



ASC e-News

Electronic news from the Adelaide Soaring Club **1st FEBRUARY, 2024.**

We are well into the New Year and hopefully it will be a safe one. Runway direction queries should be resolved and hopefully in line with VFG requirements. Robin Moseby makes us aware of the dangers of crossing active runways. Mandy Temple is looking for assistance with the 2025 FAI Grand Prix at Gawler. 13 aviators in 8 aircraft made a great fly-away to Warrnambool.

Karl Faeth

2025 FAI QUALIFYING GRAND PRIX AT GAWLER



The Adelaide Soaring Club has been selected to host another Qualifying Grand Prix event for FAI.

This event will be held between the 5th to the 11th of January, 2025, with 2 practice days beforehand.

The competition is open to Standard, 15 meter and 18 meter gliders.

Entries can be made on <https://stadium.crosscountry.aero/eventRegistration/85>

More details will follow in the coming weeks.

We will need a team of volunteers to assist with the event so if you think you may be able to help in any way please contact Mandy Temple on 0428378076 or mandytemplecd@gmail.com

Assistance is needed with a range of tasks and could be as simple as operating the coffee machine during briefing, copying test sheets, manning the bar, to manning the start and finish radio, acting as a safety officer, a launch Marshall and all of the usual things associated with a competition.

The FAI SGP event is limited to 20 pilots and if we are fortunate enough to be over-subscribed we will run a parallel event for those pilots who do not make the cut or have a qualifying aircraft. Therefore everyone who wants to fly will be able to fly during this week.

WEDNESDAY MUSINGS -From Robin Moseby

Well - a bit of a change from the usual Wednesdays. It was a fully overcast day and a gentle breeze favouring operations from 23. I was a bit late getting out to Gawler and when I arrived gliding and Jabirus were active operating from 23. I checked NAIPS and R 233A and R 233B were green so we had up to 4500 FT AMSL in our training area and the only red in the restricted area briefing was R 292A H24 from SFC to 8,500 FT and R 286 SFC to 1500 FT (Explosives)

I had elected to fly GFC and of course it was well hidden in the back pocket of the Glider hangar neatly pinned there by ER and then the Demona in the front of the hangar. So after some to-ing and fro-ing managed to get GFC to the front of the hangar without disturbing ER then Tom C turned up to help me complete the DI and I hitched GFC to my car and proceeded to the 23 launch point.

At the taxiway crossing of 23 I stopped and checked the approach to 23 - saw the tug was parked near the launch point but failed to see a Jabiru and a glider on short final - the weather was overcast but that is no excuse for not making absolutely sure the approach to 23 was clear before crossing the runway. The Jabiru elected to go round and the glider had landed short on the grass. I have submitted a SOAR report and hope my experience will help everyone double check any active runways before crossing - I am also planning to buy a VHF radio to monitor traffic whilst using my car to tow a glider.

This must have been one of the busiest Gliding Wednesdays for a while -20 tows by Tommy who had to refuel the tug. The overcast conditions of course prevented too much ground warming so the thermal activity was almost non-existent.

Ged T. in IUN had three flights (24, 19 and 25) and James H had two (19 and 22). Tom C. in GER had two flights with friends (27 and 14). GPF with Ian Philp had three training flights with Noah P. (16, 20 and 17) and three training flights with Thrian M F (21, 20 and 10). Steve M. had six pax flights in ZDG (20, 19, 20, 19, 19 and 19)

Somewhere in the middle of this I launched in GFC and taking an iron thermal to 4,000 Ft managed to eek out 29 mins - the conditions were smooth and I only found one small bump near the graveyard which had minus 2 kts.

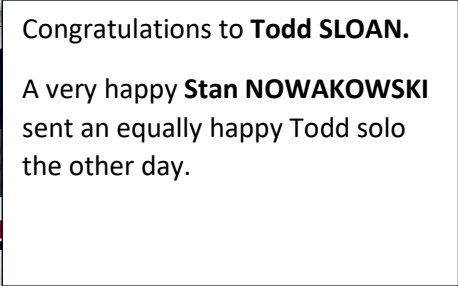
So a good day for training and passenger flights and special thanks to Tommy, Steve and Ian for keeping things moving

Friday is supposed to be a better day for soaring so perhaps there will be some lift then :-)

Robin Moseby

Ed Note, Thank you Robin for bringing to everyone's attention the dangers of crossing an active runway. Also a very good idea to be in radio contact and **make a call and listen** before crossing.

TODD SLOAN - HAPPY SOLO FLIGHT



VISIT TO MT. BEAUTY GLIDING CLUB

Peter Sachs recently took a trip into the scenic Alpine area of Bright and Harrietville in Victoria and took the opportunity to contact the Mt. Beauty Gliding Club for a flight. He was made very welcome by Peter and Robyn Deane and CFI Andrew Evans. He reports:

Appears the club has a vibrant and enthusiastic group of glider pilots numbering about 50 and they fly in the magnificent Upper Kiewa Valley.



The club fleet consists of an ASK-21, a GROB 103 two seaters and a single seat Hornet. There are also a number of privately owned gliders with an LS 3, ASW 19 and a Discus flying on the day. There are also a number of powered aircraft.



The “shelter shed.”



Gliders are launched using this fixed site TOST winch.

The operation uses a single strip 32/14 of grass and new bitumen as a result of the successful application by the club for the recent Government grants.

On the day I flew, winds were light, aircraft took off into wind and landed with a tailwind, rolling as close as possible to the take-off point. This felt quite strange given the operations at Gawler.

I was lucky to have a 50 minute flight in the GROB 103 NGV, accompanied by Rick Amery, one of their experienced pilots. As a “flat earther” other than Black Springs and the Flinders, the scenery and sky conditions were magnificent.

The mix of air traffic on the day comprised private gliders, GA aircraft and a number of “tea bags” (para gliders) emanating from a range of elevated sites in the area – all landing silently at the airfield – without radio calls!!!!

If you are in the area, I am confident that you would be very welcomed as a visiting glider pilot.



Mt. Beauty runway

NEW BINS AT GAWLER



Abdrew WRIGHT advises that we will see new bins at Gawler from now on.

There are special purpose bins and are for **CANS & BOTTLES ONLY.**

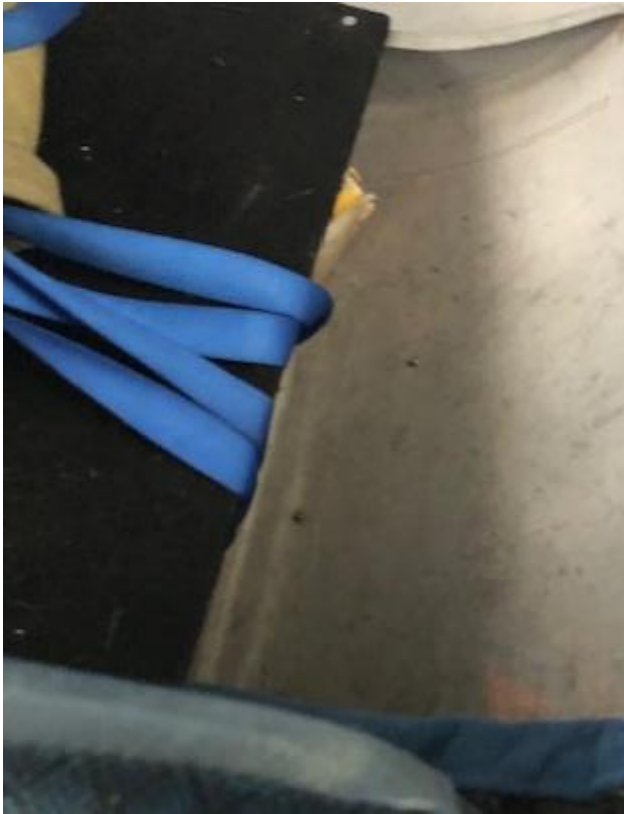
The idea is that the money from cans and bottles will then go back to the club.

An excellent idea. Use them please.

LSA – MISSING PLUGS

First flights for the day are great – peaceful and quiet **BUT** the first pilot of the day **must do the D.I.** As a pilot, that is a given and nobody grumbles about that. However it is an important task and it does take time. But we know it is vital because our life depends on it.

Also, don't forget to note defects. Major defects – we don't fly. Minor defects flying is at pilot discretion **but** write them in the Maintenance Book, otherwise the Maintenance Person will not know about them and fix them. Then – sign the maintenance book to signify the DI has been done.



Every now and then some of the little plugs that ensure the safety of aircraft systems and that we put on at end of flying and take off at Daily Inspections, can't be located.

There are 6. 1 for the static on the fin, 1 for each fuel cap breather(2), 1 for the pitot, 1 for air intake and 1 for the exhaust pipe.

We keep them in our hand as we take them off as we complete our tour around the aircraft – then we stow them in the aircraft.

The other day I found some tucked under the straps holding the equipment bag in place (on the left-blue) .

Please stow them behind the pilot seat in the little compartment shown -just to the right of the blue straps. They cannot move from this area and are secure.

So six plugs are taken off when DI-ing and six are put back on when finished.



Liam Doherty went solo the other week. Pictured with his Dad. Well done.



Pat Makeham after his Solo Flight. Congratulations.

TRIP TO COWELL

The LOG team and also Jeff Schuster with Aero Scene and Richard Young are always keen to organise a trip away for the LSA group. Weather always plays a **BIG** part in the actual realisation of these plans. So it happened that a trip to Cowell occurred on the 14th and not the 7th as initially planned.

According to Jeff, 8 aircraft from Gawler made the trip with 16 keen aviators on board. Having done this trip, I can say that it is an excellent day out. Flying over the water, the Gulf and Franklin Harbour and then landing at Cowell, a great experience for an aviator.



Great View



The group was looked after by Brenton from the hotel and conveyed in the Hotel Bus. Nice Day.



The happy group of diners at the 'Franklin Harbour Hotel'

THE ZONTA CLUB AT GAWLER

Members are no doubt aware that our very nice clubrooms (Thank you Megan) are available for individuals or groups to hire for functions. Members still have access of course but are asked to be mindful of the function and not to disrupt them unnecessarily.

So it was that the Gawler Zonta Club hired the dining room for a fundraising lunch for the Amelia Earhart Scholarship Foundation. Thank you to Angela Lange for her insight and a selection of photos on the day, 20th January.

"Over 90 people enjoyed a scrumptious lunch at our very first Amelia Earhart Luncheon Fundraiser at the fabulous [Adelaide Soaring Club](#) today!

Special thanks to our amazing Guest Speakers Claire McKnight RAF and Molly Franklin RAAF who spoke passionately about their experiences and accomplishments as Flight Engineers in the

Defence Forces. Thanks also our caterers Chris and her team from Divine Dinning. Thanks to everyone who attended, your contributions will go towards the Zonta Amelia Earhart Scholarship Foundation.- Gawler”



A Happy Luncheon Group being informed by Tom about our Club history. Graham Beck (foreground on the left) is paying attention to Tom and the well-presented group.



On the left are group members Marc Michell and Steve Ahrens.

L.S.A. FLY – AWAY.

As I mentioned in the Cowell trip – weather always plays the major part in any fly away. So it was decided by Committee Member Bridgette McAllister and LSA CFI Sue Ingham, as organisers, that the long weekend in January would be ideal for the trip to Warrnambool. So it turned out that the weather, after a short delay Friday morning, was suitable and off they went. Being good aviators there was a general consensus that the route would pass closely to Naracoorte and that would be an ideal place to drop for some essentials, including fuel. Thirteen keen aviators in eight aircraft set out on the 286 nm trip.



Need refreshments after a long trip



Lunch at the Waterfront Café. Below – a beautiful view of Port Fairy.



Ops-scene

Pre-boarding checks.

The Pre – Boarding checks are a simple way of making sure the aircraft is safe to fly.

- A. AIRFRAME (walk around check for damage and/or defects. Maintenance Release checked, including DI validity)

The SMS records indicate that in the past club members have done the Daily Inspections (DI) but have failed to sign the maintenance release or have signed the maintenance release with the wrong date. In either of these types of incidents ***the aircraft cannot be flown*** until the DI has been correctly done and recorded.

When checking the DI book, have a look for major defects. Remember its possible for an aircraft to pass its daily inspection and then develop a defect later – in this case there will be a valid DI record in the book, but ***the aircraft cannot be flown*** as there is now a major defect recorded.

- B. BALLAST (glider loading is within placarded limitations and trim ballast secure)
Special care must be taken when checking the ballast for aircraft with water ballast in the tail. Do you know how much is there? If in doubt, take the time to check.
- C. CONTROLS (Check controls, including airbrakes and flaps, for correct sense and full defections)
- D. DOLLIES (All dollies and ground handling equipment removed)

Once you have completed your pre-boarding check, you can now climb into the glider and start your post boarding checks....

As always, stay safe and enjoy your flying.

Paul Marshall CFI / Gliding

COMMITTEE

Tony LEWIS	President	0417 853 768	president@adelaidesoaring.org.au
Steve MIRANDA	Vice-President	0433 193 970	prof.steve.miranda@gmail.com
Bridgette McALLISTER	Committee	0467 801 645	bsmcallister@hotmail.com
Brian RAU	“	0408 777 564	brian.adl@bigpond.com
Megan GABELL	“	0449 691 649	meganllewellyn31@gmail.com
Josh BROWN	“	0404 466 956	jdbrownp8@gmail.com
Bradley LEKSAS	“	0487 796 337	leksasbradley@gmail.com
Ali SWART	Secretary	0409 299 936	secretary@adelaidesoaring.com.au

Steve PEGLER	Treasurer	0438 409 928	treasurer@adelaidesoaring.org.au
Paul MARSHALL	CFI Gliding	0427 394 841	gliding-cfi@adelaidesoaring.com.au
Sue INGHAM	CFI LSA	0437 658 976	jabiru7314@gmail.com
Tom LEECH	Airfield Manager	0400 900 903	gam@adelaidesoaring.org.au

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 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.