



Alpine Flyer Mt Beauty Gliding Club Inc February 2017

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Email: gliding@mtbeauty.com

President – Atila Kerestes

Vice President - Carrick Gill-Vallance

Secretary – Peter Deane

CFI - Mark Bland

TO Ops / Airworthiness / Radio - Terry Knight

Treasurer - Dave Ross

Alpine Flyer Editor – Ian Cohn

MBGC President's Report



Hello to all the Mt Beauty Gliding Club members and readers of our newsletter. This is my first Presidents report after being swept into this position. A quick thank you to the members who encouraged me to take on this role. Without them, I wouldn't be in this position!

A big thank you to Andrew Evans for his massive contribution to the club. He has left enormous shoes to fill but has been a fantastic role model for me to aspire to. He has gone "above and beyond" with numerous extra roles and responsibilities that he took on alongside his presidency. Fortunately for me, most of these roles in the future will be shared amongst other members.

AGM

Our AGM has been done and dusted and there are many people I would like to honour:

Congratulations to Greg Wilson who won MBGC Club Member of the Year award. He appeared genuinely shocked and humbled by this truly deserved award. Members like Greg form the back bone of the club.

There were no surprises with the "Most Active Winch Driver Award" going to Detlev Rueff and "Longest Flight out of Mt Beauty" going to Mark Bland.

Congratulations to them both and hopefully one day we will see a new name to these awards.

Congratulations to the recipients of "Life Membership" awards to Terry Knight, Mike Pobjoy and Andrew Evans. I was extremely proud to see these legends recognised for their major contributions to the club.

Thank you and congratulations to "Honorary Casual Membership" awards for their significant "behind the

scenes" contributions to our club: Nick Cohn, John Mason, Susie Cohn, Norm Petith, Suzanne Bland, Shirley Knight, Roger Druce and Craig Docherty.

Finally, congratulations and thank you to the elected committee members:

Vice President: Carrick Gill-Valance

Secretary: Peter Deane

Treasurer: Dave Ross

TO Ops/Airworthiness/Radio: Terry Knight

Ordinary Committee member – Promotions & Media Liaison: Mike Parkinson

Ordinary Committee member- Andrew Evans

VSA Alpine Week

It was Alpine Week four years ago that I was walking around the Mt Beauty Pondage when the lure of twenty odd gliders on the ground waiting to be launched was too much to bear. I had to walk through the gate and find out what it takes to be a glider pilot. The very next morning, I went up for my first flight and subsequently, joined the club.

Since then, I have attended every Alpine Gliding week and enjoyed the buzz of having so many gliders, from around the country, here above my home town.

The week is going along as expected: hectic on the ground and hectic in the air. This event is important to our club and community and I thank everyone who has attended and to the club volunteers who have donated their time to make it the success it is.

Happy flying,

Atila Kerestes

PRESIDENT

CFI report



Three weeks ago the running of fifth "Alpine Mountain Flying and Coaching week" seemed doubtful due to a lack of registered participants. On Saturday as it was wrapped up it was probably the most successful or Best Ever!

Twenty four visiting pilots and 16 gliders eventually turned up and were treated to eight days of consistent soaring weather. Approximately 155 launches and 243 hours were flown. Numerous flights to Mt Kosciusko and Mt Buller were achieved and several first time flatlanders got over Mt Bogong and Mt Feathertop.

Even the vintage Ka6 and Hall Cherokee gliders excelled. Most importantly from my perspective was we had no incidents and everyone flew safely. A big thank you to Paul Mander for once again bringing his ASH-25 and providing a back seat for many of the lesser experienced. Also for his informative daily briefing presentations.

The event would also not have been a success without the tireless efforts of Detlev, Greg and the other members who came out most days to help with ground ops and drive the winch. Fine dining was also provided on two occasions with casserole and spaghetti nights and Suzanne, Detlev and Andrew helped enormously with this. Events like this are very good for our club profile as well as providing substantial boost to the coffers. Onwards & Upwards!

Launch Point Safety

It's very important that the DUTY PILOT or deputy ensure visitors and new members understand the dangers of the launch point and are escorted accordingly.

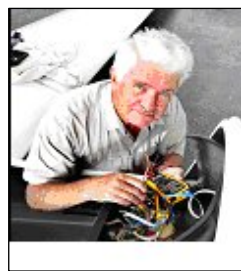
Part of learning to fly is learning how to crew and despatch and recover aircraft. Even running the wing can be a hazardous procedure if not done correctly.

In particular, you should run the wing using your right hand to steady the wing and hold any radios in your left hand away from the wingtip. Better still, if you have an extra person, get them to run the wing while you give the radio calls.

MARK BLAND – CFI

Terry's maintenance report

Another wonderfully busy flying month has almost passed, with winches and equipment working overtime. Remember that our winches require premium fuel and we add Valve Saver fluid (20ml per



20 litres. It's kept on the shelf behind the battery charge station). Make certain that this is added before a refilled drum is put back in the hangar. The fuel re-filler MUST be the person to add the Valve Saver. Otherwise it will be forgotten.

We also use this same fuel in the Charade to minimise running on. All our other vehicles use standard 91 petrol.

Members have kept me informed of looming maintenance issues and I thank you all. It is often the only way of knowing what needs to be done. A few welding and electrical jobs have been completed. As an aside, the Hilux bonnet is quite stiff to release. I suggest that it be lowered (not dropped) to close, and allowed to sit on the safety release, rather than be fully closed.

By the time you read this we will have a new 55W Narva portable rotating beacon on the Hilux cabin roof. The original unit finally self-destructed. As before, keep it plugged in at all times, and make sure the black key lock button is depressed and the ignition then switched fully off.

This safety unit is formally required by the Club for our operations, but it does not substitute for operator awareness. At all times, any entry onto the operations area of the airfield can only be commenced after the operator is absolutely certain that there are no conflicts with aircraft. Monitoring your VHF radio will assist, but there is no substitute for a deliberate visual scan and full situational awareness.

The new tank water supply is proving to be popular. The centrally located power switch will allow about 15 minutes of pumping (per each press) before automatically switching off.

With new members continually being introduced and running the wing, it is timely to reiterate the importance of the wing runner and his/her visual scan, especially behind the launch. Of course, it is critical that the launch can be aborted immediately when a problem occurs. And problems do occur, requiring a STOP STOP call on the UHF radio held in the LEFT HAND of the wing runner.

Your right hand holds the wing. The radio is of no use in an emergency STOP situation if it is also in the right hand!

Make sure that the (short) lanyard is around your neck. It makes certain that the radio cannot not reach the wing tip anyway and encourages you to hold it in the left hand. A dropped radio is of no use to you or your pilot.

TERRY KNIGHT
T/O OPERATIONS / AIRWORTHINESS / RADIO

AGM Report

The Annual General Meeting of the Mount Beauty Gliding Club was held on 5th February.



Atila Kerestes was elected as President of Mt Beauty Gliding Club. Atila replaced Andrew Evans who stepped down after 11 years as President. Shown here is the new Committee for 2017 (Carrick Gill-Vallance absent).



Detlev Rueff did it again and won the "Winch Driver of the Year Award". The always cheerful Detlev provided a massive 319 launches for the year in 2016.



Mark Bland received the award for the "Longest Flight from Mt Beauty in 2016. His flight of 422.7 km tracked Mt Beauty / Mt Kosciuszko / Tumbarumba / Mt Buffalo / Falls Creek / Mt Beauty on 19th Feb 2016.



Mike Pobjoy was awarded a Life Membership.



Terry Knight was awarded a Life Membership.



Greg Wilson received the inaugural "Club member of the Year" award.



Andrew Evans was presented with a photo of his ASW19 taken by Detlev Rueff, on stepping down as President of Mt Beauty Gliding Club after 11 years.

Mountain Gliding Week Roundup

Two vintage gliders turned up for the Mountain flying Week, Peter Raphael's Cherokee and Dave and Jenne Goldsmith's Ka-6E.



Cherokee, Callair and Ka6E



Mark Bland in Peter Rafael's Cherokee.



Pictures above from Peter Deane.



There was a strong domestically trained contingent from Grampians Soaring Club.



Jeff and Ian socialising.



Paul Mander provided a bit of extra lighting and music for the BBQ.



Concentrating on the morning briefing.



MBGC Junior, 13 year old Noah, receiving an Advanced Soaring Book from Alpine week participants for his inspiring enthusiasm during the event coming down every day after school to help and hang out.



More Mountain Gliding Week Pictures



Pictures above from Detlev Rueff

Winch Driver Tally

MBGC Winch Drivers to 26FEB2017

Winch Launches only.	Total 2017 - 361
Detlev Rueff	111
Greg Wilson	78
Mark Bland	55
Al Dickie	45
Atila Kerestes	21
Reuben Lane	13
Richard Grohmann	9
Terry Knight	7
Mike Parkinson	5
Carrick Gill-Vallance	4
Ian Cohn	4
Andrew Evans	3
Gary Mason	2
Brendon Lovell	2
Olli Barthelmes	1
Brendan Judd	1
JAN17	218
FEB17	143

Thanks to Greg Wilson for compiling these statistics.

AN INTERESTING DAY

From Paul Mander



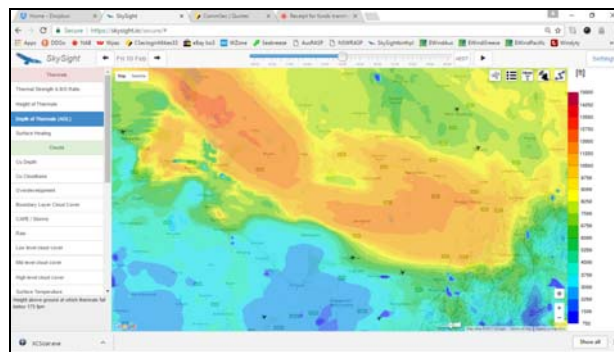
Friday 10th February, Bathurst Soaring Club's West Wyalong camp. The last day, with intense heat and wind, and a plan to pack up early next morning.

Ed Marel was our met man for the week, delivering excellent forecasts using all

available resources such as BOM, XCSkies, RASP and the new tool, SkySight. Ed did a great job of bringing diverse information together and presenting it in a comprehensible way. It was interesting to see the divergence between the three glider-oriented tools, and to try to see which one was giving the best prediction.

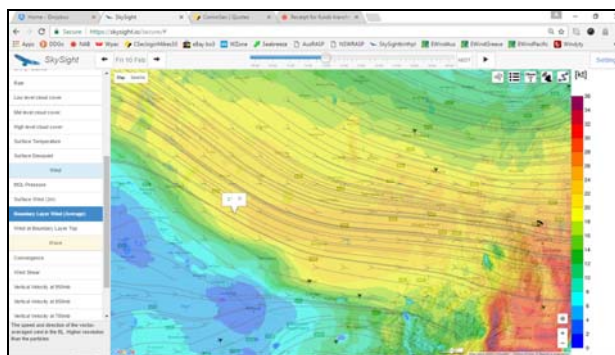
It all came together on Friday.

XCSkies and RASP were both predicting mediocre conditions despite the intense heat. But as can be seen below, SkySight looked interesting and potentially exciting albeit with fairly strong North Westerly winds.



Depth of convection (agl) at 15:00

A feature of this picture is the remarkably sharp Southern edge to the zone of convection, together with the band of strong lift predicted just to the North of that edge. That pattern was reflected in the wind forecast.



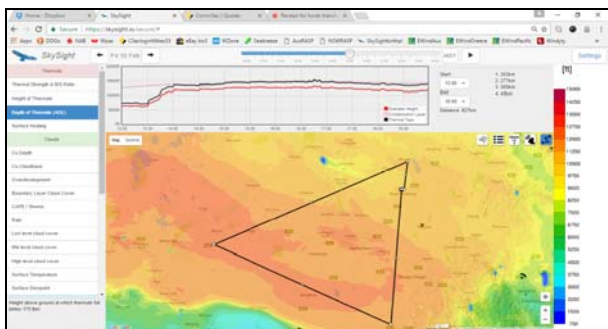
Wind averaged through the convection layer. See 21 kt flag

I had already developed a healthy respect for Matthew's work on SkySight, so I decided to go with its prediction. I planned to go South initially, which would take me across the wind in the early part of the day. It would then put me into the strong lift running WNW, which would counteract the strong winds during the middle phase, and give me a tail-wind component for the final stages where it could well be disintegrating.

Look below, and you will see the intended flight superimposed on the picture of convection depth, with a cross-section of the expected lift height against time. It shows a slow start to the day, when I would be flying cross-wind, then very good heights for the remainder. An encouraging aspect of the picture is the absence of any early cut-off.

You can also see that there were going to be high clouds in the better part of the day.

This ability to place the intended flight path onto the display of whatever parameter you're looking at, in a user-friendly way, is a great feature of SkySight.



Planned Flight Profile

And so, a somewhat late take-off at a bit after 13:00, with a climb straight to... 4000ft. And so it went for the first leg, flying cautiously to the South, cross-wind in the blue, managing not to get blown too far down-wind of track, exploring every opportunity to climb. It was very hot, hazy and windy.

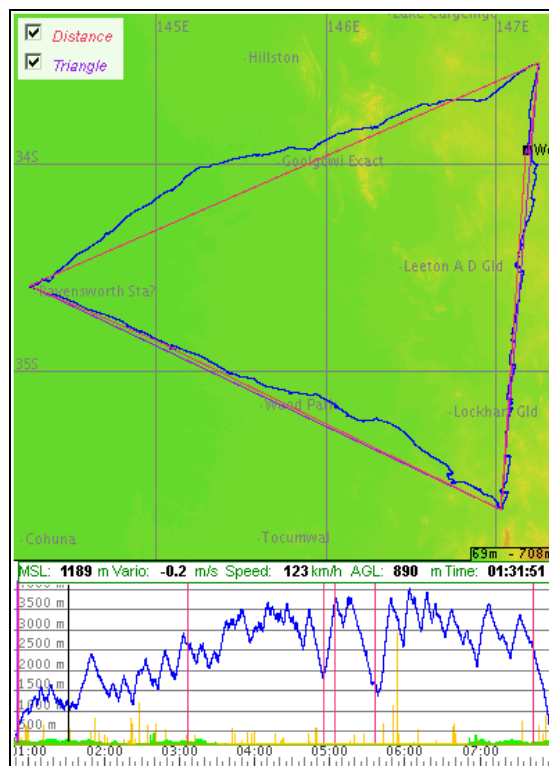
Passing Coolamon at about 5000ft, I could see the first faint signs of cumulus to the South. By the time I was passing Wagga the structure of the whole system started to become evident, and it looked as though I could intersect the convergence if I went South to the Murray; except that to continue that far without diverging from my track, in which I had a substantial investment by this time, would take me into Albury airspace. Squinting through the haze, then at my map, I felt that if I continued to Culcairn then things should line up, and that's how it worked out. Well before I got to Culcairn I was flying under scattered Cu, and conditions were improving.

The convergence was interesting. Just as in the picture from SkySight, there was a sharp delineation along its Southern edge, in contrast to its Northern edge which was diffuse and characterised by scattered cloud. As I turned at Culcairn for the Westerly leg, things lined up pretty well and I didn't have to detour far to intersect the Southern edge of the system. Here it became very rewarding, steady 6-9kt climbs to 10,000ft, and long glides into the strong wind with 40-50kms between climbs. At some stages I was able to climb straight ahead whilst maintaining 80-90kt cruising speeds.

Others who had flown South, but not so far, reported good climbs under the Cu but nothing as structured as I was experiencing.

From there on it was simply a very enjoyable flight. I was carrying oxygen so that I suffered no altitude effects, no fatigue or headache. I had packed provisions and plenty of water so I dined in splendour at 11,000ft. Despite 20kt headwinds, I made good time along the convergence towards my goal which had been Maude but which I changed to Ravensworth to follow the line of the lift. Thanks to the situational awareness that XCSoar provides, I comfortably glided to Ravensworth and arrived deliberately at one of my low points, around 4500ft, so that my next climb had the wind behind me. Also, by watching the ETA info box in XCSoar, I was able to monitor my progress and

remain confident that I would get back to West Wyalong before dark.



THE OLC TRACE

Passing Rankin Springs it looked as though the clouds were losing their previous vigour, so I decided to get high and try to stay there. It paid off; the sky from Condobolin onwards was becoming slightly ragged but because I had started with plenty of height I was able to cover big distances and thereby be choosy about the climbs that I took. There was a lot of decaying rubbish, but there were still some good thermals to be found.

The flight took me West of Hay, into country that I had never flown over before. And never before had a convergence lined up so perfectly for a complete leg of a task. It was a wonderful experience.

The OLC scored me at 832.8km over 7:05:31. It was a long day but very satisfying.

MBGC BBQs off to a good start



Happy Club members at the first MBGC BBQ for 2017.

Pic - Detlev Rueff

Internet Links

Mountain Flying Links from Mark Bland

www.bordersgliding.co.uk/Aviation_Articles/SafetyinMountainFlying.pdf

www.tango-whisky.com/How%20to%20Survive%20Gliding.pdf

www.soaringacademy.org/mountain-safety.php

Food for Thought

Future Disruption

Why Energy & Transportation will be Obsolete by 2030

www.youtube.com/watch?v=Kxryv2XrnqM



Don't forget to nominate MBGC Code 1060 when you purchase items from Foodworks.

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 notify CFI Mark Bland and Peter Deane.

Secretary Peter Deane is now the roster coordinator. Contact Peter at peter@deane.net.au or on 0418 591 351.

Duty Instructor contact details

Mark Bland	0417 565 514
Ian Cohn	0408 379 939
Andrew Evans	0409 277 328
Mike Parkinson	0413 736 145
Mike Pobjoy	0402 075 131
Bernie O'Donnell	0431 529 633



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

MBGC Duty Roster March 2017				
Day	Date	Duty Instructor	Other Instructor	Duty Pilot
Sat	4/03/2017	Bland		Wilson
Sun	5/03/2017	O'Donnell		Dealy
Sat	11/03/2017	Cohn		Hochwimmer
Sun	12/03/2017	Bland	Demeo	Gill-Vallance
Sat	18/03/2017	Bland		Robertson
Sun	19/03/2017	Parkinson		Grohmann
Sat	25/03/2017	Bland		Rueff
Sun	26/03/2017	Evans	Pobjoy	Moig
Sat	1/04/2017	Bland		Kerestes
Sun	2/04/2017	O'Donnell		Barthelmes
Sat	8/04/2017	Cohn		Wilson
Sun	9/04/2017	Bland	Demeo	Dealy

Please be available for the daily briefing which occurs at 10:30.