



ASC e-News

Electronic news from the Adelaide Soaring Club **1st SEPTEMBER, 2026.**

- | | |
|---------------------------------|--|
| • Max SCUTCHINGS | -- NEW WORLD CHAMPION |
| • Weeds - keep them down | -- Dianne Young is here to help |
| • Aero-scene | -- by Jeff Schuster |
| • Ops Scene | -- by Paul Marshall |
| • Gliding | -- by Robin Richter |
| • Red Balloon Award | -- by Tom Leech |
| • NOT MY PROBLEM | -- Mick Wright by ASC Seniors |

Karl Faeth

Max SCUTCHINGS – NEW WORLD CHAMPION

Members are no doubt aware that our Gliding CFI, Paul Marshall, has advised our Membership that we have a new World Champion in our club. The 14th FAI Junior World Gliding Championships was held in Aalen-Heidenheim/Elchingen, GERMANY, between the 1st and 14th August this year. As usual there were the CLUB and STANDARD competitions and in the Club competition the results were:

FIRST Max Scutchings with 7,388 points, SECOND Nicolas Caudrelier with 7,348 points and THIRD was Nils Zitzelsberger with 7,296 points. BRILLIANT – WELL DONE MAX. WHAT AN ACHIEVEMENT.



Ps. Those results bring back so many memories. The more mature club Members may well remember that we held the World Championship at the Adelaide Soaring Club at Gawler 25 years ago. We were still at the old site at the airfield, parallel to and facing runway 31.

We had so many members involved in the various facets of the competition with the large SANTOS tent attached to the main hangar. This was a huge competition for which we had very good Government support. I always remember the

official opening at Pioneer Park, when at the conclusion, everyone moved outside the tent to witness the water dropped by the two gliders flown by then President Steve Pegler and Gabby Hayes. To this day some people wonder how we got the timing right. (Thank you to Rob Moore and his trusty radio just outside the tent.)

KEEP THOSE WEEDS DOWN

Contact Dianne Young



It is that time of the year when we get plenty of rain intermingled with a taste of hot weather.

This results in our plants coming back to life and growing prolifically, in particularly areas where we really don't need all that growth.

The other result is that Tom Leech finds he has to remind us of our responsibility to mow around our hangars. Easy for some but much harder for others. My advice is to contact Di Young on **0429674731** and have a chat with her. She loves mowing and is happy to agree to a short or long term mowing arrangement. Keeps hangars and airfield looking neat.

AEROSCENE

by Jeff Schuster

Thanks to the 12 in attendance on Tuesday 11th August, making it another good night.

With plenty of enthusiasm as the warmer spring weather flying approaches. Richard, our L2 maintainer, never having a dull moment, with lots of questions being asked about the progression of aircraft being serviced, including mine. Well done, the ASC is very fortunate to have a LSA certified maintainer right in our backyard. Even better in my case - directly opposite my hangar.

Events:

Sept 12 – 13. Loxton Fly-In and Overnight. Book overnight at Loxton Hotel. Register on email as above.

Sept. 25 – 27. Annual William Creek Outback Fly-In. Register on their event website.

Oct 16-18th. The Great Jabiru Muster. Including dinner Lethbridge Airport Victoria. YLED

Geelong Sports Aviators website. geelongsportsaviators.com.au

A number of aircraft from Gawler intend to join with Richard, including myself in 8399.

Until next time stay safe.

Jeff.

OPS SCENE by Paul Marshall

Low level launch emergency procedures, or the “Impossible Turn”.

Before every take off, the glider pilot develops an action plan to address the possible launch failures.

Initially while there is sufficient runway ahead to stop, the plan is simple – land ahead! Remember, after the launch failure, Pitch for speed (immediately lower the nose to adopt the correct attitude to maintain safe speed). Release any rope still attached to the glider and land ahead.

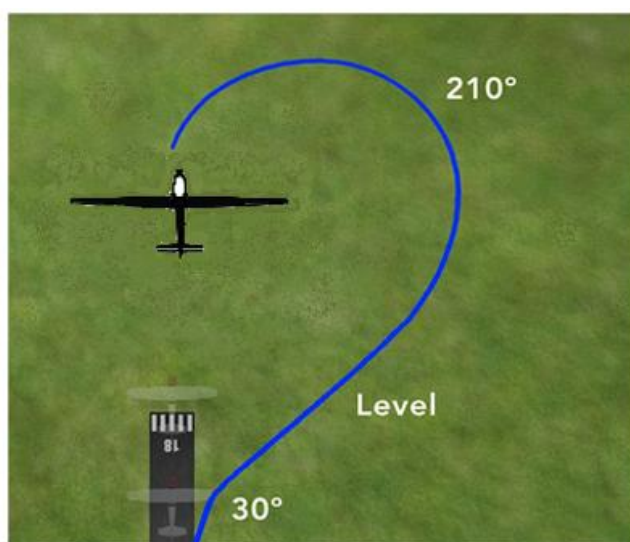
Once the glider and tug combination gains height and moves further down the runway. The safe option becomes the fields at the end of the runway.

As the glider and tow aircraft continue climbing above 150 feet AGL a new option becomes available, a U-turn back to the runway. In power aircraft this is often described as the impossible turn, as its nearly impossible for them to do this manoeuvre under 800 feet AGL. For any given height, glider pilots have lots more options than our cousins flying power. (I put “Impossible Turn” in the title of this article simply to entice the power pilots to read this article and understand that gliders can execute and regularly practice low level emergency procedures – so please keep an eye out for us!)

Taking off on either runway 23 or 31, there are great fields at the end of the runway. So, if you have a launch failure around 150 feet AGL, the safest option is simply to land in the farmer’s field. The fields are big enough; the surface is smooth and generally the crop length is not a problem. That said, for the next couple of months the crops will get taller and the safe landing options may change until the crops are harvested.

At around 150 feet AGL the U-turn is also an option, but it comes with some risks you need to understand.

- A 180 degree U-turn is a really a series of turns. You need to turn about 210-230 degrees, move back towards the runway and then make a 30 Degree turn to line up with the runway. If there is any cross-wind component, you are always better off turning into the wind, as this will make your track over the ground much shorter. Once lined up on the runway, remember now you will be landing down wind, so you will use a lot more runway to stop.



- At 150 feet there is little room for error when conducting a U-turn. At 200 feet the manoeuvre is much easier to complete. Remember, doing a low-level turn can be an adrenalin rush, and once you have started it all other options rapidly disappear. So, when you do your pre-flight launch failure planning, think about what your safest option would be and only include the U-turn if you know it would be safe.
- Do you know what is happening on the runway you just departed from? Is there someone just about to land, take off or taxi across the runway. In either of these cases, you will have very little time to sort out avoidance manoeuvres when you have completed your U-turn and lined up on the runway.

When taking off on runway 05 or 13 your only safe option may be to return to the runway.

If you have a U-turn in your options plan, make sure you listen to the radio before you take off and develop mental picture of traffic in the circuit. The fewer surprises you have when doing a U-turn the smoother the event will be.

I hope I have made you think about your launch failure plans. If you have any questions, please talk to any of our gliding instructors, they will always be happy to help. They may even suggest you fly with them and practice your options.

As always, stay safe and enjoy your flying. Paul Marshall. CFI Gliding.

Monday 31st August, The nicest spring day that I have seen for a long time, jackets off and enjoy the sun, having said that the breeze was pretty cool though when it ramped up. We have been constrained for some considerable time now by not having the three twins available and yesterday was no exception. The whole available gliding fleet was utilised as well as BD put in an appearance, Ashok is away at the moment, and will be for some time, hence no appearance of JN, a regular Monday Mob flyer. The flight that took the chockies was Jai in FC, an hour and a half followed by Mani, an hour in the same aircraft. Richard, ever ready, towed 37 flights into the air and was refuelling well after dark. I don't really have the stats as far as gliders go, however GPF and FQQ certainly got a hammering and as can be seen, we were very busy. Both twins certainly did not stand still. We had seven "young guns" lead by Team Xavier, six of the seven. There were two conversions, one into 102 and the other into the Discus. Below, Young Guns, and Steve, enjoying the banter, fellowship and food yesterday evening.



The after Flying de-brief and social was well attended, much sharing of information as well as stretched truths. Yesterday was exceptional in that there was more than an abundance and variety of food on the table from chicken wings, the usual heated treats through to desert in the form of fruit and cakes, and spiced cinnamon loaf. I think that everyone brought enough to feed all. There were a few unused treats from last week as the weather killed not only the days flying but severely hampered the social at days end, not this week however, roll on day-light saving. Alan, our official Mon Mob photographer, may have some photos to post. By the way, now is a wonderful time to take to the air, with the ever so green crops and golden canola. It will soon start become a patchwork of many colours.

RED BALLOON AWARD by Tom Leech

Members may not be aware that **Red Balloon** is a provider that sells our glider flights to the public. Apparently they have over 4,000 experiences sold on their site they are considered to be Australia's leading gift voucher site. Tom thanks all members who have helped us achieve this prestigious award. The trophy will be displayed in the display cabinet near the office.



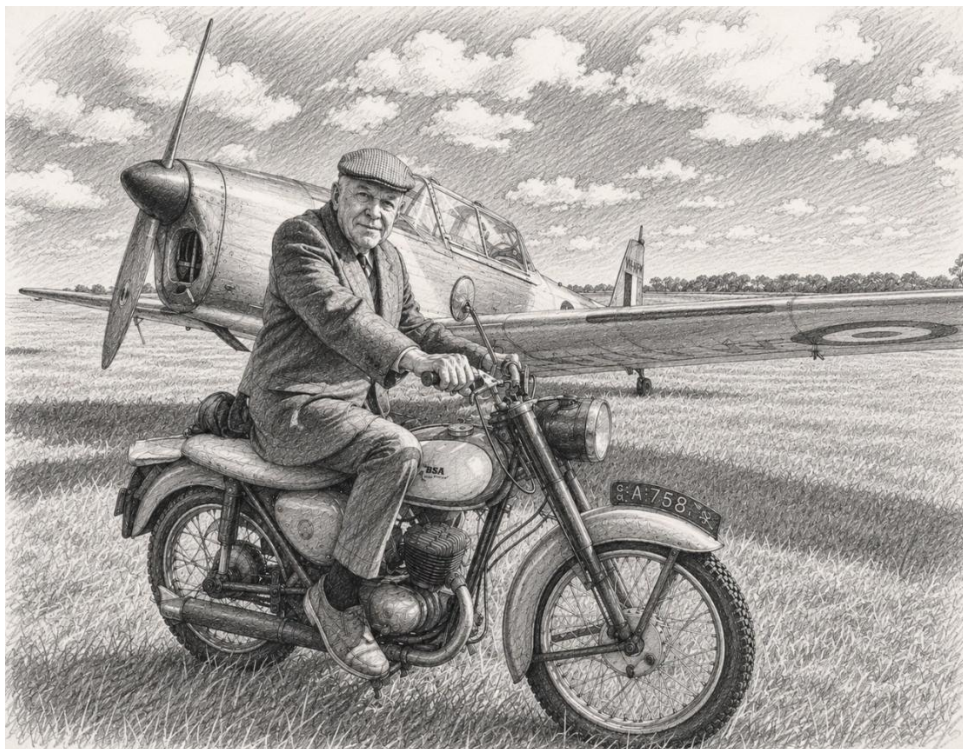
Saturday 1 August saw the 2026 *Not My Problem Day* at the club. This is an opportunity to remember all those former members who helped to make the club what it is today but who are no longer with us.

The weather came to the party with blue skies and light winds. Everyone was invited to put their aircraft on the grass in front of the clubhouse, where they made a real picture.



We welcomed a number of visitors, both those flying in and those who arrived by other means.

Among them was the talented artist Chat G. Peatee, who put together this fine sketch reflecting the spirit of the day:



It's pretty clear that the Chipmunk is in beautiful condition and the BSA Bantam motorcycle is showing a respectable patina reflecting its age. However the rider appears to be in need of a complete restoration...

COMMITTEE

Tony LEWIS	President	0417 853 768	president@adelaidesoaring.org.au
Bradley LEKSAS	Vice President	0487 796 337	leksasbradley@gmail.com
Brian RAU	“	0408 777 564	brian.adl@bigpond.com
Noah BECKMANN	“	0439 416 084	noahbeckmann@internode.on.net
Marcin NOWINA-KROWICKI	“	0431 042 319	marcin.nk@gmail.com
Josh BROWN		0404 466 956	jdbrownp8@gmail.com
Mark FERRARETTO			mark@ferraretto.com
Ali SWART	Secretary	0409 299 936	secretary@adelaidesoaring.org.au
Steve PEGLER	Treasurer	0438 409 928	treasurer@adelaidesoaring.org.au
Paul MARSHALL	CFI Gliding	0427 394 841	gliding-cfi@adelaidesoaring.org.au
Sue INGHAM	CFI LSA	0437 658 976	lsa-cfi@adelaidesoaring.org.au
Tom LEECH	Airfield Manager	0400 900 903	gam@adelaidesoaring.org.au

Ed. Hi Ali. Please advise of any changes.