



**Alpine Flyer**  
**Mt Beauty Gliding Club Inc**  
**“The friendly club”**  
**April 2016**

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

Email: [gliding@mtbeauty.com](mailto:gliding@mtbeauty.com)

President - Andrew Evans

Vice President - Carrick Gill-Vallence

Secretary - Mike Parkinson

CFI - Mark Bland

TO Ops / Airworthiness / Radio - Terry Knight

Treasurer - Dave Ross

Alpine Flyer Editor – Ian Cohn

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## MBGC President's Report



Your President is taking leave for a month and leaving the Club in the capable hands of Acting President and CFI, Mark Bland.

Ian Cohn has stepped in as Editor of “Alpine Flyer” for April. Thanks Mark and Ian.

ANDREW EVANS  
PRESIDENT

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## CFI Report



Following on from last month's column of a successful Easter, you should all have heard of the very fortunate escape of one of our visiting pilots when he struck the winch wire on

his landing approach after our ASK21, GVA, had been launched.

As the investigation is still ongoing I won't go into too much detail other than say that all accidents are mostly a result of many things. Human error, procedures, training (or lack of), are just a few. As the operational procedures at Mt Beauty are somewhat unorthodox compared to most sites, primarily due to the mountains and the proximity of the town, the GFA Regional Manager Operations and EMO

decided to temporarily put a hold on our winch operation until we could provide extra safety measures to prevent this type of accident recurring.

Your safety committee have worked tirelessly over the last three weeks to improve our risk mitigation strategy, and thankfully on the April 24 weekend we had an Operation Safety Audit (OSA) and we are now allowed to winch again, with some temporary restrictions. We are hopeful these will be removed when we finalise the changes to our Safety Management System and the mitigation issues. We will be introducing quite a few changes to improve our operation and we will need to adopt these diligently. There will be more on this in coming weeks and I ask that everyone attempts to be at morning briefings which will be held at 10:30 on flying days unless notified differently.

I would especially like to thank Phil O'Bryan, our club Safety Officer, for the many hours he has already put into developing our mitigation strategy with much support from Terry our resident guru on everything!

Thanks also due to Tony Edwards for providing some aero towing during the winch shut down and congratulations to Richard Grohmann on his aero tow conversion.

Autumn has definitely kicked in with some beautiful sunny days and there is still some good soaring to be had so make an effort to keep current and support your club.

MARK BLAND  
CFI

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## Terry's Maintenance Column



Following the incident over Easter as per Mark Bland's CFI report, the Clubs Safety Committee has been conducting an extensive safety review. It is ongoing. Interim analysis of the incident has shown a number of areas where our club's

stringent safety standards can be further improved by enhancing visual and electronic communications .

They particularly relate to communication procedures and winch/launch visibility.

Pending completion of the report into this incident, several procedural changes relating to aircraft glider flight preparation are being pursued to increase operational safety.

### **Battery Voltage Test at Daily Inspection as a minimum.**

The MBGC has quite sophisticated battery condition and charging facilities at the hangar and members make good use of them. To reduce the chance of in flight battery failure leading to communication problems, we are introducing launch point facilities to enable battery voltage tests to be undertaken.

To make a simple DI battery check easier for all pilots the launch desk will have a voltmeter and interpretation chart available for easy use. This is to be used to check the communications battery of every glider that departs YMBT once daily as a minimum, in an effort to help avoid future incidents. This test conservatively indicates the voltage at which a glider at altitude would have about half the battery's capacity remaining. No flight should be undertaken with less.

Note that the voltage test will not show the actual amp hour capacity remaining. Accordingly, pilots should only fly with batteries they believe are in good condition in addition to a voltage check. MBGC flight batteries comply with this requirement.

*STATUS:- Installed*

### **Rotating Beacon at Launch**

It is dangerous to cross a live winch cable with motor vehicles in contravention of the Club requirements unless specific authority to do so has

been issued by the launch crew the duty crew or the supervising instructor.

On busy days, especially when there are visiting pilots who may not be familiar with winch launching a rotating beacon will be installed on a trolley with battery at the launch shelter. It will be switched on no later than cable attachment and switched off immediately after the launch. This will help alert drivers to the fact that a launch is imminent, and will also assist the modellers at the terminal building.

It is NOT intended to serve as an alert for aircraft landing on R32, although it may do so. It must be rolled back to the hangar at the end of the day's flying. (Duty Pilot responsibility.)

*STATUS: Installed*

### **Flashing Beacon at Winch**

The Club's rotating beacon at the winch has reduced vertical visibility. This is inherent in the design of such beacons.

In view of this, and recognising that the landing aircraft may not have looked at the winch, it is being replaced with a very high power flashing beacon with additional vertically directed LEDs. These lights are designed to assist locating of deep pit mining plant and we believe it will help make our winch operation more visible from the air. The beacon will illuminate whenever the ignition of either winch is activated.

*STATUS: On Order*

### **New VHF handheld for use at the winch.**

VHF communications by gliders in circuit is required and in general use at YMBT. To maximise the value of this (similar to the circuit calls used at non-powered aerodromes), a VHF handheld is used by winch vehicles; at the winch, and at the launch desk. The power at the launch is the maximum permitted (5 watts) and a high efficiency antenna is used.

When a hand held (ICOM A15) is used the maximum power is only 1.5 watts max and a very low efficiency 'rubber ducky' aerial is used. When the handheld antenna is inside the winch cabin, very poor performance can be expected because of the RF shielding the cab provides.

To rectify this and allow the winch driver to monitor circuit traffic transmissions more effectively, an additional handheld is being purchased. It is intended to station this in the cab whenever winch launching is in progress. It will use its own internal

battery, and be connected to a flying antenna lead with a good omni-directional antenna fitted externally.

There will be one antenna (I am constructing these now) on each winch. The concept has yet to be tested, interference from the winch engine being a prime concern. At best, the system will have 1/4 the radiated power of the desk radio but it will be highly effective. The radio will have to be removed to the Hangar when the winch is packed up after cessation of winching for the day.

*STATUS: Radio on order. Antennae under construction.*

TERRY KNIGHT  
T/O OPERATIONS / AIRWORTHINESS / RADIO

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### How can you contribute?

MBGC is a "not for profit" organisation run by its members, for its members. The reason we have some of the lowest membership and flying rates in Australia is because we all contribute to the running of the club in some way.

Our rates will automatically have to rise if we employ people to do work for us, whether it's for maintenance, "book keeping" or any other task.

It has always been a policy of the club that as a member, you will contribute to the club in some way. This may be by doing a duty day as Duty Pilot, Timekeeping or Winch Duties etc. We all realise that some of our members live some distance from the airfield or have time constraints; however, you do need to look at how you may contribute to the club. Please contact Andrew Evans, Mark Bland or myself with any ideas you may have, or maybe we could suggest projects which could match your skill sets.

Remember, it is a condition of membership that you contribute; it is the only way we can continue to provide the excellent rates and service you enjoy today.

Thanks

Mike Parkinson  
Secretary MBGC

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### VSA Operations Meeting

Our CFI Mark Bland and L2 Instructor Ian Cohn attended the VSA Operations Meeting at Bacchus Marsh on 30<sup>th</sup> April. Topics discussed included the

SOAR incident reporting system, Instructor initial and recurrent training, Aerobatics training, Circuit procedures including the "BGA Circuit", AAFC Operations, Top rudder in turns, Powered sailplane endorsements, after launch checks, and FLARM training.

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### April Picture Roundup



Mark Bland thermalled with a flock of Ibis. Eagles, hawks, and even swallows were also encountered in thermals in April.



Member Carol Moig enjoyed a flight over Falls Creek with Mark.



Tony Edwards towed using his C180 on 19<sup>th</sup> of April.  
Photo by Detlev Rueff



Mark being towed on 19<sup>th</sup> April.  
Photo by Detlev Rueff

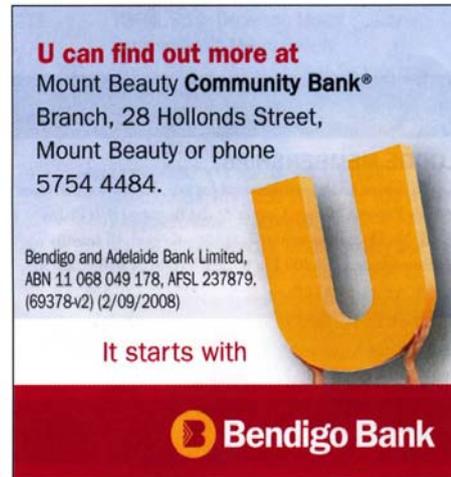


Terry Knight on approach in VH-GVA.  
Photo by Detlev Rueff



Mark on approach in VH-GVS.  
Photo by Detlev Rueff

used to benefit the local community and are not sent away to investors not having an interest in the Mt Beauty area ie to overseas, Collins St and Pitt St investors.



Some of our members were closely associated with the establishment of the Mt Beauty Community Bank and we have quite a few MBGC members who are shareholders. The Mt Beauty Community Bank has been extraordinarily successful and has distributed around \$450,000 to local organisations including our club since the bank was established. The Mt Beauty Community Bank has notably sponsored MBGC to the extent of some thousands of dollars in respect of safety equipment (Our FLARM), our marquee, and our junior member training program.

The Bank is a very viable public company and has also delivered dividend returns to the shareholders – 8 cents per \$1 share fully franked in 2015 -, as well as delivering the donations to our community.

The Bank relies on the support of the local community. It is a two way street. If the community supports the bank with business, then the bank can in turn support local community organisations like our Club. So I would encourage members to establish business (deposits and business and housing loans) with our Mt Beauty Community Bank. If you live in Albury/Wodonga or even Melbourne, you can base your accounts with the Mt Beauty Community Bank and operate on them wherever you are, and on the internet. There are full banking service branches of the Bendigo Bank all over Australia.

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## Our Community Bank

The Mt Beauty Community Bank was set up in 2008 to operate a franchise of the Bendigo Bank. Community banks were needed and set up in order to counteract the tendency of big banks to close down their branches in smaller communities and thus slow or halt the demise of those communities. The charters of community banks specify that 80% of the bank profits should be returned to the local communities and 20% should be retained for use of the shareholders. The shareholders of the Community bank have to be people having some connection with the community. This ensures that the profits of the Community bank are returned and

Late news:- The Mt Beauty Community Bank has agreed to sponsor our club with funding for three important safety equipment items. They are:-



- A PLB Rescue Beacon with GPS to be fitted to our Hornet single seat glider at an estimated cost of \$339 (PLB with full accessory package including first aid).
- A hand held VHF ICOM A15 transceiver to be fitted to our winch at an estimated cost of \$399, and
- A modern GPS based logger, LXNAV Nano, to be used for tracking and recording flights at an estimated cost of \$561

This modern equipment will improve our flight safety and we really appreciate the support that we are getting from our Bank.

Ian Cohn  
Committee Member.

See also

<http://www.bendigobank.com.au/community/community-banking/about-community-bank>

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## Coming Events

**3<sup>rd</sup> to 11<sup>th</sup> Dec 2016** - Women in gliding week at Mt Beauty.



<http://joeyglide.juniorsoaring.com.au/>

Entries have just opened for the Australian Junior Nationals 2016 (Joeyglide). It is time for perspective junior pilots to start thinking about

their goals for the season. Joeyglide is a competition and cross country coaching event for young pilots (26 and younger) this year it will be based in Temora (NSW). It allows pilots to be introduced to competition in a safer more relaxed environment than seen at a senior nationals.

The two sides of this event will be the coaching and the main competition.

The coaching is aimed pre/post solo students in order to develop their cross country skills as well as learning to task set and manage a cross country flights, normally you will be flying in a high performance two seater (Duo Discus or DG1001 Twin Astir) with a competent coach doing about 200km each flight. These flights often see heights well above 10,000 feet and climbs rates averaging well above 10kt. You will also be helping crew the single seaters in the competition. It is definitely worth the trip.

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## Interesting Internet Links

### Lores Bonney



Lores Bonney was the first woman to fly solo from Australia to England.

[www.abc.net.au/radionational/programs/extra/the-life-and-times-of-aviatrix-lores-bonney/7241926](http://www.abc.net.au/radionational/programs/extra/the-life-and-times-of-aviatrix-lores-bonney/7241926)

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### IMAX NASA Window to Earth



<http://www.nasa.gov/feature/window-to-earth-nasa-partners-with-imax-for-a-beautiful-planet>

[www.boldmethod.com/blog/article/2015/02/your-guide-to-glider-flying/](http://www.boldmethod.com/blog/article/2015/02/your-guide-to-glider-flying/)

### Solar Impulse Reaches Phoenix



[www.solarimpulse.com/leg-10-from-San-Francisco-to-Phoenix](http://www.solarimpulse.com/leg-10-from-San-Francisco-to-Phoenix)

### Winch Driver Tally

The Winch launch tallies for the calendar year from the 1<sup>st</sup> January 2016 are shown below:

Detlev Rueff	130
Mark Bland	66
Greg Wilson	44
Atila Kerestes	40
Andrew Evans	29
Duncan Robertson	24
Ian Cohn	19
Mike Pobjoy	18
Peter Demeo	11
Ollie Barthelmes	11
Terry Knight	9
Adam Bland	7
Gary Mason	6
Reuben Lane	5
Richard Todd	4
David Ross	3
Mike Parkinson	3
Bernie O'Donnell	2
Graham Levitt	1
Mark Lucey	1
Richard Grohmann	1
Phil Henderson	1

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).

### 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.

There are a number of weekends over the next 2 months when instructors will not be available due to holidays and other absences, so it will be particularly important to check their availability.

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 Secretary Mike Parkinson know who you have swapped with.

Contact Mike at [mikep@hp.ozemail.com.au](mailto:mikep@hp.ozemail.com.au) or 0413 736 145.

#### Duty Instructor contact details

Mark Bland	0417 565 514
Ian Cohn	0408 379 939
Mike Pobjoy	02 6059 1417
Bernie O'Donnell	0431 529 633
Andrew Evans	0409 277 328

#### Duty Instructor Roster

Day	Updated Date	Duty Instructor	Other Instructor
	25/04/2016		
Sat	7/05/2016	Cohn	Parkinson
Sun	8/05/2016	No Instructor	Rostered
Sat	14/05/2016	Bland	
Sun	15/05/2016	No Instructor	Rostered
Sat	21/05/2016	Cohn	
Sun	22/05/2016	No Instructor	Parkinson
Sat	28/05/2016	Bland	
Sun	29/05/2016	Evans	
Sat	4/06/2016	No Instructor	Rostered
Sun	5/06/2016	No Instructor	Rostered
Sat	11/06/2016	Cohn	
Sun	12/06/2016	No Instructor	Rostered
Mon	13/06/2016		Queens Bday
Sat	18/06/2016	No Instructor	Rostered
Sun	19/06/2016	Pobjoy	Parkinson
Sat	25/06/2016	Bland	
Sun	26/06/2016	Evans	

### Duty Pilot Roster

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

Mike can be contacted by email at [mikep@hp.ozemail.com.au](mailto:mikep@hp.ozemail.com.au) or SMS on 0413736145

Day	Date	Duty Pilot
Sat	7/05/2016	Kusz
Sun	8/05/2016	Dealy
Sat	14/05/2016	
Sun	15/05/2016	Gill-Vallance
Sat	21/05/2016	Grohmann
Sun	22/05/2016	Harding
Sat	28/05/2016	Hochwimmer
Sun	29/05/2016	Kerestes
Sat	4/06/2016	Knight
Sun	5/06/2016	Lucey
Sat	11/06/2016	O'Bryan
Sun	12/06/2016	Moig
	13/06/2016	
Sat	18/06/2016	O'Bryan
Sun	19/06/2016	Percy
Sat	25/06/2016	Robertson
Sun	26/06/2016	Moig

MIKE PARKINSON  
SECRETARY

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### And now a word from our sponsors

#### **MT BEAUTY**



*Don't forget to nominate MBGC Code 1060 for bonus points when you purchase items.*

### Support our Community Bank

The advertisement for Bendigo Bank features a large, 3D yellow letter 'U' on the right side. The text on the left reads: "U can find out more at Mount Beauty Community Bank® Branch, 28 Hollonds Street, Mount Beauty or phone 5754 4484." Below this, it says "Bendigo and Adelaide Bank Limited, ABN 11 068 049 178, AFSL 237879. (69378-v2) (2/09/2008)". At the bottom, it says "It starts with" followed by the Bendigo Bank logo and the name "Bendigo Bank".

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

Bendigo and Adelaide Bank Limited,  
ABN 11 068 049 178, AFSL 237879.  
(69378-v2) (2/09/2008)

It starts with

**Bendigo Bank**

*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 23<sup>rd</sup> May 2016.

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.

I will be back from my European holiday later in May. Please submit your contributions and comments for the next edition to me at [andrewjevans49@gmail.com](mailto:andrewjevans49@gmail.com).

Thank you to all the contributors to this edition.

ANDREW EVANS  
PRESIDENT / "ALPINE FLYER" EDITOR