Scholarship recipient)
- **Jensen, Mitchell** - pilot on E-7 at 2SQN. (Scholarship holder)
- **Johnson, Lachlan** - current C17 RAAF Pilot.
- **Koslowicz, Kathryn** – Air Combat Officer, RAAF.
- **Mace, Ellen** - Now second Officer flying C-17s for the RAAF. (ASC LSA Scholarship recipient)
- **McCoy, Justin** - RAAF flight engineer, undertook pre-flight screening training in LSA, now Captain on P-8A Poseidons.
- **Mifsud, Jordon** - accepted into ADFA as a RAAF Air Traffic Controller. (Sale 2020) (ASC Scholarship recipient)
- **Picton, Mel** - RAAF Hercules pilot as an instructor on C-130J at 37SQN.
- **Quinn, Avids** - Naval Helicopter pilot.
- **Rim, Paul (deceased)** – RAAF Mirage Pilot.
- **Sharpe, Brittany** – RAAF, has completed Air Combat Officer training and is now undergoing Weapon System Officer training, initially in Hawks, then in F/A-18F Super Hornets or EF-18F Growlers,
- **Skiparis, Briony** - LSA scholarship recipient, now at ADFA to train as an RAAF Air Combat Officer (Nav).
- **Solomons, Louis (Dunbar)** – RAAF C130 Pilot
- **Watson, Marcus** - RAAF SQNLDR P3 Captain in Canberra at desk job but due to fly the new P-8s.

## Sport Aviation

- **Scutter, Clair** - Women's World Gliding Comp, and Aust. Nationals Pilot.
- **Scutter, Matthew** – Junior World Gliding Champion (2016)
- **Swart, Belen** – Joey Glide participant.

## Commercial Aviation

- **Baldwin, Sara (nee Pretsell )**- Qantas second officer.
- **Barratt, Andrew** – RAAF then to Commercial Airlines- now A380 Captain (Qantas).
- **Bartlett, Tim** - Cathy Pacific second officer, now flies gliders with BVGC.
- **Beale, Richard** - Qantas 747/A380 Captain trained with BVGC but flew in his latter gliding career with ASC?
- **Beckman, Noah** - is completing an Aviation Degree and Commercial licence. (ASC Scholarship recipient)
- **Carrick, Ian** - British Airways Captain Retired, current glider pilot in Britain.
- **Catchlove, Ben** - current Qantas Pilot.
- **Cesco, Steven** - Bachelor of Aviation, Chief Pilot of Lucas Air Transport.
- **Johns, Cameron** – Captain, flying A320's for Jetstar.
- **Morris, Alan** - Qantas pilot, ASC former tug pilot, Glider pilot.
- **Neaylon, Ben** - Commercial pilot.
- **Pearson, Paul** – F28 Pilot, Mc Robertson Airlines
- **Power, Anthony** - Qantas Link Pilot, now director of Drone operations company for mining operations.

- **Pretty, Greg** (deceased) – Commercial Airlines and then Rex Airways.
- **Ramsey, Brenton** - involved in motor racing industry, entrepreneur sic. Owns and flies helicopters.
- **Roediger, Bev** - ATPL holder, Grade 1 Flight Instructor, Flying School Co-owner with bases at Parafield, Port Lincoln, Wudinna, Cowell and Port Pirie.
- **Roediger, Noel** – Airline Captain, Test pilot, International Meteorological High Altitude Research Pilot.
- **Sarunic, Steve** - a Qantas A330 Captain.
- **Smithers, Matthew** – Jet Star Pacific (Vietnam)
- **Tilly, John** - Virgin Australia Captain on international flights.
- **Toye, James** - Cathy Pacific Captain and operations manager.
- **Watherston, Peter** - Qantas A380 Captain.
- **Zhelararov, Vlad** has completed his Aviation Degree, commercial licence, instrument rating, and in the process of completing multi engine qualifications. (ASC Scholarship recipient)

## Aviation Support Careers

- **Hood, Greg** - ATSB current Commissioner.
- **Moore, Reg** – Air Traffic Controller (18 yrs)

## General Comment

While many ASC members have not necessarily used their recreational aviation experiences as avenues to specific employment in aviation careers, it is well recognized that the knowledge and skills acquired as aviators have had a significant contribution to enhancing both their chosen careers and their general life experiences. Eg. Situational awareness, Judgement, document reading and interpretation, safety, thoroughness, weather knowledge and interpretation, to name but a few.

**I am looking to make sure the above list is accurate. If you are aware of any member that has flown at ASC and gone into an aviation career *but is not listed*, please let me know. [petersachs@iprimus.com.au](mailto:petersachs@iprimus.com.au)**

Compiled by Peter Sachs.

### A HARD DAY ( 10 YEARS) AT THE OFFICE



Congratulations to Jenny and Tom. They have both been with the Adelaide Soaring Club for a decade. Arriving the other day, Jenny said to me “There is some cake for you in the fridge. It is a celebration cake because Tom



and I have been here 10 years, this Monday.” Well, I must say (being a bit of a cake connoisseur) the chocolate mud cake was very nice. Thank you. How about the new warm winter tops they are wearing. Look great too. They will be available for members to purchase.

## LSA MAINTENANCE



As I mentioned in the previous e-news, the ASC now has a different face looking after the club LSA's. **Richard Young** is very suitably qualified and has been appointed as the official LSA Maintainer. Paul Clift has certainly done more than his share, looking after LSA and glider aircraft over many years. While Paul is very relieved at the reduced workload, his special expertise in fibre-glass and electrics will no doubt be called upon.

LSA pilots will notice some additions to the storage cupboards and signage in the LSA hangar.

If LSA pilots have a maintenance issue, protocol is to contact the CFI who will get in touch with Richard or may even be aware of a **fix** being organized. If that fails, Richard can be contacted via email [lsamaintenance@adelaidesoaring.org.au](mailto:lsamaintenance@adelaidesoaring.org.au) or 0419 846 554.

## OPS SCENE

### Retractable undercarriage

In recent months, ASC gliders have had a couple of wheels up landings. The first one was in the LS8 and the second was in the DG505. In both cases, the pilots did not suffer any physical injury, but the aircraft has had to spend weeks in the workshop to be repaired.

While the causal factor for each incident was unique, there are a few lessons we can all learn from the events.

- **A wheel up landing is survivable.**

Landing with the wheel retracted will create some airworthiness issues for the aircraft, but it is very survivable for the pilot. So, if you are coming into land and at the last minute on approach you notice some undercarriage issues, DON'T attempt to fix the problem, just land the aircraft. Too many pilots have come to grief, impacting the ground, trees, or fences while they play with the undercarriage metres off the ground. To highlight this point, the British Gliding Association has issued the following advice.

*"It is also recommended that if the glider is seen on the approach wheel-up, no attempt is made to warn that pilot, using radio or other means, because pilots attempting to fix the undercarriage problem could result in mishandling the aircraft. For this reason, the pilot should be allowed to land wheels-up."*

- **The most common cause for a wheel up landing is pilot error.**

When flying gliders, its important to remember the principle of Locate – Identify - Operate, for ancillary controls like the undercarriage. When coming in to land the pilot is to ensure that the undercarriage selector is placed in the appropriate position (eg. Down and locked) in accordance with the placards fitted to the glider. The undercarriage lever in the ASC gliders are located in different positions and operate in different ways. Some are on the left side of the cockpit, others are on the right side of the cockpit. The down position in some is with the control moved backwards, others the control must be moved forward. Check the placard each time you move the ancillary control. Finally check the lever is positively locked, the lever should be pushed into the locking indent.

- **Stress and workload can impact your flying performance.**

Normal circuit, normal workload tends to lead to a normal landing. But when things get stressful, or the workload increases pilots can and do forget to do the everyday activities like lowering the undercarriage for landing. Its important to recognise the human factors that can lead to us getting fixated on one issue and forgetting to follow the normal procedures.

One of the best ways to avoid a high stress, high workload environment is to make conscious decisions to change from a “soaring pilot” to a “landing pilot”, and perform the actions required to configure the for landing, these include;

- Straps are tight.
- Water ballast dumped in gliders so equipped.
- Engine configuration set.
- Radio is on the correct frequency, that volume and squelch are correctly set, and that the
- microphone is positioned for best performance.
- Flaps set.
- **Undercarriage lowered. Check lever against placard.**
- Speed required at circuit.
- Trim to an appropriate speed for the downwind leg.
- Adoption of safe speed attitude below 1000’ AGL

As always, stay safe and enjoy your flying.

Paul Marshall

ASC Gliding CFI

## NEWS FROM THE COMMITTEE

Thank you Ali.

- Work is underway on a new Gliding Register app
- The 2023 AGM will be held on Saturday, 26<sup>th</sup> August, commencing at 5pm. This will be followed by dinner and the Awards Presentation. Please let the office know if you are attending (for catering).
- There will be a modest increase in bar prices – the first increase for 8 years.
- Welcome to new Members : Keith DAVIES, Jacob WRIGHT, John WEST, Jonathon O’CONNELL and Tristan HAHN.



## COMMUNICATION AT ADELAIDE SOARING CLUB

### ASC WEBSITE

<https://www.adelaidesoaring.org.au>

Information about the club for visitors and official for members.

### ASC OFFICE

[office@adelaidesoaring.org.au](mailto:office@adelaidesoaring.org.au) 08 8522 1877

### ASC COMMUNICATIONS

[communications@adelaidesoaring.org.au](mailto:communications@adelaidesoaring.org.au)

For official information within the club. 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](mailto:maintenance@adelaidesoaring.org.au)

For contacting the official aircraft maintainer.

### ASC MEMBERS

[members@adelaidesoaring.org.au](mailto: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 a club Facebook group.

### ASC E-NEWS

Information about club and member activities. Usually monthly.

### COMMITTEE

Meets monthly. Minutes are posted on Notice Boards.

## OFFICIAL CLUB CONTACTS

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