



ASC e-News

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

A very interesting October. We had the successful weekend ridge soaring at Black Springs and the very welcome Air Spectacular at Jamestown.

Karl Faeth

BLACK SPRINGS WEEKEND

A number of club members worked hard to get this weekend under way and to actually bring it to fruition. However, Frank Johann must be singled out as **THE MAN**. From what I could see, he started the ball rolling by getting members enthused, visiting the farmer to get his support and then to inspect the location to assess its suitability.

To the un-initiated it doesn't sound like much work, but to make the weekend the success that it was it needs a lot of organising and a need to get members onside. Then to gather the equipment, check it out and arrange to do the conveying and towing etc. The feedback from attendees has been full of enthusiasm and gratitude to be able to take part in such a successful flying expedition. The rough weather certainly played its part - evidenced by some of the graphic descriptions of tightening seat belts to save canopies on the way home..



Ali the 'Tuggie' worked hard to get everybody safely into the air.



ER on final with airbrakes visible



A ground view



Some of the very happy participants



A wingtip view of the area including a ridge.



A nice photo from Geoff Wood of a successful take-off. He assured me that the combination safely missed the wind turbine.

GLIDER SPINS

As I mentioned last month. A number of LSA pilots are taking the opportunity to follow RAAus guidelines and taking some spin lessons and experiencing the sensations of spinning an aircraft and, of course, **recovering**. It brings to mind the television view from USA the other day of a student and instructor in a spin and not recovering. The commentator was very pleased to advise that no one in the house that the aircraft hit, was injured. Bad luck about the crew. Just goes to show how important spin and recovery training is.





Above is Colin Drew not too sure but preparing himself for an interesting flight. He reported successfully flying the tow and spin recovery.

Here is Megan Gabell after enjoying an educational spin and recovery flight.

Hank Delen (above and left) volunteered to conduct spin training during the week. He had a number of students who reported enjoying the flights which were all preceded by a detailed briefing. **Well done Hank.**

Daniel McIntosh after a successful spin flight with Hank (centre) and Megan

JAMESTOWN AIR SPECTECULAR

As I was coming past the airfield early on Sunday 8th October, I saw a glider and tug lined up on 31. I thought to myself 'That is an early start for the glider ops'. By the time I had parked, the combination had left and the tug had not returned. It did occur to me then that the combination was on its way to Jamestown.

A few months ago I had 8538 lined up and had arranged with Tess Houtman to fly to Jamestown for the show. As it turned out, 8538 was U/S and Tess had just returned from Malaysia and was't well. She offered her seat to CFI Sue Ingham who gratefully accepted, as her own aircraft had engine problems. 7385 was available so Sue and I used that. Good to have an experienced navigator on board who also kept an eye on the numerous aircraft making their way north, including Ian McDonald in his J230.

Before long we were lined up on 16 at Jamestown and coping with a stiff 90 degree cross wind. There was good communication and we pursued the "FOLLOW ME" vehicle to the parking area at a good pace. Parking was well arranged and involved crossing a closed road into a field at end of 34.

There was a very good attendance. This year there was reserved seating and even a small grandstand. Well organised. The show commenced with model jet and normal engine aircraft and 4 skydivers. We were then entertained by Steve Pegler in BOT towing the DG with Tommy Kalsbeek and Frank Johann doing some aerobatics. Nicely done.

This was followed by 2 DeHavilland Chipmunks, one being from Gawler from the Mark Michell hangar, with two Tiger Moths. Nice sound as they flew overhead. Next came a Mustang and then a CA-12 Boomerang flown by Jim Whalley. Organisers had spoken with the RAAF and we saw a P8 from Edinburgh do a couple of passes. We thought the pilot might be our Josh Brown but it happened to be a US Navy pilot, on exchange.

The commentary was excellent with well informed comments that kept everyone apprised of the action and also the background of some of the displays. Well done by our own Tom Leech.

A highlight was the formation flying by the South Australian 'SILVER SHARKS' Very spectacular with smoke effects. Paul Bennet gave his spine tingling display – flying port side down with the wingtip about a foot off the ground. Absolutely incredible. There was also a GRUMMAN AVENGER – that these flew on and off aircraft carriers is hard to believe. There was also a Super Seabee, a Stearman and of course Jim Whalley's S211 Marchetti Jet.

Leaving was again made easy with the air traffic control provided and runway 34 used, which was straight off the aircraft parking area. A bit sobering was the radio advice for aircraft to stay clear of Crystal Brook, the scene, of what we found out later, a double fatal aircraft accident.





The Avenger. It is huge and the photo does not do it justice. One would think the wings fold up – but no, they fold back towards the tailplane. Interesting sight that was demonstrated a couple of times.

TESS IS GOING COMMERCIAL



On the left is a very nice photo of 2 delightful young ladies. (Mother Meg & Daughter). One of them (on the right in case you are unsure) is Tess Houtman, an accomplished LSA and glider pilot who has just enrolled in a Commercial Pilots Licence course at Parafield. We very sincerely wish her all the best.

Just think – you could be on a commercial flight in the future and her voice comes over and says “ This is your Captain speaking.”

GLIDING REGISTER

Things are happening in the computer world, what with Telstra getting out of emails and others looking at what they may support. Tom has put out an email to say our Gliding Register needs to be re-vamped as Internode will not be supporting it. We have similar concerns with Goboko, but hopefully that will survive a little longer.

Ideally of course we need systems that are simple to use, reliable and cost effective.

Tom Leech will keep us all updated as to what is happening but as he says – he has a cunning plan for when the register turns into a pumpkin on 31/10/23.

GLIDING SCHOLARSHIPS

The ASC is pleased to announce an ASC Gliding Scholarship program for 2024

Please note: This program is in addition to that being offered by the Honorable Company of Air Pilots Australia.

The ASC Scholarship Program is open to **any** ASC member, but is also open to others who have a desire to pursue Gliding as a recreational aviation activity at the ASC.

As a result, applications are now invited for this program, based on the following information.

Applicant eligibility criteria

1. Must be an Australian Citizen or Australian Permanent Resident.
2. Must remain a flying member in the ASC and Gliding Australia for a minimum of 12 months after being awarded a scholarship and be financial **at all** times throughout the scholarship period.
3. Preference will be given to those who can show a demonstrated commitment to the ASC and a strong desire to progress their gliding within the club.

Terms and conditions:

1. The scholarship period is from 18/12/23 to 31/12/24.
2. The value of each scholarship will be determined by the ASC Gliding Scholarship Management Group, which will assess each application on its merits and take into account the scope of the activity or activities for which support is being sought.
3. Depending on the level of scholarship funding available, the amounts awarded may not necessarily cover the full cost of the activities proposed.
4. Scholarship funds may only be applied to the use of ASC owned / leased sailplanes and tugs where their operation is directly managed by ASC (i.e. at Gawler or at specified ASC camps such as the “Flinders” or “Black Springs”).
5. ASC tug(s) used at other club sites (Joey-glide, coaching week etc.), under the control of another club, will not be covered by scholarship funds.
6. No further correspondence will be entered into after the Scholarships are awarded, however, upon request, the Scholarship Management Group will provide feedback to unsuccessful applicants.
7. The Gliding Scholarship Management Group will maintain regular liaison with scholarship holders.
8. Funds not expended prior to 31/12/24 may be forfeited, unless extenuating circumstances can be shown.
9. The Scholarship Management Group reserves the right to remove funding from a recipient at its discretion. This will not be done without appropriate consultation with the recipient and ASC Officials.

10. Applicants under the age of 18 must accompany their application with the written consent of their parent/s or guardian/s.

11. Scholarship funding can be applied against any personal gliding development activities.

The process:

Application Period for 2024:

The Application Period will open on Friday 13/10/2023 and close on Friday 24/11/2023.

Commencement Date.

The commencement date will be Monday 18/12/2023. Applicants will be advised of the outcome of their application prior to the commencement date.

Application Criteria:

In your application, please address the following criteria:

1. Outline why you are seeking a scholarship, including both the short and long term gliding or other aviation related goals, you hope to achieve.
2. If you are a member of the Adelaide Soaring Club, briefly outline the nature of your flying activities within the club and / or any other activities of involvement.
3. If not yet a member, outline your aviation interests.
4. As a potential scholarship holder, indicate how you might “give back” to the club.
5. Any references from people who would support you in the gaining of a scholarship, will be welcomed.

Note: Further application periods may be advertised in 2024 contingent on scholarship funds available.

Should you have any questions, or need further information, please call the Program Coordinator of the ASC Gliding Scholarship Management Group:

Peter Sadler: 0435936950.

If you think you qualify, please send your completed application by email to Peter Sadler - peter.sadler50@gmail.com attention “ASC Gliding Scholarship Management Group”, within the above timeframes.

AERO - SCENE

Jeff Schuster reports another successful dinner night on the 10th October with 15 in attendance.

Upcoming Events

Sat 18th November, 2023. Naracoorte Airport – Aero Club will have a Fly-In from 0930. Contact is Emily 0475 414 473.

Sun 26th November, 2023. Truro Flats Airpark. 1030. Annual Toy Run. Attend and bring a gift which will be donated to Anglicare. Phil 0439 845 727.

Ian PHILP – Level 2

Congratulations to Ian Philp. As a Level 1 Instructor he was very busy out at Gawler, flying gliders, teaching and I remember at one time going out with another member to retrieve him from an out-landing (nice landing) near Riverton. Ian has now completed all the requirements and ticked all boxes and is now a fully qualified Level 2 Gliding Instructor. **Well done Ian from everyone at the club.** In Ian’s words --- *Proud to be part of this club and humbled to be given this opportunity. Thank you to*

all club members, both gliding and LSA, I have learnt from over the years and from whom I will continue to learn. One of the beauties of gliding (flying actually) is that it always offers more to learn,

Thanks to all the Senior Instructors who supervised and gave me advice when I was rostered as the Level 1 Duty Instructor: eg Tommy every Wednesday, and also Rob Moore, Reg Moore, Andrew Wright and others.

The intensive gliding courses were a great opportunity to give my Instruction Techniques a boost. The courses gave me the opportunity to observe Paul Mason and Hank Delen showing how well things can be done across a wide range of the pre-solo topics.

Thanks Hank, for the time and effort you put into guiding me through the upgrade process and expectations.

Cheers, Ian.

On the right is Stan Nowakowski congratulated by Sue Ingham (CFI) and Tom Leech (Airfield Manager) on achieving Senior Instructor status. (LSA)



Ian Philp (on the right) with Robin Moseby, the Wednesday Wedgetail Author.

NEEDLE (Glasses) IN A HAYSTACK



Steve Miranda, ever busy, advised the other day that Michael Trainor had lost his reading glasses in the 23 vicinity.

I very sincerely hope that he found them because the farmer has been busy in that area. The worst scenario could be glasses in a hay-stack?

INTENSIVE GLIDING COURSE – Thank you

Written by Jarryd Thiel on behalf of Vanessa Greenslade, Sam Pollington & Jade Delen

The four of us were greeted with almost perfect weather for our five-day gliding intensive beginning on 9 October 2023.

We were a mixed group of varying levels of experience and age. There was young Sam Pollington and Jade Delen, aged 14 and 16, respectively, with more experience in the cockpit than in a driver's seat(!), paired with Vanessa Greenslade and myself, Jarryd Thiel.

Under the wise and generous guidance of Paul Mason, Ian Philp and Hank Delen, we were treated to a budding glider's masterclass on pre-solo training.

With between two and up to five flights each on all but one windy day, where the gliders were prepared to fly by themselves without us, we ploughed through the syllabus all on our terms. While the days were long and filled with both practical and theoretical elements crucial to our development, the time "flew" by and we were all sad, but perhaps somewhat relieved, when Friday came and went.

It was also our first insight into just how busy Gawler Airfield gets, with Monday operations in full swing, requiring two tugs and a keen lookout for gliders, jabirus and private planes making the most of the great weather we experienced.

From the elemental through to more advanced training including thermalling, launch emergencies, stalls, incipient spins and spin upset recovery, the whole gamut of pre-solo gliding was touched on.

It was inspiring and indeed very satisfying to watch and experience how much we all grew throughout that week of intensive flying. There is no doubt that it was a highly valuable and efficient way to develop our skills and speed towards our first solo.

For any new aviator wishing to fast track their learning, I couldn't recommend intensive flying more highly.

Our sincere gratitude goes to Tommy Kalsbeek for organising the intensive course and for conducting many of our aerotows, and to Paul Mason, Ian Philp and Hank Delen for giving up their time to patiently instil in us so many important flying skills. Thanks to all of you and to our other tuggies who helped get us airborne!

DANGEROUS CLIMBS

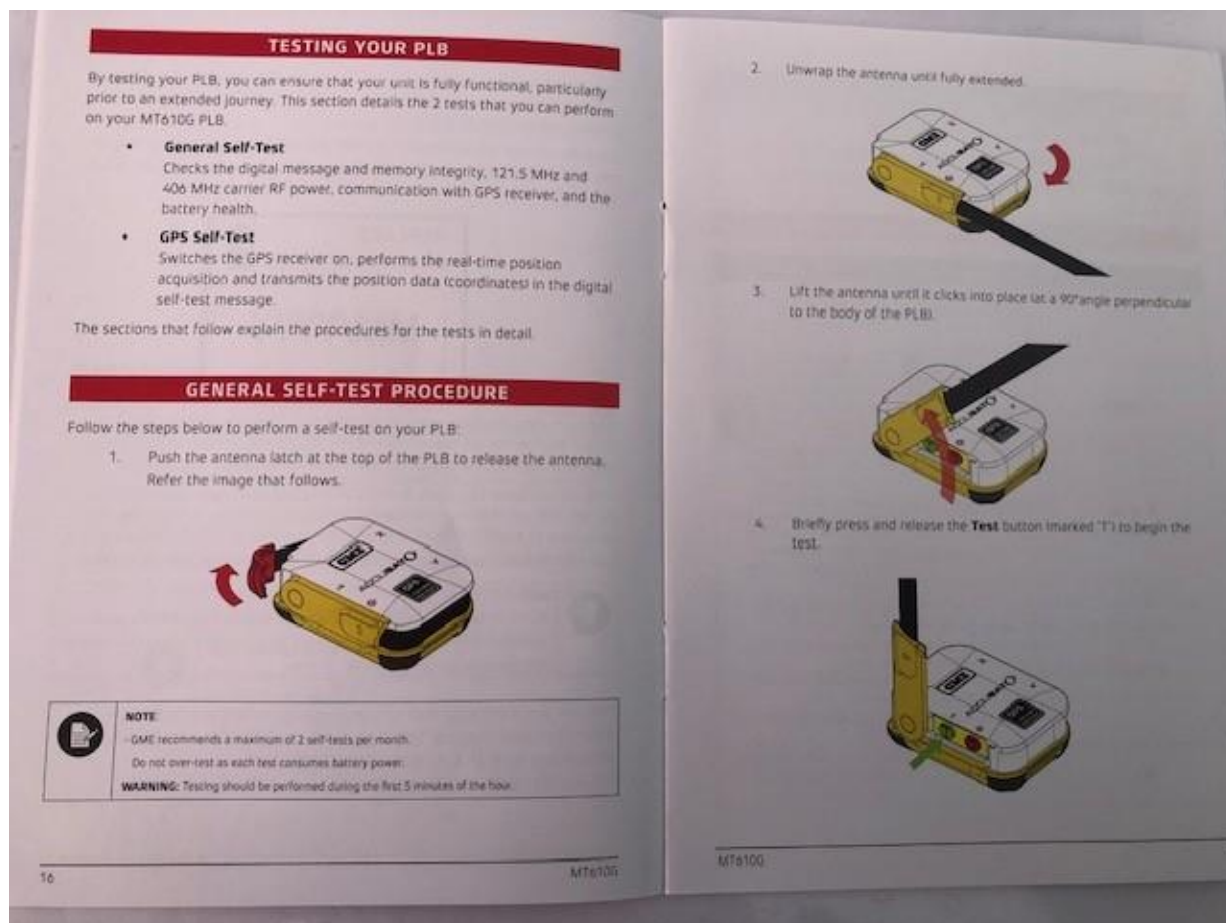
Everyone (particularly LSA pilots) please note that Tom Leech has supplied nice and very safe ladders in the hangars. These are particularly useful when checking fuel level in the Jabiru wings. It is absolutely essential that these ladders are used for what they are intended for.

The other day I saw a pilot grab one of the white plastic chairs to access the fuel cap on a Jabiru. This is a very dangerous habit and must cease immediately.

NEW P.L.B.s

As all pilots know, our PLBs (Personal Locator Beacons) have a limited life span which is governed by the battery life. On checking all Jabirus the other day I found that 8538 and 5086 are due to have the beacons replaced in November 2023.

I have sourced new beacons, thanks to Bradley, and lo and behold, beacons, along with everything else in life, have been upgraded. They are now smaller but have a longer life (replace 04/2031).



Now we know that we should test a PLB, however the more we test, the more the battery will deplete. GME recommend that it NOT be tested more than twice a month, so to test it ONCE a month is more than adequate and the battery should last for the planned period.

As I mentioned before, the new PLBs are different. They are smaller and have a different activation method. The early one only needed the aerial to be released, the new one needs the aerial released by unclipping the red latch, let the aerial (antenna) extend, then move the yellow part until it is at 90 degrees to the body. This then shows a green (test) and a red (activation) button.

Briefly press the green button and a white flash indicates the test has started. A green LED will flash twice to indicate 121.5 MHz and 406 MHz are being emitted. A long green flash indicates the test was successful. There is also a GPS test which takes longer and consumes more power. Recommendation from GME is to NOT use this test more than twice a year. The CFI is looking at the issue and at this stage plans are to limit this test and include it in the annual aircraft inspection.

LOG & GOG NEWS

LOG AND GOG INITIATIVES

Not so long ago the club conducted a survey of members. Among other things it asked what members wanted. Two clear answers came back:

1. Opportunities to learn more about flying, to gain more knowledge and extra skills;
2. While acknowledging the need to keep the business aspects of ASC on a sound basis, people wanted the opportunity for more social interactions, events and fun – to be a club, not just a financial enterprise.

Since the survey, the ASC LSA Operations Group (LOG) and Gliding Operations Group (GOG) have made every effort to respond to the survey. Activities have included:

Training in use of Ozrunways: This seminar was a great success. Some members would have liked a more introductory approach, and we'll try to pitch a future seminar at a level to suit everyone.



Training in use of the S100 gliding

instrument: Peter Temple gave a balanced presentation covering everything from how to turn it on (and very importantly –off!) to the great range of information it can provide, how to interpret it, and when to be sceptical about what it tells you. Some members have already requested a repeat.

Use of SkyEcho, SAR and related topics:

Once again a good crowd took part in a seminar conducted by Bradley Leksas. We all went away wiser which was what it's all about!

The next learning seminar will be on 24 February at 10 am in the clubhouse on **The**

Big Three – the things which lead to most accidents and incidents in aviation, and how to avoid them. It will be conducted in collaboration with CASA. Do you have a 2024 diary yet? Why not put this date in it now?

As for the club activities – a weekend flyaway to Elliston is being arranged for January 2024, and day trips for LSA will be announced on an ad-hoc basis when the weather is right. The annual expedition for gliders to the Flinders is on in September next year, and a bid is being made for another Sailplane Grand Prix at Gawler. A full program!

OPS SCENE

What to do in an emergency!



With the weather warming up and the soaring season about to begin, it's a great time to remind people what to do in the unlikely event there is an emergency on the airfield.

Just like piloting an aircraft, the best way of dealing with an emergency is to have a plan.

The Adelaide Soaring Club has developed a "Emergency Response Plan", that is to assist club members in case of an incident or accident on the airfield. The "Emergency Response Plan" describes the initial actions that should be performed to ensure compliance with the requirements mandated by GFA, RAus and ATSB. It also includes key contacts and phone numbers, that could be useful in an emergency.

A copy of the "Emergency response plan" can be found at the shelter sheds at the launch point, also its in the pilot briefing room and available on the club website;

[Adelaide Soaring Club - Emergency Response Plan](#)

Please take the time to have a look at the plan and familiarise yourself with where the plan is located.

As always, stay safe and enjoy your flying.

Paul Marshall

ASC Gliding CFI

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ASC WEBSITE	https://www.adelaidesoaring.org.au Information about the club for visitors and official for members.
ASC OFFICE	office@adelaidesoaring.org.au 08 8522 1877
ASC COMMUNICATIONS	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 For contacting the official LSA aircraft maintainer.
GLIDER MAINTENANCE	glidermaintenance@adelaidesoaring.org.au For contacting the official glider 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 a club Facebook group.
ASC E-NEWS	Information about club and member activities. Usually monthly.
COMMITTEE	Meets monthly. Minutes are posted on Notice Boards.