

ASC e-News

Electronic news from the Adelaide Soaring Club



Number 7/2017

9th March, 2016

Don't forget to send in any photos or stories you might have. Thanks to our contributors to this latest edition of the ASC e-News.

From the Training Panel

From the Training Panel March 16

GFA & RAAus membership. From time to time we have had members not being financial in regard to their GFA membership. Club fees/Subs are a completely separate item which does not include these charges, and in any case these may not align with a GFA renewal. The same is applicable to RAAus and failure to comply with complete membership of these respective organisations negates any form of insurances involved.

Last Light. Recently there seems to have been some flying activity after Last Light. All members are reminded that besides this being illegal, it can be foolhardy as one can be completely lulled into a false sense of security with the fact that there seems to be an abundant of light available at height, the darkness not becoming apparent until close to the ground. Any accident/incident after last light could very well have far reaching ramifications for the Club as a whole and would involve CASA. Last Light means exactly that and is always displayed on the NAIPS Area Briefing.

Gliding Independent Operations, Level 1. There has not been a change; it is just that someone has read the rules correctly. Glider pilots are to be aware that it is not an Independent Operation if there is an Instructor on field, this includes Tom, and whilst he will not usually be present at the operation, he can give approval to the Operation and continuance of such as a CFI delegate if he leaves early. Below is an extract directly from our Executive Manager of Operations, Chris Thorpe.

A Level 1 Independent Operator (I/O L1) is required to seek approval on each occasion they want to operate unsupervised.

The I/O L1 authority is an 'entry level' to independent operations and is aimed at the inexperienced pilot. It requires the pilot to demonstrate over a period that they have the appropriate skills and capabilities to operate unsupervised in a safe manner (i.e. at I/O L2 standard).

Until then, the Club remains responsible for the pilot's operations through the CFI, who needs to ensure the pilot is operating within their limitations and capabilities, at an appropriate site, in appropriate weather conditions and that SAR is monitored.

Glider Tow Ropes. A rope had been placed on the U/S rack that had an abrasion near the splice at the glider end despite the fact that it had not been "turned around." It is a bit of a luxury having the ropes spliced for us, however a bowline knot is just as effective and should be used rather than U/S the rope if abrasions/damage occurs near the splice, we do not wish to see ropes discarded with less than 50% usage without good reason and they can be shortened by up to about five meters if required. If you do not know how to tie a bowline, ask an Instructor.

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



Recreational Aviation Australia inc.

Yesterday at 9:34am · 🌐

March is finally here!

During the entire month, any NEW female candidate who joins RAAus as a flying member will receive flying lessons with their school to the value of their annual membership fee!

Phone our office, or join online here: <http://bit.ly/1oKjc5e>



Become a member - RAA

Have you ever dreamt of flying? Have you ever wanted to pilot your own aircraft? Have you ever wanted to see our great land from above?

RAA.ASN.AU

AGM 2016

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

A Busy Calendar

March

Sat - Mon 12 & 14 March: ASC March gliding competition
Sat 19 March: GFA Safety Seminar in ASC clubrooms 9am-4 pm
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



GFA Safety Seminar 2016



Saturday March 19th starting at 10:00AM

Adelaide Soaring Club – Gawler Airfield

Presenters: *Stuart Ferguson, John Hudson, Drew McKennie & Chris Thorpe*

Topics include:

- Learning from our mistakes (including a review recent incidents, accidents and trends)
- SOAR Reporting
- Pushing the Margins, Threat & Error Management
- Airworthiness Safety Management
- Human Factors
- Fuel Management for Tow Pilots
- Role of the Regional Safety Manager
- Q & A Forum

Conclusion of this meeting will be at approximately 5:00PM

*lunch will be provided, please RSVP pmason.ops@gmail.com so we can determine numbers for catering

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.....

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