



## **ALPINE FLYER**

### **Mt Beauty Gliding Club Inc**

**“The friendly club”**

**September 2015**

Website: [www.mtbeautygliding.com](http://www.mtbeautygliding.com)

Email: [skyfox49@gmail.com](mailto:skyfox49@gmail.com)

President - Andrew Evans

Vice President - Ian Cohn

Secretary - Peter Demeo

CFI - Mark Bland

TO Ops / Airworthiness / Radio - Terry Knight

Treasurer - Steve Bradbury

Alpine Flyer Stand-in Editor – Ian Cohn

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### **MBGC President's Report**



Well this month I am handing over the editorship of “Alpine Flyer” to the capable hands of our Vice President, Ian Cohn. I am taking a well deserved holiday up north visiting my Daughter and grand children.

ANDREW EVANS  
PRESIDENT

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### **MBGC Vice President's Pontification**

What a great time to be a Glider Pilot at Mt Beauty. Thanks to our great location, generally great weather, great equipment, and the efforts of our very active Committee we are ideally placed to do lots of what we like doing best.

Spring can be our best season with pleasant temperatures, cloud bases up to 8,000 ft, favourable winds for ridge lift and even some wave conditions. So get out to the airfield and get stuck into it.

With the new soaring season off to a fine start, members should be reviewing their new season resolutions. Trainees should be looking to attending regularly to progress smoothly and efficiently to solo standard. Early solo pilots should be aiming to consolidate their skills and target their Federation Aeronautique International “C” badge and even “Silver” badge. Check out the rules for achieving these badges from the GFA and/or FAI websites. Ask instructors on the best way to go about achieving these qualifications. Both can be realistically achieved flying out of Mt Beauty or from the cross country camp usually held in November at Leeton.

The 2015 OLC season has finished and the 2016 season has begun. The Online Contest has provided a magnificent incentive for all glider pilots to extend their capabilities and their skills. Registering your flights can give you a record of your flights and progress and you can compare your efforts with others flying on the same day. It can even give you bragging rights!! Ask more experienced pilots how they achieve good PLC scores and apply their suggestions to your own flying.

A very warm welcome to new members Ben Demeo from Tabletop and Ian Pope from Wodonga.

A special mention this month to thank Terry Knight (and supervisor Shirley) for his efforts to resuscitate the white Ford retrieve vehicle.

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### **CFI Report from Mark Bland**



I love this time of year. The past month or so has seen some of the best spring soaring I can recall in Mt Beauty, maybe because I'm ideally located and have time to take advantage, but, as you may have seen on the clubs FaceBook page, I hope you're not sick of seeing snow capped mountains.

There's been a mix of thermal, ridge and even some wave conditions that fortunately, with the self launch capability of VH-GVS, make wave conditions easier to get into. I should emphasise that some of the great conditions of late haven't always been that simple, and it sometimes requires quite a bit of experience and persistence to enjoy them. Wave for example - although very smooth

and euphoric once you're in it, wave often requires quite stressful moments before hand when you negotiate the sometimes severe rotor turbulence and solid sink. You really need to know your capabilities.

With the more usual thermal conditions, it can be tedious to get away when the thermals low down are weak and tight. It's very frustrating for low hours pilots sometimes, when others are up at cloud base, and they are stuck on the hill or have to land numerous times. Don't despair! It does get better. If you are constantly finding this then organise a dual flight with more experienced pilot or an instructor. Don't lower your safety margins. Practice tight turns and maybe revisit the texts to try and understand what's going on. "**Flying Further and Faster**" and other great scripts can be downloaded from GFA Doc's library: Look at:-

[http://www.doc.glidingaustralia.org/index.php?option=com\\_docman&view=list&slug=coaching&Itemid=121&layout=table](http://www.doc.glidingaustralia.org/index.php?option=com_docman&view=list&slug=coaching&Itemid=121&layout=table)

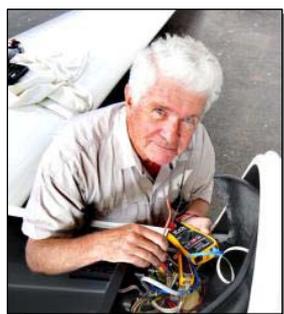
#### **CFI Quote of the month**

"The superior pilot uses their superior judgement to avoid having to use their superior skills".

Royal Air Force motto also attributed to Frank Borman

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#### **Terry's maintenance column**



A happy few months away in the tropics and almost nothing to do on return. Idyllic!

There were a few things however, and as always a few reminders that may be helpful for our

newer Members:

**Winching.** Always do a daily inspection before first start, but ensure the Radio is switched OFF before connecting the battery. ALWAYS double check the battery polarity and connections. Allow to gently warm up before applying power.

When packing up the winch, make quite certain that the radio is switched OFF before disconnecting the battery or leaving for the day.

Earthing of winches is considered to be good practice, at least in theory. A long wire in the sky is a magnet for lightning strikes. We don't winch during thunderstorm activity, but dry lightning is possible. Earthing won't prevent a lightning strike - it may even encourage it - but earthing reduces the risk of injury to the operator.

An earthing cable and ground stake assembly has been made and fitted between the battery and cabin step to minimise the risk.

**Batteries:** I will be conducting tests on our (ageing) aircraft battery stock to determine capacity remaining. Today's greater loads mean batteries are discharged more rapidly than they used to be and I will have more to say in future editions.

Note that rechargeable lead acid batteries can be charged to their maximum capacity and voltage but that maximum may be but a small fraction of labelled capacity.

You can help me, by tagging those batteries that have been fully charged yet clearly drop below par during the day. This is often indicated by radio transmit being intermittent or distorted.

Interestingly, many "low voltage warning systems" fire off at 10.5 - 11 volts. Such depths of discharge will dramatically shorten the life of a 12v lead acid battery. In fact a voltage of 12 indicates a flat battery. 11.9V indicates an unusable battery.

The lower cut-out voltages mentioned are usually an indication of the voltage at which the connected equipment becomes unreliable. They have no regard for battery life or damage.

I recommend never going below a minimum voltage of 12.2V. In general, voltage should remain above 12.4V to achieve a reasonable battery life.

**Battery Charger:** Read the instruction panel above the charge station. Several batteries have been left awaiting their charge process. Please remember to actually start the lead acid charge process. Simply make sure the **START** button on the right of the charge module is kept pressed for long enough (say 6 seconds) to start the battery check and charge process. A shorter press enters the programme reset mode which can lead to unwanted problems!

**Vehicles:** I have fitted our white Ford Falcon with a new harmonic balancer, main pulley, both idler pulleys and belt. The old ones were damaged beyond resurrection. Essentially, the engines front pulley rotated but the belt pulley and belt did not.

The symptoms were overheating, battery losing charge repeatedly and heavy steering. These belts are almost impossible to see, but please check each vehicle properly during the Daily Inspection before start each day and report any odd symptoms. Thanks.

The white Ford is for towing duties on the airfield. It is not to be taken past the R14 end of the strip due to low clearance.

Our three airfield vehicle are now all fitted with Battery Isolator Switches. Each will be found on the negative terminal of the battery and will of course be turned on - clockwise on the green knob until firm - when doing the daily inspection before the first start of the day.

If you are the one putting a vehicle away at the day's end, part of your duty is to open the bonnet and turn the green knob ANTICLOCKWISE one turn. No more. Do not dismantle the switch! Slightly loose is quite sufficient.

The purpose is to avoid leakage current slowly draining the battery during the sometimes long periods out of service.

### Aircraft

Our aircraft are performing well. Form 2 inspections and routine maintenance keep them that way. Shirley has made up a cover and hooks for the Hornet - many thanks.

Terry Knight

Ops, Airworthiness, Radio

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### Ivan flies with Ian

On 4<sup>th</sup> September I had quite a nice flight in our ASK21mi with Ivan. After a very slow climb out of Mt Beauty we visited the lower slopes of Mt Bogong and then went to Mt Feathertop reaching the mountain at around 5,000 ft.



The NW side of Mt Feathertop. We were at around 5,200 ft.

On the southern side we found a decent thermal that took us to 6,000 ft. which enabled us to get to Mt Hotham.



Mt Hotham from the SW side.

Returning along the razorback we sailed past the peak of Feathertop. We went along the ridge almost to Running Creek where the cloud was much lower and then returned to Mt Beauty.

See <http://www.onlinecontest.org/olc-2.../gliding/flightinfo.html...>

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### Pilatus



Mike Pobjoy has finished the 42 year Pilatus Form 2 annual inspection at his home in Wodonga with technical help from Richard Todd, unskilled help from Andrew Evans cleaning very old tape adhesive off the wings and fuselage and lifting help from Andrew and Richard and all the old guys in his street who are now suffering from hernias.

From Andrew Evans

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## September Picture Round up



Flying with Mark Bland, Ian Pope enjoys a view of Mt Feathertop on 16<sup>th</sup> September



Mark Bland took advantage of the SE wave on 23Sep to get to around 12,000 ft.



The three Ian's after flying on 16<sup>th</sup> September. Luckily they didn't burst into song!  
Photo – Mark Bland



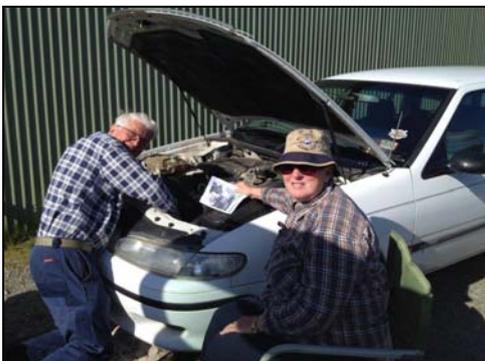
Mike Parkinson was amongst the action in the Hornet on 27Sep flying over Rocky Valley dam.



Falls Creek from GVA on 17<sup>th</sup> September  
Photo – Mark Bland



Larry & Ren visited on 27Sep after their bike ride!



Terry Knight with his hands deep in the entrails of the Ford retrieve car on 17<sup>th</sup> September with Shirley closely supervising.  
Photo – Mark Bland



Noel celebrated his 70<sup>th</sup> birthday on a flight over the fast fading snowfields with Mark Bland on 30thSep.

## 2015 OLC Season Results

The 2015 OLC season ended on 17<sup>th</sup> September. As you know the OLC can be a big encouragement to glider pilots and clubs to get out and fly to improve their skills, go for personal bests, do more flying and embrace new challenges. It is a contest that pilots can enter with minimum expense and bureaucracy in contrast to the more formal gliding competitions. So how well did MBGC perform during the 2015 OLC season?

MBGC Year	World Place	World Points
2015	57	104,727
2014	53	104,369
2013	69	87,981
2012	117	64,280
2011	244	33,516
2010	534	12,187

On the world scene, MBGC came in at 57<sup>th</sup> Place with 104,727 pts a cross country distance of 97,254km with 707 flights with 48 pilots contributing. This may be compared with 2014 where MBGC came in at 53<sup>rd</sup>, 104,368 pts, 92,086km, 695 flights and 44 pilots.

On the Australia page:-

MBGC Year	Place	Points	Australia Km	Totals Flights	Pilots
2015	6	100,965	87,154	696	48
2014	6	97,017	85,304	669	44
2013	6	85,060	74,859.85	599	44
2012	7	64,280	57,390.74	432	24
2011	12	27,672	25,664.47	138	12
2010	34	11,137	12,407.38	66	10

MBGC Year	Pt/Flt	Km/Flt	Australia Pt/Pilot	Averages Pt/km	Km/Pilot
2015	145	125	2103	1.16	1816
2014	145	128	2205	1.14	1939
2013	142	125	1933	1.14	1701
2012	149	133	2678	1.12	2391
2011	201	186	2306	1.08	2139
2010	169	188	1114	0.90	1241

CFI Mark Bland was among 2015 OLC world leaders coming in 3<sup>rd</sup> in the world in number of flights with 148, racking up 27,670 points and 22,734 Km.

My conclusion is that we are more or less maintaining our OLC efforts having plateaued with our number of pilots, equipment capability and site capabilities. For a small club in a relatively remote site we are doing very well.

How can we improve our Club and OLC performance? Some suggestions:-

**Fly more hours** – We can do this by recruiting more members, and we could make it easier for our members to fly more hours by reviewing the maximum flight charges. Maybe we could reduce

the flight time after which per minute charges are not levied. I would say that our equipment is still not utilised fully, especially the Astir and the Hornet.

**Go faster** – This has a big influence on distance flown. A Coaching program using instructors and more experienced members could improve our performance here.

**Go further** – As has been repeatedly demonstrated it is possible to fly 300 or more OLC point flights out of Mt Beauty without getting out of glide range of Mt Beauty. With training, flights out to the flatlands could become routine. Benalla and Wangaratta are good destinations for this.

**Recruit more members** – We have done a reasonable job on this over the years and we still have capacity to absorb more members. This will come if we can continue to demonstrate that Mt Beauty is a good club for gliding and can give members good gliding experiences.

Anyway I hope that this is food for thought.

Ian Cohn

## Annual check flights are due

A reminder that all members must be current for Annual Checks.

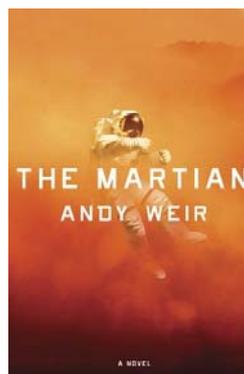
Checks are required 12 months since the last annual flight review (Ops Reg 3.3.5).

Annual Check blank forms can be found in the launch point van. Members are required to complete their personal details and flying statistics in Part A of the form before arranging their check flight with a Club Instructor.

With all members requiring Annual Checks to be current, it is timely for members to practise the theory questions that they may be asked by the Instructor during their test.

## Books

### The Martian



During the acting Editor's recent trip to Europe he had the opportunity to listen to "The Martian" novel as an audio book and to also read the print edition. This is a gripping tale of space exploration full of realistic technical detail. It's a must read.

The film based on the book is now screening at some theatres in Melbourne

From the Publisher's blurb.

*"Six days ago, astronaut Mark Watney became one of the first people to walk on Mars. Now, he's sure he'll be the first person to die there. After a dust storm nearly kills him and forces his crew to evacuate while thinking him dead, Mark finds himself stranded & completely alone with no way to even signal Earth that he's alive — and even if he could get word out, his supplies would be gone long before a rescue could arrive. Chances are, though, he won't have time to starve to death. The damaged machinery, unforgiving environment or plain-old "human error" are much more likely to kill him first. But Mark isn't ready to give up yet. Drawing on his ingenuity, his engineering skills — and a relentless, dogged refusal to quit—he steadfastly confronts one seemingly insurmountable obstacle after the next. Will his resourcefulness be enough to overcome the impossible odds against him?"*

<http://www.andyweirauthor.com/books/the-martian-hc>

"The Martian" film trailer is at [www.youtube.com/watch?v=z6\\_TZ2d6gaY](http://www.youtube.com/watch?v=z6_TZ2d6gaY)

Adam Savage Interviews 'The Martian' Author Andy Weir  
<https://www.youtube.com/watch?v=5SemyzKgaUU>

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## Coming Events

**Date 4<sup>th</sup> Oct** - MBGC Porepunkah aerotow camp.

**4<sup>th</sup> to 10<sup>th</sup> Oct** - Airworthiness training course at Waikerie for Form 2 and component replacement. Contact John Hudson - [Hudson@senet.com.au](mailto:Hudson@senet.com.au).

**18<sup>th</sup> to 24<sup>th</sup> Oct** - Women in Gliding week at Lake Keepit. Contact Wendy Medicott.

**1<sup>st</sup> to 7<sup>th</sup> Nov** - Speedweek 2015, West Wyalong.

**9<sup>th</sup> to 20<sup>th</sup> Nov** - National Club, Standard and Sports Class Competition Lake Keepit:

<http://www.keepitsoaring.com/LKSC/index.php/club-sports-nats-2015>

**20<sup>th</sup> and 21<sup>st</sup> Nov** - Temora Warbirds Downunder Airshow.

**5<sup>th</sup> and 6<sup>th</sup> Dec** - Mt Beauty Gathering of the Moths 2015.

**14<sup>th</sup> to 21<sup>st</sup> Feb 2016** - Australian Two Seat National Gliding Competition.

**21<sup>st</sup> to 27<sup>th</sup> Feb 2016** - VSA Alpine Course, Mt Beauty.

## Internet Links

[Morning Glory Cloud Documentary on SBS "Catch Up". \(You may have to be quick!\)  
<http://www.sbs.com.au/ondemand/video/521484355510/secrets-of-a-strange-cloud>](http://www.sbs.com.au/ondemand/video/521484355510/secrets-of-a-strange-cloud)

[DG Newsletter  
<http://www.dg-flugzeugbau.de/newsletter-178.html>](http://www.dg-flugzeugbau.de/newsletter-178.html)

[Pressurised Glider Perlan Flies  
<https://www.washingtonpost.com/news/innovations/wp/2015/09/24/flying-to-the-edge-of-space-without-an-engine-is-an-idea-so-crazy-it-might-just-work/>](https://www.washingtonpost.com/news/innovations/wp/2015/09/24/flying-to-the-edge-of-space-without-an-engine-is-an-idea-so-crazy-it-might-just-work/)

<http://www.flyingmag.com/news/airbus-perlan-2-makes-first-flight?cmpid=enews092415&spPodID=030&spMailID=23593077&spUserID=NDUxMTg0MjQxMzAS1&spJobID=642585515&spReportId=NjQyNTg1NTE1S0>

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## Winch Driver Tally

Winch launch tallies are not available this month but the editor suspects it is still a race between Mark Bland and Detlev Rueff (currently overseas) for top winch driver position. Detlev had better return quickly if he is serious about being winch driver of the year for 2015!

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

There are three annual prizes for the most active winch drivers awarded at the AGM (just ask Detlev).

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## Instructor & Duty Pilot Roster

Don't forget to contact the Duty Instructor to book your training or check flight requirements prior to the weekend to assist with planning of instructing resources.

Don't just turn up on the day expecting to receive instruction without prior notification.

If you are unable to be Duty Instructor or Duty Pilot on your rostered day, it is up to you to arrange a replacement and let Peter Demeo know who you have swapped with.

Contact Peter at [p.demeo@bigpond.com.au](mailto:p.demeo@bigpond.com.au) or 0428 264 110.

The Club Committee decided at its meeting on 26<sup>th</sup> July to remove the requirement for a Duty Pilot to be present on weekend days during the winter season from 30<sup>th</sup> April to 1<sup>st</sup> October.

Bernie O'Donnell 0431 529 633  
 Andrew Evans 0409 277 328  
 Peter Demeo 0429 264 110

The roster has been revised accordingly.

**Duty Instructor Roster**

Day	Date	Duty Instructor	Other Instructor
Sat	3/10/2015		Bradbury
Sun	4/10/2015	Bland	Aerotow at Porepunkah
Sat	10/10/2015	Bland	
Sun	11/10/2015	Cohn	
Sat	17/10/2015	Cohn	Bradbury
Sun	18/10/2015	Evans	
Sat	24/10/2015	Bland	
Sun	25/10/2015	Pobjoy	
Sat	31/10/2015		Bradbury
Sun	1/11/2015	Evans	
Sat	7/11/2015	Bland	
Sun	8/11/2015	Pobjoy	Demeo
Sat	14/11/2015	No Instructor	Rostered
Sun	15/11/2015	Evans	
Sat	21/11/2015	Bland	
Sun	22/11/2015	Pobjoy	
Sat	28/11/2015	Cohn	
Sun	29/11/2015	No Instructor	Rostered
Sat	5/12/2015	Bland	
Sun	6/12/2015	Evans	
Sat	12/12/2015	Cohn	
Sun	13/12/2015	Pobjoy	Demeo
Sat	19/12/2015	Bland	
Sun	20/12/2015	Evans	
Fri	25/12/2015		
Sat	26/12/2015	Cohn	
Sun	27/12/2015	Pobjoy	Demeo
Mon	28/12/2015		

**Duty Instructor contact details**

Mark Bland 0417 565 514  
 Ian Cohn 0408 379 939  
 Mike Pobjoy 02 6059 1417

**Duty Pilot Roster**

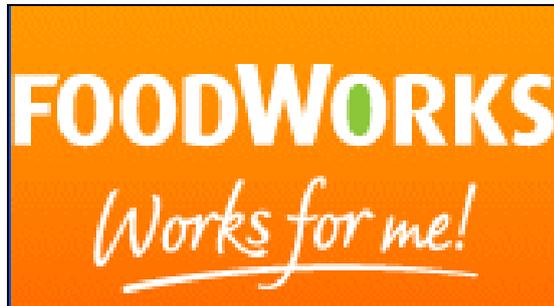
If you are unable to be Duty Pilot on you rostered day, it is up to you to arrange a replacement and to let Peter Demeo know who you have swapped with. Peter can be contacted by email at p.demeo@telstra.com or SMS on 0428 264110

Day	Date	Duty Pilot
Sat	3/10/2015	Barthelmes
Sun	4/10/2015	Ford
Sat	10/10/2015	Dealy
Sun	11/10/2015	Kusz
Sat	17/10/2015	Gill-Vallance
Sun	18/10/2015	Grohmann
Sat	24/10/2015	Harding
Sun	25/10/2015	Hochwimmer
Sat	31/10/2015	Kerestes
Sun	1/11/2015	Knight
Sat	7/11/2015	Lucey
Sun	8/11/2015	Moig
Sat	14/11/2015	O'Bryan
Sun	15/11/2015	Percy
Sat	21/11/2015	Robertson
Sun	22/11/2015	Rowe
Sat	28/11/2015	Rueff
Sun	29/11/2015	Smith
Sat	5/12/2015	Story
Sun	6/12/2015	Vigo
Sat	12/12/2015	Barthelmes
Sun	13/12/2015	Bosman
Sat	19/12/2015	Kusz
Sun	20/12/2015	Dealy

PETER DEMEO – SECRETARY

**And now a word from our sponsors**

**MT BEAUTY**



*Don't forget to nominate MBGC as the recipient of their donation (Code 1060) when you purchase items from their store.*



*Mt Beauty Gliding Club is sponsored by the Mt Beauty Community Bank*

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**The Editors Final Word**

The deadline for editorial contributions and photos for the next newsletter is 25<sup>th</sup> October. Readers are also invited to offer any suggestions for improvements to the format of the newsletter.

It's your newsletter so keep those ideas coming in. Please submit your contributions and comments to the Editor at [skyfox49@gmail.com](mailto:skyfox49@gmail.com).

Thank you to all the contributors to this edition.

ANDREW EVANS – EDITOR

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