



# ASC e-News

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

A very interesting November. We had some phantastic glider flight exploits, a new Pipistrel arrival and a visit from the new owner of the Jabiru factory.

Karl Faeth

## A PIPISTREL SINUS AT GAWLER

Walking towards the LSA hangar at Gawler last Friday (3/11) and I was met with the wonderful sight of an aircraft being assembled (rigged). Pipistrel are of course a great aircraft manufacturer and anyone who has flown a Pipistrel will vouch for the aerodynamics.

Moving in a bit closer and it was very obvious that this trailer and the aircraft were both brand new. It was just so incredible to see all the bits and pieces (anyone who has been involved with rigging will know about bits and pieces) that had obviously never been used, including the pristine shiny wing supports. There were instructions on what to put where and of course all the necessary tools were supplied.

One can just imagine the de-rigged aircraft in its trailer, well and beautifully signed, travelling from Europe to Australia. Anyone seeing the trailer would be left with no doubt as to what it contained. For the technical minded, the aircraft is classed as a Light Sports Aircraft, a Pipistrel Sinus 912 owned by Bruce Roney. It has a glide ratio of 27:1 and hopefully we will see it grace the skies over Gawler.





Mmmmm is that supposed to go there? Even Richard Young is a bit unsure – but David Bradshaw knows what he is doing!





## GREAT SOARING DAY

Remembrance Day, of course, was on the 11<sup>th</sup> November at 11am. However, the day before turned out to be an absolutely brilliant day to be a glider pilot and to be up and about. Temperatures in excess of 40 degrees and pilots were out early, doing the important preparation with cleaning, water, oxygen etc.

It was pointed out to me to look at the Glide and Seek website and so I did and I was really blown away by the information available on that site. As Geoff Wood mentioned – Gawler pilots really stood out on the day.

Peter Temple between 0047 and 0714 UTC flew 622 km, up to Port Augusta and back and also achieved a major feat, flying across the gulf over water for over 80km. Incredible.

Tommy Kalsbeek between 0120 and 0750, flew up north for 513km in his Libelle and returned. Great.

A big pat on the back for young Tyson Schmidt who flew our IUN between 0209 and 0719 for 437km. And of course he came back safely.

I must say that I was intrigued watching Tyson on the website flying north of Morgan. My thoughts were leaning towards a retrieve and the distance involved but I need not have worried. Well done everyone.

The retrieve that came to mind was a flight on 9/2/79 of 460km in the Libelle with leaking water bags to Yanyarrie. I was encouraged by Gordon Redway but it ended on the way home with an out-landing at Clare and a night in the Clare Police Station in air-conditioned comfort. No mobile phones in those days. Nice memories.



All gliders lined up on 31 – READY TO ROLL. Thank you Jenny for the photos.

## A TRIP TO KINGSTON

From Jeff Schuster.

6 aircraft with 10 crew departed YGAW for a pub lunch at the Crown Inn Kingston SE. Thanks to Richard for organising it, in what was very pleasant flying conditions.

Paxed in with Tafi today for the first time and had the Liberty experience. Well done and I was impressed. Also well done to the Crown Inn for looking after us, and the courtesy bus provided.

Local bus driver Geoff gave us a quick tour on the way back to the airfield. Was much appreciated. Jeff.







Nicely lined up on a good looking runway.

### AERO-SCENE

18 attended the last dinner on 14<sup>th</sup> November. Future events were discussed for the New Year, following the Xmas dinner at Gawler on Saturday, 16<sup>th</sup> December.

The group is looking at a pub lunch at Cowell (this is always a good trip) early in the New Year. Also a Fly-Away to Elliston on the West Coast and a trip to the Peterborough Railway Museum, possibly in May.

### WHERE IS IT ?

Before Richard Young took over the maintenance of the Jabiru fleet, on the way to the LSA hangar, one always had a quick look in the Maintenance Workshop to see what aircraft was being serviced. If Paul was servicing a Jabiru then that aircraft would of course, not be in the LSA hangar.

Since Richard took over the servicing, Jabirus did not venture into the workshop and their whereabouts could be a bit of a mystery to pilots. Now Richard is a very resourceful chap and he recognised the problem and set about fixing it in his very ingenious way.



Walking into the hangar Friday morning – there was a very large traffic cone in the centre of the floor with a notice very firmly attached.

This left no doubt as to where a particular aircraft was and why.

Aircraft identification was of course quickly interchangeable to suit all the aircraft.

All pilots are now very keenly looking forward to the

ROCKET BOOSTERS

## CLEANLINESS

It is that time of the year when the bugs are up and about and it is essential that pilots clean their aircraft when completing a sortie. It is NOT good manners to leave the cleaning to the next pilot as we all know the bugs set pretty firmly on the windows and fibreglass. Particularly when they dry out overnight.

Now there are plenty of buckets about in both hangars as I have been acquiring some larger buckets that hold plenty of water. A pilot asked me the other day 'where is the tap'. We should all know of course that it is by the glider hangar door, so please keep the buckets filled with water.



Now there are a variety of cleaning aids that pilots can use.

If there is a particular one that pilots think is essential for their aircraft – let me know.

HOWEVER when using cleaning aids – **always make sure plenty of water is used – we don't want windows scratched.**

I have recently bought some chamois – nice blue colour- some walked over to the glider hangar so I purchased a couple more to make sure both hangars are supplied. Make sure they are used so the windows are sparkling.

## NARROMINE

Andrew Wright is over in Narromine to assist the Australian Team in the World Gliding Championships. Whilst there he has come across some really special sailplanes. He has shared some





details and information with us. The photo shows a Czech JS3 RAPTURE. Astoundingly it is jet powered with the engine extending out of the fuselage, behind the pilot. The 'minimum' wing loading is 50kg per square metre on just over 8 square metres of wing. It has a retractable tail wheel and bug wipers that work during flight and recess into the wing root when not needed.

Andrew calls this the sharp end of the 15 metre racing class. Below is an example of how the Czech, German and English crews convey their equipment. They fit 6 gliders and equipment into a container to travel to down-under.

Incredible. The only jet powered glider I have seen is at the Avalon Airshow when it did some beautiful aerobatics, particularly on a dark Friday night with lights for effect.



#### **VISIT FROM – (NEW) Officer in Charge - JABIRU**

Jabiru aircraft are of course very popular at most airfields and particularly so, at Gawler. This has been the case for a number of years now. I have done quite a number of visits to the factory in Bundaberg meeting up with the originator, Rod Stiff and the wonderful staff that has been employed at the factory for a number of years.

My first visit was on 1<sup>st</sup> July, 2006, when I flew up there with Glenn Schwarz to pick up his J160, 24-4698. We picked up his J230, 24-5086 a year later on 27<sup>th</sup> July. The latter was configured for glider towing. Both were eventually acquired by the club. The first one purchased by the club was 24-4925 which I picked by with Darrel Ingham on 19<sup>th</sup> January 2007. A few years later I flew it back to Bundaberg where it was de-rigged, containerised and sent to New Zealand. The new owner was happy to send photos back of it flying in N.Z. with the Adelaide Soaring Club logo clearly visible.

Anyway – the story at Gawler was that Jabiru had been sold and the new owner was going to visit our club. This occurred on Saturday 4<sup>th</sup> November. Our Vice President, Steve, encouraged Jabiru owners to display their aircraft and he personally ensured that the club fleet was cleaned on the Thursday before. By all accounts the visit by Mick Halloran was very successful and pilots were assured the factory would continue to build new aircraft and provide spare parts.



Mick , on the left, addressing interested Members on the veranda.



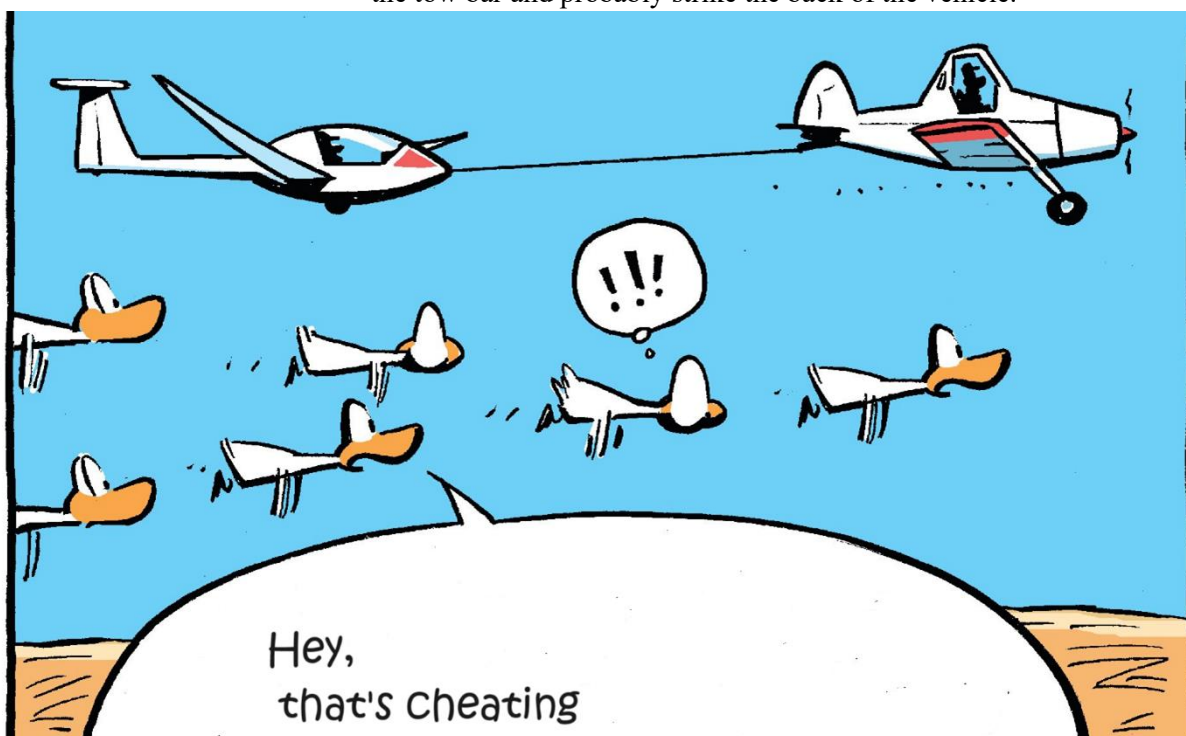
Vice President Steve Miranda, LSA CFI Sue Ingham with Mick Halloran. (Nice photo Phil).



## Take care when towing a glider with a car or buggy.

The ASC provides tow out gear to help move gliders around the airfield. Please take care when using this equipment, as it is very easy to damage the glider by towing too fast. Also remember that you are not towing a normal trailer, you are towing an aircraft that could have a 20m wingspan. Take care and follow the following simple steps.

- Keep your towing speed down to that of a fast walking pace.
- Keep well clear of obstacles.
- Remember it will take some time to stop. If you hit the brakes hard, the glider will jump off the tow bar and probably strike the back of the vehicle.



## Are you ready for a launch failure?

At Gawler there are two ways to get a glider into the air. The most common method used is Aerotow, the second is to self-launch. While these launch methods are tried and tested techniques, it is always possible to have a launch failure. So before you take-off, think about what you would do during a launch failure.

### **Tug engine Failure whilst on Ground**

- Avoid the towplane by using rudder to steer away – typically you will steer to the right, but just give way to the towplane. Use airbrake and wheel brake to stop the glider.

### **Tug engine failure in the air**

- Maintain safe speed and avoid the towplane. Depending on your height you may decide to delay using airbrake so that you can overfly the towplane or deviate to the right to avoid the towplane which may be blocking the runway. Once you have a clear path use a small amount of airbrake to descend to the ground, round out and land normally.

### **Rope Break - Airborne, Runway Remaining**

- Lower the nose to adopt safe speed, Release the rope and Land straight ahead on the runway. If runway length is minimal, use a lot of airbrake and then wheel brake. If over running the runway, ground loop prior to hitting fence

## **Rope Break - Airborne, no Runway Remaining**

- Lower nose to adopt and maintain safe speed
- Release rope
- Outland straight ahead or within 30 degrees either side of straight ahead. You should be aware of possibilities for out-landing and select the most appropriate
- If above 200 feet you may do a 180° turnback and land back on the runway, looking out for other traffic.
- If sufficient height you can perform a modified circuit to a runway depending on aircraft type, aerodrome layout and/or weather conditions

## **Self-Launch failure**

### **Engine problem on ground roll or not airborne by abort point:**

- Close throttle
- Maintain directional control;
- Apply full dive and wheel brake(s)

### **Engine problem airborne, runway remaining:**

- Lower nose to adopt safe speed;
- Close throttle;
- Land straight ahead on runway;
- If over running the runway, ground loop prior to hitting fence.

### **Engine problem airborne, no runway remaining**

- Lower nose to adopt and maintain safe speed;
- If time permits, conduct CFMOST check:
  - Carburettor Heat (on if fitted);
  - Fuel (On and correct tank, fuel boost pump is on);
  - Mixture (Choke Off; Full Rich as required);
  - Oil Temperature and Pressure checked;
  - If Temperature high and Pressure low, consider possibility of fire;
  - Switches: (Magnetos switched on or both);
  - Throttle & linkage (checked).
- Close throttle.
- If time permits: Fuel and Switches off.
- Outland straight ahead or within 30 degrees either side of straight ahead;
- If above safe height either 180 degree turnback or modified circuit to a runway depending on aircraft type, aerodrome layout and/or weather conditions.
- Remember priorities: 1. Aviate 2. Navigate 3. Communicate.

As always, stay safe and enjoy your flying.

Paul Marshall



## COMMITTEE

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## 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.

**LSA MAINTENANCE** [lsamaintenance@adelaidesoaring.org.au](mailto:lsamaintenance@adelaidesoaring.org.au)

For contacting the official LSA aircraft maintainer.

**GLIDER MAINTENANCE** [glidermaintenance@adelaidesoaring.org.au](mailto:glidermaintenance@adelaidesoaring.org.au)

For contacting the official glider 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.