



## ASC e-News

*Electronic news from the Adelaide Soaring Club      1<sup>st</sup> MARCH, 2024.*

Everyone is flying well and safely. (If unsure – just ask the pilots). We had one glider outland near the bottle factory, however that is part of glider flying and training ensures it is done safely and the glider brought back to be rigged. I recommend any member to assist in a retrieve if the opportunity arises. Good to see the ground as it is instead of viewing it from a thousand feet or so. Full marks to the local Emergency Services – I believe a couple of Police Cars and Ambulances rocked up as well.

The ASC membership is made up of mainly pilots, *however* some have other interests as well. Phil Pullem has a group he calls **Road Runners**. They own some *awesome* machinery and do a road run every now and then finishing (Of course) with a nice lunch somewhere. Importantly, they do assemble and start off from the Gawler Airfield. Thank you Phil for the photos and the story.

RAAUS conducted a two day information conference in Brisbane on 16 – 17 February. It was aimed at CFI's and Senior Instructors and introduced the new **Ops & Tech Manuals** and updated Training formats. Should all come to fruition late March. Very interesting to zoom in and get an insight into RAAUS thinking, particularly with the upcoming weight increase to 760kg.

Karl Faeth

### HOW GOOD IS THE SCHUSTER FAMILY



*What a wonderful example of farming expertise from Jeff Schuster's cousin at Freeling. This was done for Australia Day on the 26<sup>th</sup> of January. Brilliant.*

## POTENTIAL COCKPIT FIRES

GLIDING AUSTRALIA has just recently sent out the first OAN (Operations Advice Notice) for this year. It is in relation to potential cockpit fires, On reading this, Power Pilots could think “Oh well that doesn’t apply to us”. But think again. Having been involved with the ASC since the early 70’s, I have been aware of damage to aircraft caused by the sun. This topic should always be on our minds when aircraft are parked outside in the bright sunshine.

Gliders are, of course, more prone to this occurrence, however sun damage can be incurred by any aircraft. The message is – ***keep aircraft in the hangar if not being used or use a cover or sun reflector if possible.*** Easy to say and not easy to do, but pilots should just think about it and keep it in mind.

## ROAD RUNNERS

A group very well organised by Phil Pullem met on Sunday, 11<sup>th</sup> February at about 0900 at the Gawler Airfield with departure listed at 0930 SHARP. And so it was that 3 motor-cycles and 7 motor cars made an appearance. BUT just look at the type of vehicles. Phil gave the total HP involved but the number was too huge to print.

Phil Pullem and Lyn in a VF-II Holden SS LS3,

Megan Gabell in a Ford Mustang

Glenys Searle & Janet Lovegrove in a Ford Mustang,

Frank Johann & Bella in a Ford Mustang

Steve Lovegrove on a Harley Davidson

Ian Roddie on a Triumph

Lisa Stopp & Peter in a Ford Mustang

Brian Stopp & Joyce in a MG-B

Bob Page in a Supercharged V8 Porsche

Ian Hampel & Rose on a BMW



The vehicles and their drivers/riders

Phil reports that it was about a 3 hour drive without incidents that finished with a lovely lunch at the “LORD LYNDOKH”





Ian Roddie pointing out a bit of dirt missed by Megan during a clean.



The obligatory lunch during the trip.

## DINNER NIGHT AT GAWLER



Members would have received information about the dinner very kindly put on at the club by the LOCKS.

The most recent dinner was on Saturday, 17<sup>th</sup> February. Sylvia and Anthony try very HARD to find a date that does not clash with outside events, BUT, as you will appreciate, that can be difficult at times, although about 20 members made sure they didn't miss this night.

Some members of course, attend regularly and they all really appreciate the beautifully tasty food that is presented at a very good rate.

Always a good night enjoying great food and a glass or two from an excellent bar selection. I am told that there are also some great aviation tales passed on.

*New Members take note. These are nights not to be missed. You and your friends are more than welcome. Just let the office know you are coming.*

Here is MasterChef Anthony Lock preparing dessert.

## AERO-SCENE

Jeff Schuster led another great evening at the Great Northern Hotel on the 13<sup>th</sup> of February. 18 aviation enthusiasts attended and had a great night, enjoying the food and disseminating some important information about past and upcoming events.

Dates to remember.

March 22 – 24. AUSTFLY at Wentworth Aerodrome, NSW.

March 24. Boolaroo Steam and Traction Rally. Airfield is close to the event and it could also be a good venue for pilots coming back from Wentworth.



## SAFETY SEMINAR

The LOG sub-committee, through Marc Michell organised a *Safety Seminar* at Gawler on Sunday 25<sup>th</sup> February. Presiding the seminar was Terry Horsam (CASA) with Marc Michell and Geoff Wood. The theme was incidents and how to avoid them with stories from the floor and from the Presiders.

I hear a large group attended and some scary incidents were described. The plus side of that was that some excellent ideas were promulgated, aired and discussed. This should lead to some safer flying in the future for everyone. *BUT JUST THINK*. We do a lot of flying. We pat each other on the back and think *We were lucky that time*. One day we may not be lucky.

So, don't take chances – think safety all the time. Give a clear radio call giving your position and intentions. A mid-air over Gawler would be an absolute nightmare.

## OPS SCENE

The training panel have reviewed the recent gliding incidents. Over the last year there has been a spate of gliders being damaged on the ground. This has been costing the club money to fix and has resulted in aircraft not being available for members to fly. ***We need your help*** to stop these events becoming normal.

### Towing Gliders.

One of the common ways gliders get damaged is when they get towed around the airfield. Its obvious that gliders have long wings, and they can be easily damaged, so to move them requires some skill. It's also obvious that none of us are born with that skill, we need to learn how to do this safely. People start out with no knowledge about how to move aircraft. As a student pilot learns to fly the aircraft, they also learn how to move an aircraft around the airfield. When their skills develop to the point they can fly without supervision, they go 'Solo' and become the 'Pilot In Command' (PIC) of the aircraft. This also means that they can be 'Pilot In Command' of moving the aircraft around the airfield. They are now responsible for getting the aircraft from point A to point B on the ground without damage.

Learning to tow gliders is a three-step process.

#### 1. Learning to drive around the airfield

Before you drive on the airfield, you need to work with an instructor or experienced pilot to learn where and when you can drive. Learn where the runways are. Learn how to LOOK for aircraft. Learn how to drive across the runways.

Once you have received the appropriate training you can drive the golf buggy or a private vehicle around the airfield to go and retrieve an aircraft. This qualification does not permit you to tow an aircraft without direct supervision of a 'Pilot in Command.

#### 2. Learning to tow gliders

*Gliding is a team activity; we need people to help move aircraft around the airfield.*

We want you to become proficient in safely towing gliders. We want you to learn how to move around the airfield. How to correctly attach the tow out gear to the aircraft, and how to tow the glider with a rope. Where it is safe to push. Where it is safe to drive. The best way to learn this is by being actively supervised by an experienced pilot. We are happy to let you drive the golf buggy

towing the glider, but we want you to be under direct supervision of the 'Pilot In Command' of the aircraft. It's their responsibility to ensure the safe movement of the glider. If you see anything that is unsafe, please speak up. As I said at the start, gliding is a team activity with every player actively contributing to the safety of the operation.

### 3. Becoming a mentor for people towing gliders.

Once you become a solo pilot, you can act as 'Pilot in Command' of the glider as it is towed around the airfield. If you are happy to mentor a student pilot in how to tow gliders around the airfield, you can let the student drive. If you don't want to mentor a student pilot, you will need to drive the tow vehicle, as you are still the pilot responsible for the aircraft.

If there are multiple solo pilots helping move a glider around, one person should take on the 'Pilot in Command' role and mentor the student. The other pilots can act as 'Pilots Monitoring' and help prevent accidents.

As always, stay safe and enjoy your flying.

Paul Marshall    ASC Gliding CFI

**Editors Note. Make sure you read the email from Tony Lewis dated 28<sup>th</sup> February.**

**Also note the regular Airspace Workshop. 0930 Sat 16/3. Very important to be completely familiar with our airspace for safety reasons and also for our presence at Gawler. Future workshops will be programmed. Just get in touch with [gliding-cfi@adelaidesoaring.org.au](mailto:gliding-cfi@adelaidesoaring.org.au)**

## SKY-ECHO



All LSA's have been fitted with these and they will aid with making us more visible in the sky. Richard Young has done an excellent job fitting them, **however** they are an instrument that **must** be turned on and off. Richard tried to find a location in the cockpit that would not interfere with other instruments, **however** this has resulted in the Sky-Echo being fitted where normally you may find a sun visor. So it is easily missed.

Please include the Sky-Echo in your checklist for **ON** and **OFF**. It is a simple matter to put your finger on the button before and after.

## REGATTAS

Tommy Kalsbeek advises that GOG are looking at another cross country weekend or regatta. At this stage the plan is to look at Easter, 29<sup>th</sup> March. The plan is also to have coaches available for the 2 seaters.

Anyone interested contact [tommy.kalsbeek@gmail.com](mailto:tommy.kalsbeek@gmail.com)

## LSA - FUEL

Members may well be aware that RAAUS conducted an audit on the ASC Operation a short time ago. Whilst the Instructor Group under CFI Sue Ingham came through OK, as anticipated, audits being what they are, there are always issues that are picked up.

One is fuel checking. The thinking is that fuel in an aircraft *must be checked before every flight*. Whilst we have been happy to do this every morning and after every re-fuel, that is not enough. So please from now on check fuel before *every* flight and make a note on your flight sheet. (And don't throw fuel onto the bitumen – use the gravel area).

## TEACHING IN THER COUNTRY



Members may be aware that some of our LSA Instructors also perform their craft away from Gawler.

Stan Nowakowski and Colin Drew are two who make their way to Port Pirie on a regular basis where their assistance and expertise is very much appreciated.

Here is Colin Teaching at the Mid North Christian College at Port Pirie.

## SAFETY SAFETY SAFETY

I mentioned the RAAUS audit earlier on. One of the points auditors always touch on seriously is safety. Now in my days as CFI LSA the RAAUS started to place more emphasis on the topic and even appointed a person to be responsible for drawing up a plan.

Now our club has always been foremost in the safety area and we have to thank Paul Brown and then Andrew Wright for designing and drawing up the Safety Plan for our club. So, not to be outdone, I forwarded our plan and was advised that we had covered all bases and had the right plan in place for our operation.

The other day we had a conversation with Andrew in relation to the *Emergency Response Plan*. Now as all members know, it is good to have a Safety Plan **BUT** what do we actually do, if something does happen. I mentioned a mid-air earlier on – just imagine having to take appropriate action.



Now members have access to the Adelaide Soaring Club website. Under Members is the Safety information and I strongly urge all members to have a close look at the information available and in particular the response plan.

You may well ask – “yes but how do we access the info on the field. Well Andrew , as I said before, has been excellent and at every launch point there is a folder with pertinent information.

Here is a photo of the 23 launch point.

You will notice a large rusty briefing board and to the left is a light-coloured folder. This folder as the relevant Emergency Response information in it.

I will try and provide more detailed response info in future editions.

## COMMITTEE

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