



ASC e-News

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

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Karl Faeth

2026 ASC AWARDS by Geoff Wood

After the 2026 AGM came a club dinner and presentation of the club's annual awards. With almost 60 people present, this was the biggest and best such ceremony for some years.

This year the event began with a special one-off presentation to **Max Scutchings**:



The presentation was made by **Peter Temple** who outlined the outstanding nature of Max's achievement. Max had been one of the Australian team at the World Junior Gliding Championships in Germany and had won the event despite the contest being in unfamiliar territory and this being his first international competition. Peter presented an engraved plaque to Max on behalf of all club members.

The event then continued with presentation of the annual awards. The following were the distinguished recipients:

The Gliding CFI's Award for best gliding student pilot of the year went to **Ian Margach** and was presented by Paul Marshall, Gliding CFI. Ian responded warmly on receiving the award, saying that his time with the club had enabled him to fulfil a life-long ambition to fly.

The LSA CFI's Award for best LSA student pilot of the year (nominated by LSA CFI Sue Ingham) went to **Arki Hilder** who similarly expressed his appreciation of the club in general and his instructors in particular.

The Paul Rim Memorial Trophy for "Most meritorious flight in his/her first year of cross-country soaring" was awarded to **Liam Doherty**. Paul Marshall outlined how Liam had won this award for a series of flights from January to March 2026.

The Richard Deane Memorial Trophy for best placing by a club member in any National Gliding Championship went to **Max Scutchings**. Max was the winner of the Australian Junior National Gliding Championships at Benalla in January 2026. The award was presented by Tommy Kalsbeek, Chair of the ASC Gliding Operations Group.

The Darrell Ingham Trophy for Most Meritorious Flight in a powered recreational aircraft this year went to **Chris Penfold** for a flight to Alice Springs and back by Jabiru. Chris has previously won this award for some of his other outstanding flights in Jabirus – well done! The award was presented by Sue Ingham.



The President's Trophy for best gliding flight during the year went to **Peter Temple**. Peter has won this trophy several times before - this time it was for an outstanding flight of over 1,100 km in his JS3 glider last December. President Tony Lewis presented the award.

The **Helmut Apitz Award** is the club's highest award for service and its recipients are much respected. This year this award went to **Peter Phillips**. Steve Pegler presented the award and in doing so spoke of Peter's many years of service to the club as an instructor, CFI and Committee member and in other roles. Steve also noted Peter's extensive record of flying in Jabirus and gliders for his own enjoyment and satisfaction. Thank you, Peter!



THE HELMUT APITZ AWARD

And finally – the **Ashton Trophy** (the Galah Award). This is awarded to the member with the greatest disparity between their ambition and their actual achieved outcome. The trophy is engraved with a long, sad list of people who have committed exploits like declaring their intention to do a glider flight of 300 km only to land at Roseworthy on the way out, or got lost in a Jabiru while taxiing, and similar falls from grace.

However, this year's winner of this inglorious award was Max Scutchings and his case was unique: he went to the World Junior Gliding for the first time with the ambition of participating and learning but instead ended up winning! That's some disparity...

In summary, the company was good, it was great to be able to celebrate the achievements of all the winners, and the food provided by Megan Gabell and Glenys Searle was outstanding - thank you!

A successful and enjoyable night all round.

KEEP THOSE WEEDS DOWN

Contact Dianne Young



It's that time of the year when our plentiful rain makes the weeds grow. Whilst the growth looks good – it is of course **Not Required** near our hangars.

Tom Leech then finds it necessary to remind hangar owners of their responsibility to keep their hangar surrounds well mowed. *Easy for some – much harder for others.*

Di Young is always happy to help with mowing – short or long term agreements. Just give her a call on **0429 674 731**.

Thanks to the 18 attending on 9th September. Always making it a great night.

A special welcome to first time attendee JJ, from hanger N6 YGAW. This is his preferred handle who has a very accomplished career with the RAAF.

A good number of ASC Gawler aircraft indicated, including myself in 8399 to be attending these upcoming Events :

Sept. 25-27th The Annual William Creek Outback Fly-in 2026. Register on their website.

Oct.16-18th 2026 The Great Jabiru Muster, including Dinner Lethbridge Airport Vic, YLED. Camping under wing area provided.

Reg. Geelong Sports Aviators website geelongsportsaviators.com.au

Until next time stay safe.

Jeff.

Peter SHOMOS a new solo pilot



Peter SHOMOS sent solo on 18/9/26 by David Bradshaw

Monday 21st September, a very quiet day for a Monday, however, not a bad club day with a better than average, for this time of the year, 17 tows for the day. With a temporary ring in for a tow pilot, Richard managed to reacquaint with the DG 1000. Thanks, guys, for towing, without you? The standout flight for the day was PT, starting early, flying 537Km initially over the river-land, thence down over the mallee to Parilla. Pete did stay for the after's celebration. Thanks Pete with what followed your attendance was appreciated. There was soaring to be had, Michael and myself had an hour up in the 103 as well as a sortie in the Dimona. No private gliders flew, those that could or would have, were busy with finalising their annual inspections. GPF 7 flights for 2hrs 53min, ZDG 10 flights for 3hrs 39min. Below, natures gift just prior to the last flight of the day, whilst bedding GPF.

The afters were a monster celebration. During the week I received a phone call from Geoff Wood requesting that Liam be awarded the Paul Rim Memorial trophy and make it, 'a bit special', that he was awarded but not able to receive at the AGM. We do things a bit special on a Monday, seconding Michael, our in-house MC for the task we set about finding out about Paul Rim. No one in authority really knew anything and I vaguely understood that he died early and was not sure if he was the RAAF pilot killed in service. After only two phone calls, rescuer Rob Moore gave us the details. Not only did he give us the below but wanted to come and be part of it, stand aside Michael, Rob accepted the task of delivery. Michael's task was to bring us to attention. There were twenty-four members present to witness including Liam's father, Justin, and younger sister. Because it wasn't easy to find the details re Paul it surely must be a given to record and document the history re the ASC Trophy's. Latterly, it was discovered that the Chilli King and budding gourmet guru, Lucas, was celebrating his birthday so a double celebration kicked on. Next week, Michaels Birthday! Who is going to be MC? Below, Rob presenting Liam with the trophy, details sent by Rob M below. I know Alan took some photos, hopefully he will publish them later even if doubles.



For information.

Flying Officer Paul Leonard Rim died on 9 April 1984 when his Dassault Mirage IIIO(F) A3-30 collided mid-air with another Mirage (A3-29) flown by Flight Lieutenant Chris Wylie near Bluff Downs (near Charters Towers) in Queensland, Australia. Both pilots lost their lives.

The Adelaide Soaring Club managed to muster up thirteen intrepid souls to make the pilgrimage to William Creek this year. I am pretty sure that the thirteen squeezed into nine aircraft, but I have been wrong before.

As is always the case, careful preparation and briefings were carried out in the days leading up to the flight. Normal people interpret this as squabbling and arguing. The wind forecast was not great, along with forecasted turbulence over the Flinders Ranges. Personally, I have the easiest of decisions to make. My little Sonex along with Scott's Zenith have limited fuel range, so careful calculations are not needed. We know that there isn't a chance in hell of making Leigh Creek in one hop, so we must make a comfort stop along the way. We both selected Port Pirie as our fuel and tinkle stop.

Also, as the headwinds were worse the higher we flew, we both kept to 2,500' at the maximum and flew along the base of the Flinders Ranges to Port Augusta before turning north and hitting the head wind full on. As you know, it is never a race amongst us, but boy was it funny that I was still in front of Bradley after getting fuel and taking off again from Port Pirie. It made up for the time he whipped me when going to Parkes earlier this year.



Early Morning departure from Gawler – tracking to the north-west. Picture by Kayla

Leigh Creek at mid-morning was where we caught up with the flies and heat which was just getting started. Luckily the thermals hadn't really got started by the time we all had refuelled and departed again.

The truly incredible had occurred, we were all going to make it to William Creek BEFORE lunchtime! I think that this is officially the fourth time in the history of the world that us lot had managed to leave early and on time.

We all formed a rough conga line along the Oodnadatta track flying between 4,500' and 8,500'. It was serene, the temperatures were very pleasant at altitude and no bumps at all. Of course, this all turned to dust when descending into William Creek.

Brian had to go around on runway 29 on his first attempt as I was coming in on the dead side bouncing around like a yoyo. He pulled it off on his second attempt in his new old J230 (5086). On final for 29 on my attempt, I was crabbed at a nasty angle to maintain the centre line when I bravely decided to chicken out early and go around and join the downwind leg for 03 on the gravel.

It always amazes me how when the wind is squirrely and the little voice in your head is saying in your ear “don’t stuff this up stupid” I pull off the good landings. I’ve made some memorable “arrivals” a number of times when the weather is perfect.



Lake Eyre – what a view



Leigh Creek re-fuel



One of the ‘high lights’ of William Creek is driving your aircraft up the main street of William Creek (It’s really the only road in William Creek). I know that it’s childish, but it is cool that cars and caravans had to give way for me to taxi up the road to my parking spot. Trevor Wright who is the Lord Mayor, Benevolent Dictator, King and Master of all he surveys at William Creek most definitely puts the capital ‘C’ into character. He could organise a Hawaiian Luau at the North Pole. We had our lunch, the band was getting started, the bar is chokka full and people are still rolling up. I am

pretty sure that out of our group from Gawler, there were about a dozen Nanna's who drifted off for a nap during the mid-afternoon.

On Saturday, Trevor Wright had organised a number of presentations from the RAAF who manage the Woomera restricted area, the Royal Flying Doctor service, Dave Scutchings also talked about Pilatus aircraft. I do need a much larger piggy bank before I can march in his door and put my order in. Oz-Runways were there as they always are, the app has certainly progressed to almost an essential tool for us pilots. I think that I just heard a groan from somewhere back in the audience as I typed that!

As most of you know, I must be one of the crappiest AFL supporters out there, but even I got interested in the game on Saturday. There was pretty rowdy support from both camps that afternoon.

The RAAF spoil sports explaining to us why NOT to go exploring around the restricted areas.



Ready to start

Retiring President Tony Lewis started proceedings by delivering his President's Report. He noted that we had enjoyed good flying and social enjoyment in the club over the last year, together with competition success and steady development of facilities. Nevertheless, cost pressures are weighing on us and requirements for compliance with regulations impose an ever-increasing burden. Another issue is the need to renew our commitment to volunteering in the club.

This was followed by the Treasurer's Report (incorporating the club statistics for 2025-26) from Steve Pegler. Steve stated that the club had experienced a difficult trading year, with reduced real trading income and significantly higher costs, though he acknowledged the generous donation by Karl Faeth which had led to the club acquiring a brand-new Jabiru J230. The statistics report showed that club membership overall had fallen by about 7%. While gliding activity actually increasing over the year, this was offset by a fall in LSA hours.

Tony and Steve's reports both emphasised cost pressures, which are affecting current members' ability to fly, the willingness of potential new members to enter into aviation, and the club's ongoing operations. On the other hand we have many blessings – good facilities, a fine fleet, and an engaged member base. The consensus was that with careful management and spreading knowledge of what we have to offer, we can look forward to a prosperous future.

If you would like further detail, all these reports can be viewed on the ASC website.

[Now for a note: The process of appointing the full ASC Committee and officers has several stages. First, all club members have the opportunity to elect members to the Committee (not necessary this year, there were more vacancies than nominees). These elected Committee members then elect the club President and Vice-President from among their number. The elected members go on to select the appointed members of Committee, namely the Treasurer, Secretary and two CFIs. This full Committee then selects other functional club officers such as Airspace Officer, Insurance Officer and so on; these do not sit on Committee.]

So... back at the AGM: After some procedural matters were briefly dealt with, Tony Lewis announced the new ASC Committee for 2026-27. Two members had nominated to fill vacancies; they are **Alan Dean** and **Peter Smith**. The elected members met on 22 September for the first monthly meeting of the new Committee and **Josh Brown** was elected President, with **Bradley Leksas** as Vice President.

There were two casual vacancies still to be filled and **Brenton Swart** was appointed to one of these. **Steve Pegler**, **Paul Marshall** and **Sue Ingham** were appointed to continue in their roles as Treasurer and CFIs. A new club Secretary is being sought to fill the position vacated by Ali Swart, and one casual vacancy as a Committee member remains to be filled.



New ASC President Josh Brown contemplates a new aircraft for the club. Should it replace a Pawnee, or a Jabiru?

VOLUNTEERS

Tony Lewis in his final President's address drew attention to the need for more volunteers to provide their services to help our club operate and prosper – after all it is a community volunteer operation! We have so many skilled people in the club – can you help? A special message will come out shortly on positions that need to be filled; please consider how you can join in...

SAFETY-Scene

An E-News Article About Safety and Safety Culture

What is Safety Culture?

SAFETY CULTURE: Are our accepted beliefs, behaviors and attitudes that determine what we consider normal and safe.

Why is Good Safety Culture Important?

A good safety culture sets the stage for how we do what we do. A good safety culture encompasses our expectation that we all have a shared belief that safety is the most important part of our activity, and that we believe that respecting the rules and sharing the things that we learn when things go wrong is the best way to avoid accidents and damage.

A good "Safety Culture" begins with you.

SAFETY-Scene #6

HOW CLOSE IS TOO CLOSE?

By The Airfield Caretaker

With grass growing profusely at the airfield, groundskeepers will be mowing and slashing everywhere.

As the slasher, mower and even the whipper snipper can eject rocks and stones, please use care when driving or taxiing aircraft close to groundskeepers operating grass cutting equipment.



Of particular concern is when passing groundskeepers from behind. In this situation, the groundskeeper cannot know you are there, and rocks and stones can impact your car or aircraft as you pass. This is particularly the case when the entrance road and taxiway edges are being mowed.

Groundskeepers are very experienced and know how to avoid rock ejection damage and can be trusted to maintain appropriate clearance: ***BUT ONLY IF THEY CAN SEE YOU.*** So PLEASE, do not pass or overtake groundskeepers operating slashers, mowers and whipper snippers from behind. ***TOOT YOUR HORN*** and then wait until the groundskeeper turns or becomes aware of you. The groundskeeper will then stop to let you pass safely.



Fly safely

**Don't finish up in
the Farmers pea
crop.**

COMMITTEE

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