



AIR SPACE

Newsletter of the
Mount Beauty Gliding Club

April 2004

Mike Pobjoy is Editor for this edition



Easter Camp 2004

People started arriving on the Thursday and there was soon 3 gliders soaring.

On the Friday hangar doors opened at 0830 and the gazebo and winch quickly set up. Gliders were being rigged and the two tugs warmed up. This was probably the easiest day to get away and soar from approx 1130. Good cloud formations were used to 9500 ft.

More good flying was achieved during the following week though mention must be made for the following Wednesday which started somewhat later and without a cloud in the sky. Mike took an A/T quite high to little Bogong but slowly descended until stabilizing on the slope behind the town. This made it easy for Grant in the Astir to have a short launch to join Mike in the Cirrus. Mark had to wait some time for the Tug to be refuelled before grabbing a 4 minute tow, but by this time Mike and Grant were climbing strongly under newly forming clouds over Mt Emu. Mike disappeared towards Dartmouth where the clouds looked inviting and Grant disappeared up the eastern ranges where the clouds were equally inviting with Mark chasing him. Soon after Mike returned to Mt Emu and followed the pair to Dederang where we split to make our way back.



Editor Mike Pobjoy pictured flying his Blanik VH-GYJ on aerotow during the Easter Camp.

With the conditions still favourable Mark and Grant called 9000 ft. at Mt Hotham whilst Mike was still at Feathertop at 8000 ft so a return via Rocky Dam and Mt Bogong was achieved. Coming off Mt Bogong Mike saw a wave cloud forming cross wind about 10Kms up the valley and made for it and found steady 1-2 kts from 6000 to 8000ft. By then Mark and Grant had located it at 6000 ft. and Mike was pushing forwards towards Bright where another wave cloud sat. At Bright the wave was still to far away upwind to connect and as I was down to 6000 it was a quick 180 to have sufficient height to cross back to the Kiewa valley. Meanwhile Grant and Mark had reconnected near Feathertop and topped out at about 9000ft. It was almost a sin to land in the falling daylight but that could be the start of an old story.



Members Mark Bland and Grant Johnson flying in 1 kt wave lift at 9000 ft. near Mt Bogong on 15th April.

It was nice to see (and hear) that our many visitors at Easter were really professional and correct with their radio use at Mount Beauty. The "CTAF" frequency is 126.70Mhz. so that we comply with existing regulations and all visiting aircraft will (or should be) on this frequency. Remembering that this frequency is used by many other aerodromes and must be strictly used for operational purposes. When away from circuit pilots changed to the gliding frequency previously arranged with their crew or Mount Beauty Base. The frequency to use when you do not know what frequency to use was and is 122.70Mhz.

The Easter cool drinks fund raising effort raised \$69 for club funds after some spare cans were sold to Mt Beauty Rotary at cost. Thanks to all our customers for supporting the effort.

Museums

We all know the Point Cook museum and most of us have also visited the defunct Wangaratta museum but last month I stumbled across the FNQ museum also known as the Beck Aviation and Military Collection on the Kennedy Highway, Mareeba which is to the back of Cairns on the tablelands. A talk to the locals will quickly bring out the war history which made me feel quite ignorant. Say no more

I have quite a detailed knowledge of aviation museums in Germany and the UK if you are planning a holiday to those locations and would be willing to share this information, in fact I could even offer my services as a guide for free.....all you have to do is to cover the expenses. Did you know that there is an RAAF museum between Perth and Freeo?

The Winch

We have several innovative members in the club and earlier this year I noticed that the heavy duty vehicle windscreen wiper motor connected to the wire pay-on gear on the winch had been modified to drive the rollers when the winch was put in gear. Thanks to "Peter Mac"

Must not forget the many times we charged the winch battery suspecting that the Alternator was stuffed. We checked the fanbelt and banged the Alternator with a suitable implement until someone suggested replacing the fuse in the little box. Worked! Moral to story – Speak to Manfred first. Thanks due to Rod Harris for relentlessly pursuing the fix for the electrics.

Our winch is located on private land to the north-west of the Mt Beauty Airfield. Thanks to the generosity of Angie and Don Rigoni we have been able to get reasonable launch heights for around twenty years. Indeed without the use of their land the Mt Beauty Gliding Club would probably not exist today. However, it has been brought to their attention and the Club's attention that this arrangement needs to be put on a realistic basis, particularly regarding public liability insurance.

So we have taken out an "Airfield/Hangar Keepers Liability Insurance" to ensure that Angie and Don and indeed the MBGC are covered for any possible insurance claims. We are in the process of finalising this arrangement with Angie and Don at present, and hope to be able to resume winch launching shortly. We will keep members advised as to progress.

Latest News

Saturday 24th April at 0800. Mt Beauty has had 21mm rain over night, the outside air temperature is 6 deg C, and there is snow covering the nearby hills down to 3000 ft. How quickly summer ends!

Treasurers Notes

Easter flying was very good and we did 27 TIFs which should bring in above \$2000 to club funds depending on aerotow expenses. Thanks is due to Air Experience Instructor members Andrew Evans, Phil Gledhill and Rod Harris for piloting WVU for these TIFs.

Many members have sent in their notification of Membership category, Full or Associate. Thanks for that. It certainly helps the Treasurer to not have to chase members for this information.

Accounts for flying up to the end of Easter will be sent out shortly. Because we have not yet received the bill for aerotows from VMFG, these accounts will have estimated aerotow launch fees. The expected minor corrections to accounts will be notified when we receive the bill from VMFG. Please pay your accounts promptly so that we can consolidate the Club's finances. her with the .

Only about half our members have responded to accounts sent out during February. Thanks to those members. For members who have not responded, this makes the Treasurer's job very difficult. As endorsed by our AGM in January we have a plan to acquire the IS-28 VH-WVU that we have been operating. Unless members pay their accounts we can't do this. Our current funds are insufficient. So please let us know your selected Membership category selection and get your account up to date and in credit.

For members who don't attend frequently and for whom the debentures are a burden, the Executive Committee is considering introducing a Social Member Category for which there would be no debenture requirement and a low annual membership fee. Flying fees would be higher than Associate or Full membership categories and limited as to numbers of flights before membership category would have to be upgraded. Please let the Committee know what you think about this proposal.

Website

Just a reminder that our website is at www.visitmtbeauty.com/gliding. This site has been generously made available to us by the Mt Beauty Chamber of Commerce facilitated by MBGC member Tony Roberts. Thanks Tony.

Please feel free to provide contributions. Ian Cohn is our website editor. Please send any contributions to him at ian@ianandsusan.com or Box 486, Mt Beauty, 3699.



CFI Manfred Rueff launching President Andrew Evans in the IS28.