



ALPINE FLYER

Mt Beauty Gliding Club Inc

May 2012

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glideatmtbeauty@mtbeauty.com

President - Andrew Evans
Vice President - Mark Bland
Secretary - Ian Cohn
CFI - Mark Bland
TO Ops / Airworthiness / Radio - Terry Knight
Treasurer - Richard Todd
Alpine Flyer Editor - Andrew Evans
Weekly Update Editor - Ian Cohn

MBGC President's Report

Your Committee met on 27 May 2012 and discussed the following issues:

- Purchase of our new club ASK21 2 seater glider including international funding arrangements and an update on its manufacture including instrumentation and radio decisions.
- MOU for Peter Summersby deposit transfer to MBGC for purchase of ASK21.
- Winch replacement program.
- Grounding of IS28-WVU (see the full story below).
- Availability of Twin Astir for training and conditions of use.
- Duty Pilot Roster - the next stage (see story below)
- Correspondence from Andy Smith re the Easter roster.
- Junior pilots assistance account.
- Publicity for Junior Pilots Program.
- Working bee roster.



*The MBGC Committee meeting on 27 May 2012 at Ian and Susie Cohn's residence. L to R Andrew Evans, Terry Knight, Mart Bosman, Ian Cohn, Mark Bland, Steve Bradbury, Richard Todd.
Photo: Susie Cohn*

- Relocatable frame for launch point tent.
- Mesh fence for southern airfield boundary fence.
- Geelong Gliding Club tug account.
- Underage driver protocol for airfield.
- SAR watch.

If you would like clarification of any of these issues contact me at:

andrewe@g-mwater.com.au.

Don't forget the flying does not stop at Mt Beauty just because it's now winter. Pull on your explorer socks, beanie and polar fleece gear and enjoy winter soaring amongst snow capped mountain peaks. You can arrange a winter wave soaring flight with Mark "The Wave Chaser" Bland in the self launching ASK21-VS or obtain an aerotow from Tony Edwards in his Cessna 180 by arrangement with Tony.

Safe flying.

Andrew Evans - President / Alpine Flyer Editor

Member Editorial Contributions

Thanks to Ian Cohn, Mark Bland, Terry Knight and Richard Todd for their editorial and photo contributions this month. All members are encouraged to submit stories and photos for publication. If you have any suggestions for improvements to the newsletter, send those in as well. All feedback welcome. It's your publication.

Don't forget to follow club activities on our Mt Beauty Gliding Club Facebook page where you can download photos and comments about your gliding exploits and interact with like minded individuals. If you don't know how to do it, ask our junior pilots, your kids or grandkids.

Any members requiring further details of any of this month's editorial can contact the Editor at: andrewe@g-mwater.com.au.

Treasurer's Column



Members who have pledged interest free funding advances through their flying accounts to help purchase our new ASK21 two seater are asked to lodge these advances in

their flying accounts by 1 August 2012 so that we can determine the exact amount we need to borrow from the Bendigo Bank to finalise the purchase.

Don't forget to allocate your purchase points to the Gliding Club code 1060 when you buy goods from the Mt Beauty Foodworks supermarket. This is a valuable contribution to funding for our ASK21 purchase.



Richard Todd - Treasurer

CFI Column



Winter Operations

With winter upon us we can expect the airfield and winch paddock to become wet and boggy.

In recent years, primarily due to the prolonged drought, the club has continued to operate throughout winter and we hope this is able to continue as it not only keeps the finances ticking along but also maintains currency of pilots. However we need to be mindful that some days, especially after heavy rain that some areas of the field become unusable. Apart from getting bogged in these areas it also leaves lasting deep ruts that remain long after it dries out. This is particularly the case in front of my hangar and near the wind sock! We are trialling an extended winch path at present, further into the paddock which is to the north, providing much improved launch heights, but

we will need to assess the track condition as time goes on. A lot of work went into making this happen, thanks to Ian Douglas for allowing the fence to be cut and Scott Anderson and Steve Bradbury for helping with the mowing etc. We also need to consider the mud that gets into glider wheel wells (and bellies) and under all the vehicles. It's often worth cleaning under gliders when putting them away while the mud is soft.



On approach to RWY 14, Mt Beauty.

Photo: Peter Bellingham Photography

Remember we only have two months remaining on our IS28-WVU, so make an effort to have a fly of it before it retires. Might be worth planning to get your annual check done early or brush up on some simulated cable breaks / spin training while we have the glider to do it.

Mark Bland - CFI



IS28-WVU on winch launch

Photo: Greg Sujecki

Winch Driver Tally

The usual spirited competition has been displayed between winch drivers during the past month. Winch launch tallies for the calendar year from 1 January 2012 to date are shown below:

Ben Talbot	121
Mark Bland	102
Bernie O'Donnell	65
Ken Darling	43
Scott Anderson	39
Ian Cohn	31
George Vasiliadis	22
Andy Smith	22
Laura Sullivan	20
Andrew Evans	16
Steve Bradbury	14
Gary Mason	13
Mart Bosman	12
Mike Pobjoy	10
Kenton Ford	9
Craig Collings	7
Ollie Barthelmes	6
Duncan Robertson	6
Kevin Roden	5
Deniz Aygun	5
Brendan Judd	5
Phil O'Bryan	3
Richard Todd	2
Reuben Lane	2
Al Dickie	1

If you are not currently qualified to operate the winch, why not consider obtaining training and help share the workload?

Each year the winner of the most prolific winch driver award is presented with a certificate and prize of 10 free winch launches at the AGM.



*Ben Talbot on winch launch in Astir-IKS.
Photo: Greg Sujecki*

Duty Pilot roster

A new Duty Roster is to be drawn up to cover the period 1 July to 30 September 2012. Due to the unavailability of Duty Roster Manager, Richard Todd, Ian Cohn has taken over organising the Duty Roster for this period.

To spread the load evenly with the active members we have available, Duty Pilots will have to be rostered a minimum of once per month and Duty Instructors will have to be rostered a minimum of once every two weeks.

Please be prompt in returning your roster preferences to Ian Cohn at scsiac@bigpond.com so that we can draw up a roster that improves our operations and makes your gliding with MBGC more effective and enjoyable. The deadline for issuing the Roster is 21 June and the deadline for replies is 14 June.

Any constructive comments or suggestions are welcome and we will try to incorporate them in our system.

Thank you

Ian Cohn
Convener of the Instructors Panel

Farewell to WVU

The retirement date for our club IS28-WVU has been confirmed by GFA as 25 July 2012, as this is 35 years from the date of its first registration in Australia.



An old photo of IS28-WVU. Former member Phil Gledhill and a younger version of President Andrew Evans strapping a passenger in for an AEF during Easter 1994.

Photo: Ian Cohn

Your Committee is planning a fitting send-off for our club glider, to be held on 21 July 2012.

Some suggested activities are to attempt to set a record for the most number of winch launches in a day, to be achieved by starting early in the morning with a celebration breakfast (without champagne!). The day will conclude with a BBQ. If you have any innovative ideas for other activities on this day submit them to our Secretary Ian Cohn at scsiac@bigpond.com.



A more recent photo of IS28-WVU piloted by Ian Cohn.

Photo: Greg Sujecki

Mark Bland Claims Mt Beauty Winch Launch Height Record

On 23 May 2012 Mark Bland achieved a winch launch height of 3200ft AMSL or 2100ft AGL at Mt Beauty in his Libelle-GUK off the Tumbarumba winch, which has been loaned to our club.

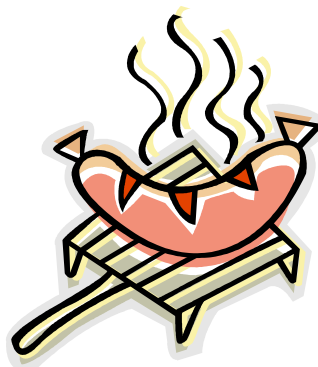


Mark Bland with his Libelle-GUK

Photo: Ian Cohn

Mark is claiming this as a Mt Beauty record. This great launch height was made possible by moving the winch location further north to provide longer wire length. (A decent northerly breeze also helped). Can you beat this record claim?

Suzanne and Shirley's \$2 Sausage Sizzles (assisted by Terry)



The \$2 sausage sizzle and drinks night was again held on 19 May and once again was a great success.

Enjoy the \$2 sausage sizzles at the Mt Beauty Airfield terminal building every third Saturday of the month. Snags and drinks just \$2 each. It's not a fundraiser, just an opportunity to socialise, brag and tell fibs about how far, fast and high you flew and how high your winch launch was, after the day's flying.

**Next Sausage Sizzle Saturday
16 June 2012**

Submitted by Terry Knight

ASK21-VS Form 2

Mark Bland has completed the annual Form 2 inspection of ASK21-GVS assisted by Craig Collings, Terry Knight, Ian Cohn and Rod Harris in Mark's hangar.



*Mark Bland working on the Form 2 for ASK21-GVS.
If the part won't go back in, a hammer is always useful!*

Photo: Ian Cohn

New ASK21 Update

Work is progressing on the manufacture of our new ASK21 at the Alexander Schleicher factory in Germany.

Mark Bland, Terry Knight and Ian Cohn have been busy researching alternatives for the instrumentation, Flarm and radio for this glider.



Here is the first preview of our new ASK21 VH-GVA under manufacture at the Alexander Schleicher factory in Germany.
Photo: Schleicher's

Shares for sale in ASK21 VH-GVS

Two one/fifth shares are for sale in Schleicher ASK21 mi self-launching glider, VH-GVS, including enclosed custom trailer, based at Mount Beauty Airfield.

Price per share: \$39,990.00

For further details please contact:

David Jacobson 03 5756 2747 and 0419 346 336 or davidmjacobson@bigpond.com or Rod Harris 03 5750 1153 and 0438 443 815 or roddoharris@gmail.com

Air Traffic Control Quotes

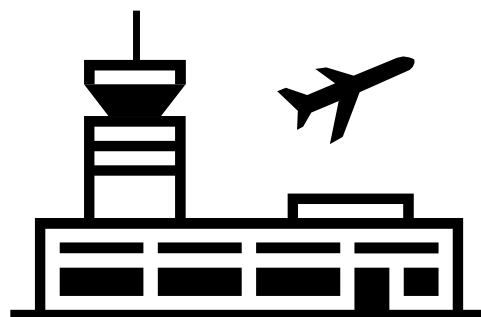
Some funnies (oldies but goodies) from Ian Cohn.

In his book, Sled Driver, SR-71 Blackbird pilot Brian Shul writes:

"I'll always remember a certain radio exchange that occurred one day as Walt (my back seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its ground speed." "90 knots" Centre replied. Moments later, a Twin Beech required the same. 120 knots," Centre answered.

We weren't the only ones proud of our ground speed that day as almost instantly an F-18 smugly transmitted, 'Ah, Centre, Dusty 52 requests ground speed readout.' There was a slight pause, then the response, "525 knots on the ground, Dusty." Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Centre, Aspen 20, you got a ground speed readout for us?" There was a longer than normal pause "Aspen, I show 1,742 knots"

No further enquiries were heard on that frequency.



In another famous SR-71 story, Los Angeles Centre reported receiving a request for clearance to FL 60 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet? "

The pilot (obviously a sled driver), responded, "We don't plan to go up to it; we plan to go down to it." He was cleared.

The pilot was sitting in his seat and pulled out a 38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No, what's it for?" The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table.

The pilot asked, "What's that for?"

"To be honest sir," the navigator replied, "I'll know we're lost before you will."

More tower chatter:

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!" Delta 351: "Give us another hint! We have digital watches!"

One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a MD80 landed. The MD80 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with: "I made it out of MD80 parts. Another landing like that and I'll have enough parts for another one."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah," the pilot remarked, "the dreaded seven-engine approach."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff."

Taxiing down the tarmac, the 757 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off.

A concerned passenger asked the flight attendant, "What was the problem?" The pilot was bothered by a noise he heard in the

engine," explained the flight attendant," and it took us a while to find a new pilot."

"Flight 2341, for noise abatement turn right 45 degrees."

"But Centre, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Submitted by Ian Cohn



Laura Sullivan preparing for launch in Pilatus-GCD, assisted by her ground crew member, Reuben Lane.

Photo: Andrew Evans

U can find out more at
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Branch, 28 Hollonds Street,
Mount Beauty or phone
5754 4484.

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On the Internet

See some amazing stunt flying by Blaniks and men in flying suits at:

<http://www.dailymail.co.uk/news/article-2144792/Redbull-skydivers-skies-high-Austria.html>
