



Mark Bland getting stuck into the annual maintenance on VH-WVU.

ALPINE FLYER

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Editor - Ian Cohn

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PRESIDENT'S COLUMN

Congratulations to Ray Addinsall and Manfred Rueff on the acceptance of their nominations for GFA/VSA "Living Treasure" awards. See my separate story in this newsletter. I will attend the award presentation on 17 September 2005 at the GFA Annual General Meeting Dinner in Melbourne to pay tribute to our recipients, obtain photos and witness this special event.

MBGC has broken a record with the earliest commencement to a flying season since the formation of the club in 1976, with 3 days flying taking place during August, on 13th and 14th and on Sunday the 28th. On the 28th, with the IS-28 WVU out of action for wing repairs and Form 2 inspection, the Blanik syndicate kindly made their Blanik GYJ and private winch available for a pleasant day of 11 (short) flights. Club members Ian Cohn, Mike Pobjoy, Andrew Evans, Ken Darling and Harold Elliot were enticed out of winter hibernation to enjoy a pleasant day in beautiful springlike conditions with snow capped mountains in the background. Despite the fact that the winch could not be located in the usual position due a wet paddock in Rigonis property, short wire launches of up to 1200ft AGL were obtained in very light northerly wind conditions. Longest flight of the day went to Mike Pobjoy with 10 minutes.



Mark and Adam Bland about to launch in the Blanik on 13th August with Manfred running the wing.

Although there has not been much flying during winter there has still been work to do to keep our equipment up to standard.

Thanks is due to:

- Mark Bland, Mike Pobjoy for their winter work on maintenance for the club winch.
- Mark, Mike, and Manfred for working on the Form 2 inspection for the IS-28.
- Mark, Mike, and Manfred for working on making the IS-28 trailer roadworthy.
- Manfred and Mike for transporting the IS-28 wing to/from Tocumwal for the wing repair.

Andrew J Evans
 President
 Mt Beauty Gliding Club

Editor's Epistle

This Edition

Although there has not been much flying over winter there has been quite a bit of maintenance activity and other news. So let's start getting fired up for another soaring season by reviewing recent news.

Distribution

"Alpine Flyer" is available for download from our website at www.mtbeauty.com/gliding and also from our alternative site at www.exalander.com/mbgc/mbgcnewspage.htm.

Contributions to Alpine Flyer

This is your Newsletter, so let's have your contributions. Send them to the Editor at gliding@mtbeauty.com. Photographs, stories of your gliding/aviation experiences, equipment reviews, and "how I learned about flying from that" stories are all welcome. If you can't use email, send contributions to the Editor at Box 486, Mt Beauty, VIC, 3699.

Operations

Airspace Access Improvements

In a MEDIA RELEASE on 09 June 2005 the Minister for Transport, the Hon John Anderson MP announced that *"airspace changes will also give gliders more access to previously unavailable airspace around several regional airports"*.

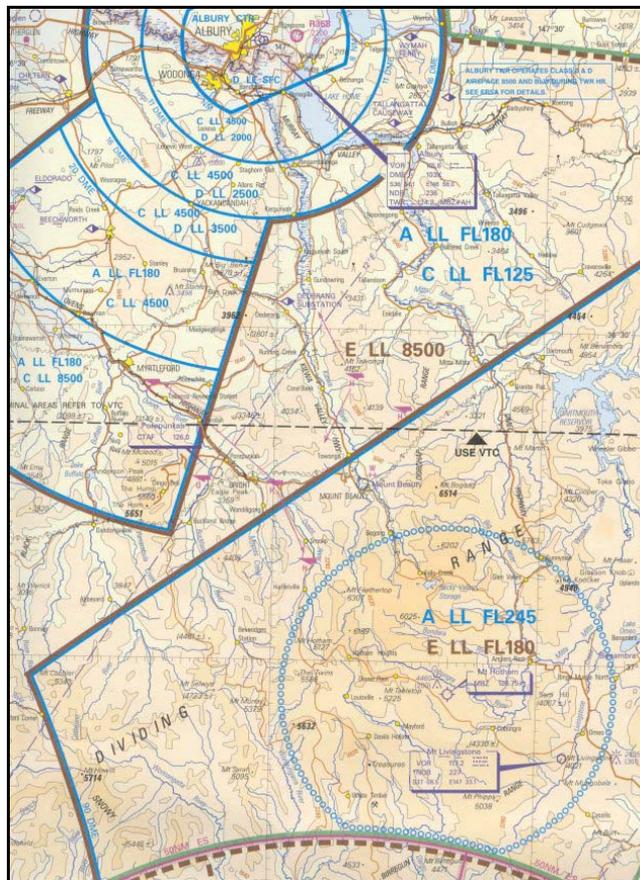
The July edition of "Soaring Australia" expanded on this to state that gliders will be permitted to fly in Class E airspace without carrying an operating radar transponder within 40 nautical miles of an airport having a Class D air traffic control tower.

The practical effect of this for us is that glider pilots operating out of Mt Beauty will have much more altitude flexibility and the ability to operate up to 12,500 ft closer to Albury Airport. Instead of being restricted to below 8500 ft north of Tawonga we can now operate up to 12,500 ft.

It is still your responsibility to ensure that you do not enter any controlled airspace (apart from Class E controlled airspace) without obtaining an "airways clearance" from the appropriate Air Traffic Control unit.

A recent letter from the GFA has also noted that, as a quid pro quo for this relaxation of airspace restrictions, we are now required to notify Air Traffic Control when running -

"All competitions, regattas and official club camps ... where this airspace is reasonably within the probable task area" and "If a task is set for 'several' gliders which involves a track through this airspace". Air Traffic Control will then issue a NOTAM (Notice to Airmen).



An extract from the Melbourne VNC effective 09JUN05 showing current low level airspace areas.

Higher resolution copies of this VNC extract may be downloaded from the News Page on our website www.mtbeauty.com/gliding.

Skill Retention in Winter

When learning any skill it is a truism to say that "Practice makes perfect". It is also true that your retention of skill fades away if you don't keep practicing. This is especially true of learning to fly. For our student pilots it can be a problem to retain the standard they have achieved on our training glider(s) once the IS-28 has been put on its annual maintenance program and the winch is withdrawn from the paddock, as is now the case.

There is a solution to this problem. Manfred has offered to make his IS-28M2 motor glider available for training flights during our non winch launching period, while it is not possible to fly WVU. If you want to avail yourself of this opportunity please contact Manfred on 5754 4096 or email him at ruEFF@netc.net.au to get details or arrange flights.

Its also time to review our essential knowledge and procedures and catch up with essential reading by reviewing our text books like "Basic Gliding Knowledge" to ensure that we can make the most of our flying time come spring.

Ian Cohn
Chief Flying Instructor

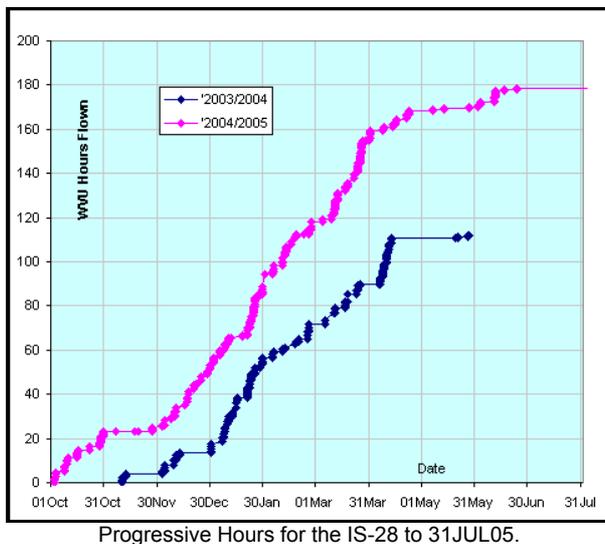
Treasurer's Talk

Our Finances

Income has been a bit thin since our last newsletter and we have had to pay for the minor IS-28 wing repair so the bank balance is a bit lower than your Treasurer would like to see. And we also have the IS-28 insurance payment coming up.

So the club requests that all members ensure that their accounts are in credit. If you owe the club money, it is a real drag on our ability to provide members with low cost and reliable flying and a burden on the Treasurer in terms of extra administration time required to chase up debtors. So get organised. It's your responsibility to get your account in credit and keep it that way.

IS-28 hours



Since our last newsletter we only managed to fly 2 further days using the IS-28. Nevertheless we can now review the entire 2004/2005 season. We started flying a month earlier than the previous year and ceased flying the IS-28 almost a month later at the end of June. We also notched up 179 hours for the season, a 60 percent increase on the 112 hours for the previous season.

Since flying = revenue we need to at least maintain this momentum next season so that we can continue to have a safe, reliable and effective operation.

Bulk Flying Scheme

The Club's bulk flying scheme For 2005/2006 is as follows:

- Applicable only to IS-28 flying.
- Membership category must be Full Member.
- Pre payment of \$1200 for one year's flying covers all IS-28 launches and flight time.
- Commences on day payment is cleared in the club's bank account.
- Excludes membership fees.
- Non refundable once paid.
- One hour flight time limit per flight unless not required by other members on the day.

Books

We have a supply of the GFA's basic gliding text "Basic Gliding Knowledge" available at the same price as offered by the GFA at \$27.95. To get your copy contact the Treasurer. Gliding logbooks are also available.

Mt Beauty Foodworks "Spirit of the Community" fund



Mt Beauty Gliding Club points for the new period were 900 as at 30th of August.

When purchasing any items from the [Mt Beauty Foodworks](#) supermarket make sure that you put your points to the Gliding Club – code 1060.

Ian Cohn - Treasurer.

Maintenance Matters

At the beginning of July the IS-28 was disassembled and the Form 2 annual maintenance commenced with Mike and Mark doing most of the work.

The trailer was readied to take the IS-28 wing to Tocumwal for a minor repair to the wingtip. Since the trailer had not been used for some years, the trailer brakes had to be thoroughly overhauled with the master cylinder being replaced, brake lines cleaned out, and brake cylinders unblocked and cleaned up.



Manfred and Mark fixing the trailer brakes.

Manfred took the wing to Tocumwal where a skin repair patch was installed by David Riley, and Mike brought the wing back. The wing is now back in the hangar and is being filled and painted by Ian Harvey.

Items still to do:

The winch fuel tank requires further maintenance.

VSA "LIVING TREASURE" AWARDS

At the Gliding Federation of Australia Annual General Meeting on 17 September 2005, founding club members Manfred Rueff and Ray Addinsall are to be presented with "Living Treasure" Awards by the Victorian Soaring Association.

Manfred and Ray have been nominated for these awards in recognition of the tireless work they have both donated since the formation of the Mt Beauty Gliding Club in 1976 to make the club the success it is today.

Congratulations to Manfred and Ray on receiving this well deserved recognition.



Manfred in the modified Kookaburra with Dave Goldsmith

Manfred Rueff first became interested in gliding at age 14 in Germany during WW2 when he learned to fly primary gliders using bungee launches.

He then took up gliding again at Tocumwal in the 1970's after moving to Australia and settling at Mt Beauty to work on the Kiewa Hydro Power Scheme.

He became interested in forming a gliding club after discussions with Ray Addinsall and in 1976 the Mt Beauty Gliding Club was formed with just 11 inaugural members.

In the early days of the club, trips were made to Bunn's property between Albury and Howlong and members flew with the Albury Gliding Club using aerotow launches.

Manfred and Ray purchased glider IS28-WVQ from Rileys at Tocumwal and the club used this glider until it was damaged in 1993. With support from MBGC members, Ray and Manfred purchased another glider IS28-WVU and this glider is still used by club members today. MBGC is now a part owner of IS28-WVU in a syndicate with Manfred and Ray and the club is aiming to obtain full ownership of the glider over the next few years.

After Manfred purchased a winch from Latrobe Valley Gliding Club, winch launching commenced at Mt Beauty.

Manfred trained to become an instructor and was CFI until 2005 when Ian Cohn assumed this role. Manfred continues to be an instructor and is a member of the instructors' panel.

He was appointed Secretary at the inaugural meeting of the club in 1976 and held this position until 2001. He has also held the positions of TO Operations and TO Airworthiness since the formation of the club.

Manfred has been a mainstay of the club, putting in many hours of voluntary work in training of new pilots, maintaining the gliders, winch and cable retrieve vehicles used by the club at no labour cost to the club, regular mowing of the Mt Beauty airfield and administrative duties for the club.

The two IS-28 dual seater gliders used by the club and owned by Manfred and Ray have been operated at minimal cost to pilots, with the hire rate set to cover annual operation and maintenance costs only. Without this generous gesture by Manfred and Ray, the club could not have continued to operate without a major financial restructure.

The club has been provided with no cost hangarage at Mt Beauty airfield by Manfred and Ray through their membership of a syndicate which owns the Mt Beauty airfield hangar.

Manfred was presented with a Life Membership Certificate by club President Andrew Evans at the club's Annual General Meeting on 9th March 2003.

Manfred has approximately 3000 hours in gliders and 1000 hours in motor gliders.

He has formerly jointly owned gliders IS28-WVQ and a Libelle and has a current interest in IS28-WVU and owns motor glider IS28M2-GRK.



Ray with the Super Cub at the hangar.

Ray Addinsall was a member of the Air Training Corps before WW2. He joined the RAAF at age 18 and flew Kitty Hawk fighters during the war.

After the war he obtained his commercial pilot's licence and flew passenger flights in Tiger Moths for Percy Pratt at Geelong.

Ray learned to fly gliders during the 1970's and purchased IS-28 WVQ with Manfred Rueff in the mid 1970's.

He was appointed President at the inaugural meeting of the Mt Beauty Gliding Club in 1976 and remained President until 2001.

Ray became an Assistant Instructor and he has gained approximately 1000 hours gliding experience and approximately 1000 hours power flying experience.

He was awarded a Life Membership Certificate at the club's Annual General Meeting on 9th March 2003.

Mt Beauty Gliding Club is a very active, small club with 43 members and has been experiencing steady growth over recent years. This is a reversal of the current national trend in many Australian gliding clubs. Members enjoy flights over the Alps, regularly flying over the summit of Victoria's highest mountain, Mt Bogong. The success of this club is due in no small part to the major contributions made by Manfred and Ray over the years since the inception of the club in 1976, through their many hours of voluntary work for the club and their substantial financial contributions though provision of gliders, a winch and hangar space.

Manfred and Ray are the only current members from the inaugural group who formed the club in 1976. Their major contributions over the years since the formation of the club have placed the club on a very strong footing for ongoing success.

Andrew Evans

Members and Friends News.

Social Member **Craig Docherty** is back in the Valley after a stint in the USA. We look forward to getting Craig back into the air early this coming season. Welcome back Craig.

Following work opportunities, **Phil O'Bryan** is setting up house in Canberra but, it is hoped, will regularly visit Mt Beauty and do some flying with us this coming soaring season.

Associate member **Dustin Forke** has accepted a Royal Australian Navy offer for Officer training followed by a helicopter flight training course. Congratulations Dustin.

Rod Harris is in Europe doing some paragliding and soaking up the summer sun.

Vice President **Mark Bland** has been gallivanting around New Zealand. Here are some of his dispatches:

21 AUG - Yesterday had 2 hours in the Janus at Horarata up to 7000ft, today looked like a classic wave day but had to go fishing instead at Akaroa on the Banks Peninsula in friends boat.

30AUG – We are now in Kaikoura on the east coast (whale watching town) with views of the beach and snow capped mountains from our balcony. Gliding was great at the Nelson Lakes club, about 100km south of Nelson. It's a small club like Lockhart with it's own Max! They even let me drive the winch. On Sat I flew over the Arnouds Range and the Ski fields in thermal and ridge lift. My mate in his Libelle took some good pictures of me in the nice Ka6, winch was only 27 cents per min. The strip is a farmer's field in a valley like Mt Beauty, only the Mountains are more spectacular.

Mt Beauty Gliding Club Diary

Sunday 28th August - Richard, KD, IC, AE, HE, and MP flew the Blanik using the syndicate winch on a shortened winch path. The weather was bright and sunny with a slight northwesterly breeze. Total flight time was 1h 18m from 11 flights with a maximum flight time of 10 m.

Sunday 14th August - IC and MBd flew the Blanik using the syndicate winch on a shortened winch path. The weather was generally overcast with no wind. Total flight time was 18m from 3 flights with a maximum flight time of 7 m.

Saturday 13th August - AB, IC, MBd, and MP rigged the Blanik and flew it using the syndicate winch on a shortened winch path. The weather was generally overcast with a light northwesterly breeze allowing some hill lift on Mt Beauty. Total flight time was 1h 12m from 7 flights with a maximum flight time of 12 m.



Blanik on launch 13th August.

Saturday 23rd July - MR, IC, MBd, and MP worked on the IS-28 trailer, moved the winch in to the hangar, and worked on the annual maintenance of the IS-28.



Manfred driving the winch to the hangar on 23 July 2005.

Sunday 17th July - RH, MR, IC, MBd, and MP disassembled the IS-28 ready for its annual maintenance program.



The heavy lifting team flexing their muscles prior to pulling the wings off the IS-28 on 17th July.

Saturday 25th June - IC, MBd, and MP flew the IS-28. There were fine sunny conditions with unlimited visibility and hardly any wind. Total flight time was 48m in 5 flights. Max flight time was 20m by IC using the only weak thermal of the day.

Saturday 18th June - IC, MBd, and MP flew the IS-28. Cloud base was about 2500 ft. There was hardly any wind, and a heavy overcast. With only circuits available, total flight time was 33m in 5 flights.



Sirous in the IS-28 with Mark on 18th June.

MBGC Executive Committee

President	Andrew Evans	03 5823 2423
Vice President	Mark Bland	0417 565 514
Exec C'tee Mbr	Manfred Rueff	03 5754 4096
Secretary	Mike Pobjoy	02 6059 1417
CFI/Treasurer	Ian Cohn	03 5754 1719

MBGC Current Fees and Charges

Member Category	Full	Assoc -iate	Social	GFA Visitor
Debenture	\$500	\$250	Nil	Nil
Joining Fee	\$100	\$50	Nil	Nil
Annual Fee	\$100	\$50	\$25	Nil
Winch Launch	\$10	\$13	\$13 P ^{1P}	\$15
IS-28 Flt Fee Per Minute	\$0.40	\$0.50	\$0.50 P ^{2P}	\$0.60

^{P1P} 5 launches per annum only - \$15 per launch after

5.

^{P2P} 2 hours per annum only - \$0.60 per min after 2 hours.

For MBGC members, flight time charges cease for flight time beyond two hours.

TIF fees are \$100 for winch launch and \$150 for Aerotow launch for up to 30 min flight.

GFA membership fees

Annual	\$176
Family Annual	\$140
Three Month	\$60
Three day	\$10

The Tail End



Friend of MBGC, **Grant Johnson**, sent us this picture of mid winter flying at Lockhart. He said – “the cloud streets that set up on the 18th of July stretched from horizon to horizon and about 10km apart - note the shadows on the ground. Flying straight and level at 40kts I had the Cambridge reading almost 5 knots and the other vario almost 2m/s. Not sure which was nearest the true rate of climb (I didn't time it - too cold!) but it was probably the best I have experienced in the middle of winter”.