



ASC e-News

Electronic news from the Adelaide Soaring Club **1st JUNE, 2025.**

- *A bit of history – looking at the loss of 8198, strange looking 3031 and K13 and Instructors*
- *Matthew Bond gives an account of his Lake Eyre adventure through the eyes of his wife Ruthmary*
- *Dave Scutchings gives us a pictorial account of the recent Flinders trip*

Karl Faeth

HISTORY of ASC loss of 24-8198

In the past 80 years or so, in the history of the Adelaide Soaring Club, many things have happened. Some things were very commendable, some not so, some events made members very proud to be part of our club and some events we wish had not happened. One of the latter events was when we lost 8198 in April, 2018.

There is a lot of expertise in our membership and photography is part of that. Just look at the regular photo quality produced by Phil Pullem and also Allan Dean who flies mainly on Mondays with Robin Richter. The other day Kevin Thomas, also known as 'Kevin the Penniless' found some photos he brought to our attention. They are of a fateful day in April 2018 when we lost one of our aircraft. The event was of course photographed by Phil and the excellent photos were distributed in the club.

On this particular day, as usual, Jabirus were parked on the right side of the hangar (looking from the doors) and 8198 was 2nd last. A fire had started in 8198 electrics and slowly grew. Hangar doors were open and a member was walking past and saw the fire. He immediately raised the alarm and began dragging Jabirus out of the hangar. End result was that we lost 8198 and there was a lot of smoke damage to the sides and roof of the hangar. It was just lucky there was no explosion but there was damage to other aircraft parked in the hangar. The photos give an impressive picture of the event.



An awful look



The remains of 8198

FLINDERS SOARING CAMP by Dave Scutchings

Between 18 and 27 April 2025, 21 members of the Adelaide Soaring Club attended the annual Flinders Ridge Soaring Camp at Arkaroola (adjacent Rawnsley Park Station). After rigging the aircraft on Friday afternoon, and a briefing on Saturday morning our “Young Guns” were keen to take to the skies over the beautiful Flinders Ranges. This was the start of 8 amazing days of flying, with a combination of ridge, thermal and wave providing amazing flying opportunities for all who attended.

With the wind predominantly coming from the South, a lot of time was spent launching on Runway 29 and then flying the southern/eastern rim of Wilpena Pound, whilst on other days, pilots were able to fly both the Chace and Elder Range. Some pilots were lucky enough to fly around the entire Wilpena Pound, and others settled for simply enjoying the thermalling locally.

In total, there were 64 tows, and a combined 67 hours across VH GER, VH ZDG and VH IUN with each glider being flown roughly the same amount of time. Evenings were spent debriefing at the fire and then enjoying a BBQ dinner and a drink or two as well as debriefing the days flying.

There were 7 Young Guns in attendance, each describing the camp as a highlight of the flying career and all committing to coming back. It is hoped that with advance notice, we will see a significantly higher number of Young Guns in attendance.

We are all privileged to live in such an amazing state, and as members of the Adelaide Soaring Club we certainly make the most of it, flying in one of the most scenic and remarkable places in Australia. A special thanks must go to the organisers and to the instructors who made it all happen.....



Next in line for a tow



Dave & Max and beautiful scenery



On approach



Ahhhhh the Flinders Experience



The Group



A nice BBQ follows a great day

A SAFE FORCED LANDING



Matthew Bond carried out a nice and safe **Forced Landing** near Port Pirie on his recent sojourn to Willam Creek and Lake Eyre. There has been a lot of discussion as to what caused the engine failure and a few opinions were aired. Richard Young and crew went up there to rescue the aircraft and pilots and he has given us an account of what caused the engine to fail.

Editor Note. In our training we do practice forced landings and generally get them pretty right. However when a real one occurs there is a lot of added pressure. There is no 'oh well that didn't go well – I'll just go around and try again'. In a real incident we don't get a 2nd chance. **So well done Matthew.**

Here is Richard's account of the cause.

The engine failure was caused by the rotors in both distributors failing within hours of each other. They are a component that costs around \$20 each but the consequences of failure can cost far more than that. If you want to know more, read on.

In depth description

See the pictures below that show the damaged components. The left hand one is the 'top' view and the one on the right is the 'bottom' view.

I think that the first rotor failed around the time that Matthew and Ruthmary were at William Creek. I think that by this time the aircraft had accrued approximately 10 hours of flight time since the 100 hourly service. Matthew rang me up from William Creek explaining that he was having ignition troubles. Bear in mind that he is several hundred kilometres away and how am I going to solve this one? With Trevor Wright's help, it seemed like it was simply the 'P' lead from the ignition coil shorting out. With this diagnosis, Matthew and Ruthmary climbed aboard and set off for Port Pirie. It was pure fluke that the rotor had aligned itself in the right position which made it seem like it was a wiring problem. The second one failed 3 hours later when on approach to Port Pirie. This is an incredibly unlucky fault. Matthew performed a flawless emergency landing about 2 km short of the Port Pirie airport.

Why?

The ignition system that Jabiru uses in their engines has been in use since the early 1920's. It is simple, relatively reliable and used to be cheap and easy to obtain parts pretty well anywhere in the world. Unfortunately, the automotive world has moved on and evolved more complex systems that work better, have better reliability except when it isn't and much more specialised to a particular engine manufacturer's design. The consequence of these changes is that there are only a very few manufacturers left in the world now who produce the components that Jabiru uses. Just over a year ago, Bosch changed the design of their ignition rotors slightly, the inside diameter of the rotor was reduced by a few thou' of an inch and the rotors no longer had the metal clip and only relied on the plastic to hold them in place. For years, Jabiru required the rotors to be epoxied in place. This means that an inspection can only check to see if the rotor is loose. If you pull it off, you've broken it!

Jabiru agrees with many people that it would be nice to change the design of the intake and ignition systems, however in the aviation world things are a little different. The engine is a certified design that conforms with CASA, FAA, ASTM and others that I can't remember. If the engine was an experimental engine, you can do what you like within the boundaries of getting yourself sued if the design fails. This has the major problem of the engine not being allowed to be used for flight training, flown over a built up area or operate in controlled airspace. This has major implications for Jabiru's usage throughout the world. For a change to be approved,

it must be rigorously tested, and the design accepted by the various acronym departments. Once it is approved, it can't be changed again. This is a very expensive process and you must be able to predict the future that components will still be available in years to come in order to recoup your development costs. This is the reason that a Lycoming or Continental engine is essentially the same from 80 odd years ago. Their ignition systems are basically the same from a century ago.

If you want further information, come around to see me and I will happily give you a lesson on how an engine works.

Richard Young



THIS IS WHAT REALLY HAPPENED from Ruthmary Bond

Sunday morning, we set off from Gawler in Jabiru 7252 and headed to Port Augusta for a stopover to refuel and use the bathrooms. We had a significant headwind and thus it took 2 and a half hours instead of 90 minutes. We had hoped to buy a snack there but it was all locked up. Fortunately, one of the hangers was open and had a toilet. We were glad we had packed a vegemite sandwich! So we added 36 liters at \$3.04 a litre and headed for Coober Pedy.

The headwind continued and this leg took 3 hours and 40 minutes. We arrived late which meant we needed to get the taxi from the airport to our accommodation. It costs \$15 per person! We settled into our room and then walked from The Underground Motel to the Big Winch to get a meal and ended the evening with a well-earned sleep. The next morning it cost us \$15 per person to get back to the airport again. If we did it again we would look at possibly renting a car? The cost of fuel in Coober Pedy was \$3.177 a litre.

In the morning we headed east to William Creek. There was no headwind and it was a lovely flight. We topped up the tanks (\$4.05 a litre) and walked to the William Creek Hotel for breakfast - coffee and a meat pie with sauce. The pub is a great place and actually the only place to eat and meet. There we met Trevor Wright of Wrightsair and he gave us the best tips for flying around Lake Eyre.

Our flight around Lake Eyre was amazing! We got to see the water flowing into the lake, pelicans and other bird-life. It was breathtaking! This was a bucket list wish for me and it was wonderful. Our three-hour loop included a slight detour to see the "Marree Man" which couldn't be seen clearly unless you are at 3000 feet or more. It was an incredible sight. From there it was back to William Creek to refuel again and get a good night's rest.

In the morning we set off to Port Pirie for our final refueling stop before we headed home.

However as you all know our flight was cut short by the need for an **emergency-controlled** landing without power in a sheep paddock.

Navigation: We found that Oz-runways was useful for setting us on the right track. However we decided to also use the road map on our phone. We downloaded the area we would be flying through and set the phone on satellite. This was great as we were able to mark what we were seeing in real time. This enhanced our ability to know where we were at all times. It also gave us a clear visual of the landing strips and surrounding areas. This was particularly helpful coming into William Creek because the oasis on the road map matched the oasis we were seeing on the ground.

Notes from a passenger

As a passenger I found my job supporting the pilot and looking at the scenery kept me engaged for the whole flight. Being a second eye on the navigation, offering a water bottle or snack as we traveled. My biggest tip for the ladies is to take a Cashmere shawl with you. I used it as a blanket in the cockpit, a mask to keep the sun off my face, and a fashion accessory for dinner at the pub, a personal tent to keep the flies off and an emergency sarong!

Our emergency-controlled landing without power in a sheep Paddock

We had a wonderful flight and the whole trip went so well. As we flew home we flew over Port Augusta at 3500 feet, we could see Port Pirie in the distance where we planned to stop to get fuel and a snack before our final leg home.

At the appropriate marker Matthew made the call that we were making our decent to Port Pirie. Not long after there was a loud bang. I asked Matthew what it was and he calmly said 'it is our engine. We have lost some power'. I didn't say anything as I could see he was looking at the instruments and assessing the situation. There were three backfires and then a big bang at that point the propeller stopped.

Matthew said 'This is happening' and began the Mayday notification. I asked if he was going to land on the road and he said no, in that field and pointed to the left. He then took the plane in that direction. As we got close to landing he said "brace yourself". I did and we landed with me praying very hard. The landing was solid and a bit scary but not terrifying. Once we had landed we burst out laughing. We were both fine and the plane was not damaged.

Matthew said get out of the plane, as we were leaving Matthew flicked the comms back on to announce that we were down safely and heard another pilot say over the radio that he saw where we were. We got out of the plane and Matthew phoned Flight Watch Search and Rescue saying we and the plane were safe.

Within minutes the paddock was full of people. A passing motorist stopped and asked if we were alright, Steve Joyce, the airport manager at Port Pirie turned up closely followed by a fire engine and four firefighters. Then an ambulance first responder, two ambulances and four police cars. From the paddock fence two local media were filming. We were amazed at how quickly everyone got there, how concerned they were for us and how helpful they all were. Well done to the people of Port Pirie!

The next call was to Richard Young, who was very pleased that we were both ok and he arranged for us to be flown home in style by Stuart Michael in his beautiful RV. We are both very grateful for our club-community and their tremendous support.

Editor Note Thank you to Ruthmary Bond for her account of the trip. Not too often we see how a trip looks from the passenger side. This is well done all round.



Nice meal at the William Creek Taxying across the road at W.C. & Lake Eyre filling

EOFY TAX DEDUCTION SUPPORT FOR THE ASC GLIDING FLYING SCHOLARSHIPS

Gratitude is expressed to all those members who in the past, have generously donated to the Gliding Scholarship program.

Now that funds for past programs have been mostly expended, there is an opportunity for members to consider future donations, so that the scheme has an ongoing future.

Tax deductible donations can now be made via the Australian Sports Foundation, nominating the ASC as the beneficiary. They can be made online at <https://ASF.org.au/projects-adelaide-soaring-club/ASC-gliding-scholarship-program/>, clicking on the DONATE tab.

It is stressed that donations made through the Australian Sports Foundation attract income tax deductibility status for the donor.

Other Support Methods

Non-tax-deductible one-off donations can be made directly to the club or via a periodic payment (monthly etc.) via a Direct Debit.

Contact the ASC office by phone on 08 852 21877 or by email at office@adelaidesoaring.org.au to organize a donation process of your choice.

- All donations received will be pooled and then managed through the ASC Gliding Scholarship Management Group in conjunction with the ASC Committee.

Wills / Estates

- As is common with many organizations, particularly Not-for-Profit ones, individuals may wish to include nominated amounts within their Estate documentation to support the ASC Gliding scholarship program. This can be done in conjunction with the ASC Office.

BIT OF NOSTALGIA



The good old days – gliding at Gawler.

Mike Valentine on the left and Gordon Redway on the right. Sadly both are no longer with us. Not sure, but it may be my first solo in the K13.



3031 outside Ian Wight's workshop. Len Talbot is wondering "Oh dear"

AERO-SCENE 13.5.25

Jeff and Marlene Schuster report that 23 attended the last meeting on 13th May which is now being held back at the 'Roulettes' Tavern at Parafield airport. It is 2nd Tuesday of the month and everyone is welcome. Always a good night with excellent food and a bit of aviation talk.

Pete Smith was a first time attendee as was Mark Ferrareto's daughter.

FIRST SOLOs



Bront DIMECH



Peter SIMS

HAPPY BIRTHDAY



**HAPPY
BIRTHDAY
TO
Robin RICHTER**

From the OFFICE



Angela really cares for our comfort and welfare and says “WINTER IS HERE AND IT IS COLD. Buy a Club Hoodie for \$62 and stay warm and comfortable”

Thank you to Sue for modelling one for us.

MESSAGE FROM CFI – LSA Sue Ingham

Congratulations to Matthew Bond for his successful **Forced Landing** near Port Pirie. As mentioned above, we practice and we try and get it right **BUT** when the real thing happens there is no 2nd go and Matthew did it very well.

A reminder to all LSA Pilots. It is a requirement for all pilots to check (among other things) **weight & balance** before we fly. This is not a big, long winded procedure, it is simply a matter of calculating pilot and passenger weight, fuel weight and checking that it is within limits **and that it is in balance with the aircraft requirements.**

This is very easy because we can use the computer in the briefing room. An excellent program has been set up by our own '**Kevin the pennyless' Thomas**, for every aircraft we use. We simply enter the weights, fuel quantity, any weight in the area behind the seats, press the button and it is obvious if we are overweight or the weights are outside the balance area. If not sure how to use this simple system – ask someone.

But remember – when we have done this – enter it on the Flight Sheet. Record that you have done it.

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