

ASC e-News

Electronic news from the Adelaide Soaring Club



Number 9/2017

6th April, 2016

The days are getting shorter but the sun is getting up earlier... and at the ASC it's business as usual!!

Bowie might have passed away, but changes continue...

At the last committee meeting **Paul Brown** regrettably informed the meeting that he was no longer able to continue on the ASC committee due to increased work commitments.

Paul has been a valuable member of the committee for a considerable time and his efforts are appreciated, especially in relation to his work on our Safety Management System.

The committee is pleased to announce that **Scott Crew** will fill the casual vacancy. Scott has been instrumental in launching us into the world of Facebook and we look forward to his contributions to our club through the committee.

Contest Success

The ASC gliding regatta held over the two long weekends in March was a great success – the weather was favourable and there was lots of good flying. The availability of more airspace than usual meant that tasks were set to places such as Owen not usually visited these days by our gliders, all adding to the interest.

It was good to see members with less experience of cross-country flying taking part - Danielle Thompson, Tony Lewis, Craig Humphris, Bruce Henshall, Phillip Pulis, Vlad Zhelezarov and Belen Swart, put your hands up! As well, a number of seasoned members enjoyed the flying, the sunshine and the cumulus over the two weekends.

Many thanks to Breton Swart and Peter Temple who organised the event and then spent their time flying in two-seaters with new pilots to show them how contest flying happens.

Club Prices

The club's policies specify that we examine our price settings every six months. Any changes are put into effect from 1 May and 1 November.

The Committee considered this matter at the March meeting. ABS figures show prices are continuing to rise on by about 2% per year. While your Committee would love to be able to keep prices constant or even reduce them, we need to keep up with inflation if the club is to remain financially viable. There are additional pressures such as an increase in Council rates of more than double inflation, the fact that we now have to pay for water (\$2000 p.a.) whereas previously we got it without charge, rises in postage and gas etc.

One thing we looked at carefully was petrol prices. Given the reductions in the price of automotive fuel over the last year, you might have wondered if prices for LSA and tugs could reduce too. Regrettably AVGAS costs have not fallen by nearly as much as car petrol at your local servo. The price we paid for AVGAS in March 2015 was \$2.01 per litre; one year later it was \$1.97, a fall of 2%. The cost of fuel comprises only about half of the cost of operating a tug or LSA, and the saving there is more than offset by the increase in the remainder of their costs of about 3% p.a.

In the case of tugs, the price was not increased at all at the price review six months ago, and Committee are concerned to see that the tug operation saves enough so that funds are available to

pay for the inevitable new engines every five years or so (did you know these cost around \$60,000?)

So after looking at all these factors the Committee decided that from 1 May:

1. Glider and LSA hire rates will rise by 1%
2. Tug prices will be increased from \$6.97 to \$7.10 per minute;
3. All other charges set by the club will remain the same.

RAeS Adelaide Branch lecture programme

Subject: The Royal Aeronautical Society - Adelaide Branch Events | Eventbrite

<http://www.eventbrite.com.au/o/the-royal-aeronautical-society-adelaide-branch-9750615852>

Just a few of the images that can be found on our Facebook site



AGM 2016

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

A Busy Calendar

ASC Calendar

April

17 April: Clare airfield Fly-in and BBQ lunch

May

May 7/8 Glider airworthiness course - Theory

May 21 to 25 Glider airworthiness course - Practical

May 14-15: Barossa Birdmen fly in, Truro Flats

June 2016

June 11-13: ASC Black Springs slope soaring expedition

July 2016

16-24 July: ASC Flinders expedition at Rawnsley Park

August 2016

27 August: ASC AGM and Presentation Dinner in the clubhouse

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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