

ASC e-News

Electronic news from the Adelaide Soaring Club



Number 8/2017

24th March, 2016

We wish all the members and friends of the Adelaide Soaring Club a safe and terrific Easter.

At the last meeting of the ASC Committee we welcomed the following people into membership: John Hunter, Richard Adams, Lorenzo Mazzocchetti, Robert Tuncks, Michael Bogan, Shane Farrelly, Lee Parkinson and Bruce Logan. We hope that you all enjoy being a member of the Adelaide Soaring Club.



Bunyan Wave Camp - After your Gold & or Diamond Height Gain(s) - Fun Soaring?

The Canberra Gliding Club's annual "Bunyan Wave Camp" near Cooma NSW will be held between 17/9/2016 & 25/9/2016. Even though the club name is "Canberra" (where most of the CGC's members come from) it's actually in NSW.

As the airspace around Canberra isn't conducive to good soaring opportunities vs what they have at Bunyan Airfield. Two of the up coming GFA Safety Seminar presenters are members of the CGC: Drew McKinnie and Stuart Ferguson

The is the link for this event. <http://nls264.wix.com/canberra-gliding#!wave-camp/cctb>

I plan on going to the camp - it's one of the highlights of the year and I have gone to most wave camps over nearly 20 years. When 'wave' is on at Bunyan it just fantastic.

The wave camp is arguably the best chance in Australia for glider pilots to get the Diamond "C" Gain of Height (5000m or 16,404 feet). Four members of ASC obtained their "Diamond" at Bunyan. Ashok is the last member to do so in ASC Discus IUN.

Not only height aspects are possible with the wave, cross country in wave is also possible. I've personally done many cross country flights from Bunyan cruising at over FL200 (over 20,000 feet) in wave flying into Victoria going past the Snowy Mountains several times.

If you haven't been before & are interested in attending, please have a chat to me some time? (as I'm qualified by the CGC to provide instructional advice & also approved to site check ASC members to operate from Bunyan). **If you want to go please put your name on the list on the notice board in ASC club house (opposite the bar).**

You need to plan early for this camp if you want to go (fail to plan - plan to fail). There is also limited bunkhouse accommodation available at the CGC.

If anyone wants to take a club glider will need to put their name on the list by May as there are a lot of things that GOG, the maintenance team & committee need to consider. This process to get OK for club gliders isn't done at short notice.

Kind regards

Frank Johann

From Rob Moore

Gliding Safety Seminar at Gawler Airfield

The Gliding Federation of Australia holds Safety Seminars annually around Australia and on the 19th of February one was held at the Adelaide Soaring Clubs Club (ASC) club rooms, Forty five glider pilots from around South Australia Attended.

To my surprise 2 of the presenters were Honourable Company members and two of the audience were also members of the Air Pilots.

Chris Thorpe is the GFA's Executive Manager Operations and Stewart Ferguson is the GFA National Safety Manager others in the audience were Peter Sadler ASC tug pilot, former CEO and a current Director of Flight Training Europe and Rob Moore current Chairman of the SA Working Group and an (ASC) Tug pilot and Gliding Instructor.

It is very gratifying to find that our membership in this day and age has members from many facets of the Aviation fraternity from whose expertise we can draw knowledge.

Note the great gliding day i.e. the Cu in the back ground, gliding meetings are always held in good gliding weather it seems. The club cancelled gliding on the day so members could attend the seminar.

Cheers

Rob Moore



Did you know?

Australian Bravery Awards 2016

COMMENDATION FOR BRAVE CONDUCT

Glenn Schwarz

Attempted to extinguish a fire in a house occupied by a mother and two children in Rostrevor in June last year.

Tom showing some new club apparel to the committee this week





Adelaide Soaring Club Unusual Attitudes and Spin Awareness Clinic for Power Pilots



Why the need for this course?

If you don't feel comfortable with stalls, if you've never experienced a spin, or if you would like a stall/spin refresher, this is the clinic for you.

This clinic is designed for every pilot who wants to get familiar with the full spectrum of stalls and spins. Experience the benefits of knowing what an incipient stall and fully developed spin feels like.

→ *This clinic is not designed to provide training in stall or spin manoeuvres. It is solely designed to provide you with an opportunity to experience these events and understand what forces are at play.*

Introduction

At the 2013 RAeS International Flight Crew Training Conference a key point agreed by many speakers and delegates at the conference was that in the past 15 years, manual flying skills of airline pilots has atrophied.

Increased cockpit automation, rigid standard operating procedures, more use of flight simulators and a reduced pool of military pilots has conspired to erode basic flying skills in a new generation of pilots.

This, and recent airline incidents, have shown can result in hull losses or be fatal in certain circumstances. The loss of control incidents or 'non-normal' (eg., high angle of attack or bank) situations are therefore a major safety issue.

The spin awareness clinic includes three flights with a certified GFA Instructor in a modern two seat sailplane, towed to 4000 feet to ensure that you have enough time to experience a variety of stalls, unusual attitudes, and spins. The experience can be overwhelming at first, and you need more than one flight to absorb and understand what's going on and to begin to learn the proper responses to each situation.

The goal of this clinic is to teach the pilot how to feel more comfortable with stall entries and recoveries; to demonstrate proper control input technique for stall/spin recovery; to help you identify the signs of a stall/spin, and to know how to identify and avoid the chain of events that lead up to the classic stall/spin incident.

Course Outline

The first flight is 15 minute orientation flight for the pilot to become comfortable and familiar with being in a glider this flight will show normal and slow speed flight and may include a stall.

The second flight is a 20 minute demonstration slow flight focusing on a high AOA stall and a stall induced by low speed and near normal flying attitude, demonstrating that a stall can happen with a relatively low nose attitude. During this flight pilots will experience a stall and an incipient spin.

The third flight will demonstrate the recovery technique from a fully developed spin with multiple turns from a relatively low nose attitude; simulating what happens when the pilot flies a little slow as when trying to extend a glide and then uses the rudder to yaw the aircraft.

Costs

The total cost of the clinic including a 9 day membership of the Gliding Federation of Australia, glider hire, tow plane hire and a GFA certified Instructor is **\$497.00** including GST. Payment in full required 7 days prior to date of your scheduled training/flights. Subject to weather conditions etc. flights will be rebooked. Minimum 24 hours notice of cancellation. Refunds negotiable.

Notes:

- These clinics will be held on the third Tuesday of the month (April 19th, May 24th & June 21st etc) or on a weekend by arrangement.
- Pilots with light aircraft are welcome to fly in to participate in these sessions.

To make a booking or for further information contact:

Adelaide Soaring Club

Phone: (08) 8522 1877

Fax: (08) 8522 3177

E-mail: adsoar@adsl.on.net

Postal Address:

Adelaide Soaring Club
PO Box 94
GAWLER SA 5118

Street Address:

Adelaide Soaring Club
Gawler Aerodrome
1 Ward Belt Road,
WARD BELT SA 5118
(or Buchfelde in GPs)

From Jeff Schuster

Hi all,

I had the unique exciting experience to help deliver a Jabiru J170 from Gawler to Wynyard Tasmania via King Island, for owner Pastor John Heidenreich this week on Wednesday 16/3/16. Which I wish to share with you.

A refuel Stop was made at Warrnambool, 3.3 Taco hr 299Nm.
Then on to Wynyard Tasmania, 2.9Taco hr 238Nm

The weather window was perfect for the water crossing, with a tail wind of up to 20knots with a ground speed between 108 to 115knots at 9500ft. The water crossings made were from Cape Otway to Cape Farwell King Island 48Nm, and Seal Point, [south King Island] to Trefoil Island 45Nm. SKED calls were performed on the appropriate area frequencies to Melbourne centre. The last leg to Wynyard via Smithton was done under 2000ft mainly coastal because of the low cloud on the Tasmanian mainland.

Thanks to all those who were monitoring our progress on Oz Runways.

Regards Short hand Jeff.



From our Marketing and Promotions Team

Dear ASC Members

In keeping up with the times, and with the endorsement of the ASC Committee, we have started a member's only Facebook forum / group.

This group is for sharing amongst members anything related to the club or aviation matters.

This includes photos, day's events, general aviation items and if you are selling or wanting to buy something aviation related.

As this is a forum for ASC members and we encourage active participation. There is no change at this point in time to the ascmembers email and the ascannounce (soon to be re-named) will continue to be the official communication channel to all ASC Members.

- To keep the posts amongst the club members, the Facebook forum is a closed forum and requires permission to join.

- To join, if you already have a Facebook account, simply click the following link and request to join the group. We will approve your request asap. <https://www.facebook.com/groups/ascforum/>

- If you do not have a Facebook account but you are willing to create one, please follow the instructions here on how to create an account. <https://www.facebook.com/help/345121355559712>

- If your hesitation on using Facebook is because you require some training, have no fear. We are happy to run a few training / information sessions. If you are interested, please contact Scott Crew at srccrew@gmail.com.

- If you do not wish to join Facebook but want to contribute to the online forum, please send your content to Scott Crew at srccrew@gmail.com who can post it on your behalf.

Finally, if you have not "liked" our club facebook page, please do!! You can find our page here: <https://www.facebook.com/adelaidesoaring/>.

If you would like some content submitted on behalf of our club for the world to see, please send it to Scott Crew

Regards

Marketing and Promotions Committee

AGM 2016

Make sure you keep the 27th August free for 2016 AGM.

A Busy Calendar

March

Fri - Mon 25-28 March (Easter): ASC March gliding competition

May

May 7/8 Airworthiness Course - Theory

May 21 to 25 Airworthiness Course - Practical

July 2016

July 16-24: ASC Flinders expedition at Rawnsley Park

ASC on Facebook

Don't forget to check us out on Facebook! IT's ALL LOOKING A BIT DIFFERENT NOW
- THANKS SCOTT!



<https://www.facebook.com/adelaidesoaring?fref=ts>

Please shut the gate

Please remember to shut the gate if you are the last person leaving the airfield of an evening.

Some reminders about the limitations that have been placed on aeroplanes with Jabiru engines

The new instrument commences 1st July, 2015 and expires 30th June, 2016, unless cancelled by CASA at an earlier date.

It lists the same limitations as the earlier instrument with the exception that a disclaimer to be signed by students and passengers now has a life of 3 months, an increase from the 28 days listed in the earlier instrument.

- VFR only
- A/craft flown so as to be able to glide clear of populous area and always 1,000' above ground unless taking off or landing
- Passengers & Trainee pilots flying solo need to sign a statement saying they are aware of & accept the risks of an engine failure
- Trainee pilots must have successfully completed engine failure exercises (in the previous 2 hours flying or previous 7 days whichever is the most recent) before solo flying
- At Gawler the limitations will have an effect on runway use where 23 and 31 have the best options for forced landings after take-off.
- The full runway length must always be used for take-offs on ALL runways.
- On 05 and 13. No 'touch and goes' by students unless they are flying under the direct supervision of an instructor and there is a significant headwind component.
- Pilots are to commence gentle climbing turns when safe after take-off (500') to stay clear of populous areas with a view to using a cross strip or suitable forced landing area (non-populous) in case of a power loss.
- Depending on wind conditions, circuit traffic and gliding activity, Pilots can consider using runways 23 and 31 for taking off, even with a crosswind that is within limits, and landing on 13 and 05.
- Appropriate radio use under these circumstances is essential as a safe operation is always paramount.
- If Pilots have any doubt when considering their options, DISCUSS THEM WITH AN INSTRUCTOR.

And a reminder that you need to have a check flight if you haven't flown in a month.

OUR EMAIL LISTS - A reminder of their purpose

ascannounce - This site is for conveying official information within the club. Only officials of the club can post items on this list. Typically only one email per week is posted on this site so it is not a problem in terms of overloading anyone's email system. This is a vital function for our club and all members are urged to read all material that is presented on ascannounce.

ascmembers - This was intended to be a chat site. Any club member can post anything on it which concerns club matters. It is moderated only to the extent that any obscene or illegal material is removed. Naturally not everyone wants to receive the posts that result, so you can opt out of this site if you wish.

Daryl Trigg (ASC Secretary) / **Tom Leech** (General Airfield Manager) (tgleech@gmail.com)

FOR FURTHER INFORMATION ON THESE OR ANY OTHER CLUB TOPICS CONTACT ANY MEMBER OF YOUR COMMITTEE.....

Steve Pegler (President)	0438 409 928 spegler@bigpond.net.au
Paul Brown	0412827558 PaulB@gcj.com.au
Richard Atkinson	0414 803 430 nilpena@smartchat.net.au
Ken Sumpter	0419 861 476 healex@senet.com.au
Brenton Swart	0411 885 320 brenton@addhance.com.au
Peter Sachs	Mobile: 0402123059 petersachs@iprimus.com.au
Judy Smith (Vice President)	Mobile 0416029 455 Judy.smith@rdns.org.au
Daryl Trigg (Secretary)	0422 572 992 daryl@ilsg.sa.edu.au
Geoff Wood (Treasurer)	8272 3897 woodgslc@ozemail.com.au
Karl Faeth (CFI – LSA)	0414 701 019 k.faeth@bigpond.com
Robin Richter (CFI - gliding)	0427 005 492 r.g.richter@bigpond.com
Ian Philp	0409 927 271 philpij@hotmail.com