



Kitty Vigo with Instructor Mark Bland preparing for training flight in IS28-WVU on 5 November 2005.

Mt Beauty Gliding Club, Inc

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## ALPINE FLYER

November 2005

President – Andrew Evans  
 Vice President – Mark Bland  
 Secretary – Mike Pobjoy  
 Airworthiness Officer – Manfred Rueff  
 CFI and Treasurer – Ian Cohn

Editor - Ian Cohn

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### PRESIDENT'S COLUMN

Negotiations have resumed with the Mt Beauty Airfield hangar shareholders for agreement with a Memorandum of Understanding which I have drafted and which has been agreed by your committee to record a formal agreement between the hangar shareholders and Mt Beauty Gliding Club for the occupation of the hangar by MBGC. The MOU will require MBGC or its members to pay \$20 per week of occupation of the hangar per aircraft owned by the club or owned privately by its members to store aircraft and associated equipment in the eastern end of the hangar.

When not requiring access to the hangar for essential operational purposes, MBGC will be required to lock the hangar while gliding operations are in progress and is to ensure that the hangar is locked at the conclusion of gliding operations on any given day, unless the hangar is occupied by a hangar shareholder or their representative.

Only one key will be issued to MBGC and this will be held by Executive Committee member Ian Cohn.

These security arrangements are driven by the new regulations imposed by the Australian Federal

Government which could impose penalties in the event of a security breach.

With the onset of warmer weather some club members have been active in making the most of the facilities the club has to offer. All members are encouraged to fly as much as possible to improve our revenue situation.

Recently, at a meeting of the Mt Beauty Airfield Committee of Management, our Vice President, Mark Bland was elected to the committee to fill one of the vacancies left by the resignation of Don Pollock and Ian Grant. Experienced pilot and Mt Beauty resident Tony Edwards was elected to the other vacant position. Following the resignation of Alan Pay as Secretary, Tony was appointed in Alan's place. Finally due to the resignation of former president, Ian Grant, our Treasurer and CFI, Ian Cohn was elected to the position of President. The Airfield Committee is a very important sub committee of Alpine Shire that ensures that we have a suitable well maintained airfield for our operations. The Club welcomes these new appointments.

This month we welcome Michele Baptist as our first Family member. Michele is an experienced paraglider competition pilot and partner of long time member, Rod Harris. Welcome Michele.

Also this month thanks is due to Gwyn Morris for providing his tandem trailer to remove the old retrieve bomb to the Mt Beauty Tip on 22<sup>nd</sup> October.

Andrew J Evans  
 President

## Operations

### Winch Launching Procedures

With the soaring season upon us it is timely to review our winch launching procedures to ensure that we always have safe launches.

It is essential that we have proper communication between the launch point and the winch driver and that the winch driver only commence the launch when all persons are clear of the glider and clear instructions to launch are received from the launch point.

To this end, please refer to the following extracts from the GFA Manual of Standard Procedures. My comments regarding Mt Beauty operations are in **bold blue type**.

#### **23.1 Winch and auto-tow launching**

##### **23.1.1 Vehicle requirements**

Winch-drivers must ensure that members of the public are not permitted to remain in close proximity to the winch when launching is in progress.

**It is the winch driver's responsibility to keep any persons well away from the winch when it is operating.**

The winch ...., together with its associated wires or ropes, must receive a Daily Inspection before flying commences. This inspection must consist of, as a minimum, checking that there is sufficient fuel, oil and water in the vehicle and that the engine is warmed up and running properly. The vehicle must be fitted with a serviceable fuel contents gauge or simple dipstick.

##### **23.1.2 Launching wires/ropes**

The glider end of winch ... wires or ropes must be fitted with linked rings of a design approved by GFA ..... The rings must be inspected before flying commences and must not be used if damaged or distorted.

The launching wire or rope must be inspected at least daily and determined to be in a safe condition.

##### **23.1.3 Weak links.**

A weak link is mandatory and the specified breaking strength placarded in the glider cockpit and on the glider's external surface adjacent to each release hook. See Airworthiness Advice Notice (AN) 75.

The weak link must be placed on the glider side of the drogue, so that the drogue is pulled well clear of the glider in the event of a weak link break.

The "Tost" weak link system is recommended. Knots in wire may only be used instead of a weak link if the knotted wire has been tested and the results are available for inspection. Each new batch of wire must be separately tested.

##### **23.1.4 Ground signals for winch and autotow.**

These signals are defined as follows :-

"Take up slack" (self-explanatory).

"All out" (in some regions "full power") -this signal means all the slack is out of the wire and the launch may proceed.

"Stop" (self-explanatory).

Hand signals from the pilot to the wingtip holder are not recommended, on the basis that they distract the pilot from keeping control of the glider when things can be happening very quickly and they also detract from the ability to release the cable quickly should the need arise.

The following is the standard procedure to be used :-

1. After attaching the cable and ensuring all clear above and behind, pilot signifies ready for take-off by giving a thumb-up signal with the left hand. This is confirmed verbally by the expression "pilot ready for take-off".
2. The Crew member (who must be adequately trained or under supervision) raises wingtip and gives take-up-slack signal if satisfied that it is still clear. This signal should be given verbally as well as visually, to ensure that all persons around the launch point are in no doubt that a launch is taking place. Pilot keeps left hand as close to release as possible.
3. When cable has tightened sufficiently, wingtip holder gives all-out (full power) signal, again verbal as well as visual. The pilot will have no input to this signal.

**At Mt Beauty it is normal practice to ensure that there is no slack in the cable. However, on some occasions there may be slack in the cable and the GFA standard signals above should be used, including the "Take up slack" signal.**

**When the glider is ready for launch and all persons are clear, the standard radio call to the winch should be "Glider ready for launch – All out".**

The stop signal may be given by anyone who believes that the launch should not take place for any reason. It may be given by the pilot, the wingtip holder or by a bystander who sees something which nobody else has noticed. No person should hesitate to give a stop signal if in any doubt about the safety of the operation. When a stop signal is given, the pilot releases the cable immediately.

##### **23.1.5 Communication between launch point and winch/towcar**

An adequate method of communication must be established between the launch point and the winch or tow-car, to relay the above signals.

##### **Radio.**

If used for launch signals, the radio must be external to the glider..... In this way, problems external to the glider and unseen by the pilot can be detected and the launch stopped (e.g. airbrakes unlocked). For this reason, the use of the glider's internal radio for launch signals is prohibited. Terminology to be used is as described above.

There is some concern that the winch driver could accidentally start the winch with the drive train engaged. This could be extremely hazardous for the crew hooking on the glider or in front of the glider.

So the following procedure is now mandatory.

### Winch warm-up

If the winch driver needs to warm up a cold winch, he must contact the launch crew by radio. During the warm up the cable is not permitted to be hooked onto the glider and the winch driver must receive confirmation from the launch point crew that the cable is clear of the glider.

When the winch has been warmed up, the winch driver must switch off the winch and advise the launch point crew that he is ready to launch.

Note that the winch engine remains at adequate temperature for some 30 minutes after a launch and should not need to be warmed up if a launch has been completed within 30 minutes.

### Glider Launch

The launch point crew may now attach the cable to the glider, push back the glider to remove the cable slack, check for conflicting aircraft traffic, advise the glider pilot that it is "all clear above and behind", check that the tail dolly and lifting bar are not attached to the glider and that the airbrakes are flush with the wing, ensure that every-one is clear of the glider and raise the wing tip to the horizontal position.

The crew controlling the launch can then radio to the winch driver "Glider ready for launch – All out". The winch driver replies "Commencing launch – All out", switches on the engine, engages the drive and proceeds with the launch.

If, for any reason, the launch should not proceed, the launch controller should radio "Stop Stop Stop", the winch driver should stop the winch, and the pilot should release the cable.

In case there is a cable break during the launch, the launch controller must keep watching the parachute to either determine where the parachute or stop lands or that there has been a normal cable release.

Ian Cohn  
Chief Flying Instructor

## **Editor's Epistle**

### This Edition

Thanks to all members who have submitted or suggested material for this edition. It certainly lightens the Editors load when we get substantial contributions from members.

### Distribution

"Alpine Flyer" is available for download from our website at [www.mtbeauty.com/gliding](http://www.mtbeauty.com/gliding) and also from

our alternative site at [www.exalander.com/mbgc/mbgcnewspage.htm](http://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](mailto: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.

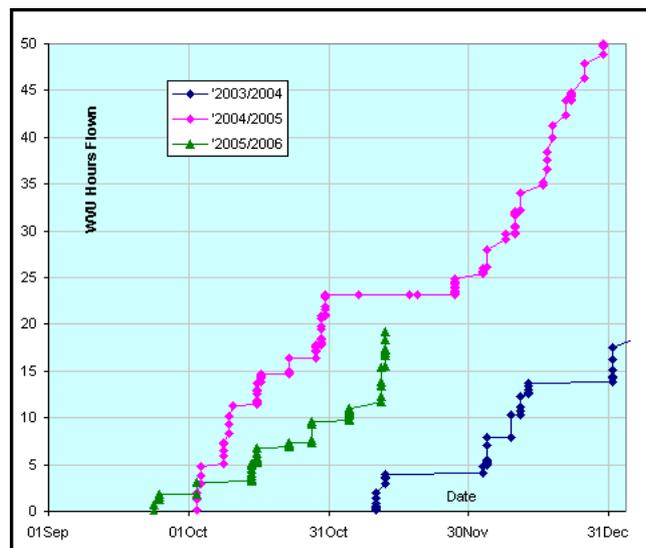
## **Treasurer's Talk**

### Our Finances

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 the 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

At press time we have done 19 hours on the IS-28 so far this season, but are still below last years total at the same date, so we need to get members out flying.



## **Bulk Flying Scheme**

The Club's bulk flying scheme for 2005/2006 is:

- 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 current period were 6400 as at 10<sup>th</sup> of November.

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

Manfred, Mark and Mike continue to fine tune the winch fuel system.

However, we still have a list of maintenance requirements.

The winch paddock has a very wet and boggy patch near the gate and needs to be built up above the surrounding bog.

The exhaust systems on both the retrieve car and the winch need some further maintenance to give reliable and effective operation.

The winch alternator still needs to be overhauled to allow the winch to charge the battery at a suitable rate so that we can avoid having to use the battery charger after each flying day.

## Members and Friends News.

### Rotary wing motor glider at Mt Beauty

Friend of the club, Andrew Mull, has acquired a [Rotorway two seat helicopter](#) and is busy doing shake-down flights. In the picture below, Andrew is shown with sister Heather, and his pride and joy.



## Rick Morris' Zenith Zodiac

Ric has prepared his [Zenith Zodiac](#) fuselage and wings ready for painting and reports that his canopy has arrived on the docks in Melbourne. Ric anticipates the first flight will occur early in the new year.



Ric with his Zenith Zodiac on 6<sup>th</sup> of November.

## Students Learn the Right Stuff

CFI Ian Cohn recently hosted Mt Beauty Secondary College teacher Chris Greenhalgh and Physics students Bec, Karl, Simon and Andrew to learn about flying and gliding. The syndicate Blanik was used to illustrate the discussion of glider flying and aircraft controls.



[Mt Beauty Secondary College](#) students Bec, Andrew, Simon, and Karl, learning about the flight controls of a Blanik two-seat training glider with CFI Ian Cohn.

## Craig Docherty now in Singapore

Social member Craig Docherty, only just back from working in the USA, has now shifted to Singapore. Craig says he will be back briefly in January and wants to fly at Mt Beauty then. Craig, we will be glad to see you.

## **Blanik Form 2 Annual Inspection**

Mark Bland and Mike Pobjoy have been deep into the Blanik annual maintenance program at Mark's house in Wodonga. The annual inspection was completed on the 10<sup>th</sup> of November in time for placement at Lockhart for the annual "Lockhart Shootout" cross country flying week starting on the 19<sup>th</sup> of November.



Mark and Mike doing the Blanik Form 2 inspection.

## **Has President Andrew gone over to the other side?**

During the non gliding winter months President Andrew Evans has been receiving instruction in recreational aircraft flying at his Goulburn Valley Aero Club in Shepparton. Andrew said that it has been a good way to get his feet off the ground during the winter when MBGC is in hibernation, although his main flying passion remains the purist form of flight in gliders.

After achieving solo status in a Gazelle he continued instruction to recently achieve his cross country rating. This permits flights to anywhere in Australia outside controlled airspace, although Andrew said that with only 2.5 hours approximate range in a Gazelle and a best cruise airspeed of only 70 knots it would take a long time and a lot of refueling stops to visit his grandkids in Mackay Queensland.



Andrew with Gazelle 3726 at Goulburn Valley Aero Club in Shepparton.

Next step is to achieve endorsement on a new CTSW high performance recreational aircraft recently

purchased by a GVAC club member for hire to members. This aircraft is capable of 130 knots cruise and approximately 6.5 hours range, so Andrew said it will be ideal for visits to Mt Beauty from his home town at Shepparton and for breakfast fly-ins on Sundays at Porepunkah with Mark Bland and his recreational flying mates.

Andrew said he is lucky that his partner Kerrie is very understanding about his passion for flying, although it does cost him a considerable amount in bribery to be granted flying leave.

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## **Mt Beauty Gliding Club Diary**

**Sunday 13th November** - MP, PGn, KV, RH, and IC fly the IS-28. Conditions were generally sunny with 3 octas cumulus and a 5 Kt north-westerly breeze. Sporadic thermals to 5kt and hill lift kept the gliders up. Total flight time was 3h 47m from 9 flights with a maximum flight time of 1h 5m by KV. Max height was 7700 ft.

**Saturday 12th November** - MBd, PO, GM and IC fly the IS-28. Conditions were generally sunny with a 5 to 10 Kt north-westerly breeze and 5 octas cumulus. Thermals to 5kt and hill lift kept the gliders up. Total flight time was 4h 23m from 5 flights with a maximum flight time of 1h 34m by PO. Max height was around 6500 ft.

**Saturday 5th November** - MP, AE, MBd and KV fly the IS-28. Conditions were generally sunny with a 5 Kt north-westerly breeze. Thermals were sparse. Total flight time was 1h 26m from 10 flights with a maximum flight time of 21m by AE. Max height was 2500 ft.

**Tuesday 1st November** - MP and IC fly the IS-28. Conditions were generally sunny with a 5 Kt north-westerly breeze. Thermals to 6kt and hill lift kept the gliders up. Total flight time was 1h 24m from 2 flights with a maximum flight time of 51m by MP. Max height was around 6500 ft. AB also flew his LS-1 from Khancoban to Mt Beauty and then soared locally at Mt Beauty until his crew arrived.

**Friday 28th October** - AB, MBd, MP and IC fly the LS-1, Blanik and IS-28. Conditions were generally sunny with a 5 - 10 Kt north-westerly breeze. Thermals to 6kt and hill lift kept the gliders up. Total flight time was 8h 28m from 7 flights with a maximum flight time of 2h 40m by AB. Max height was around 7500 ft.

**Thursday 27th October** - AB flies his newly acquired LS-1 standard class glider from Benalla to Mt Beauty in a little over 1 hr.



Allan Barnes with his LS-1 just after landing at Mt Beauty.

**Sunday 23rd October** - MR, IC, RH and MBt flew the IS-28. Conditions were overcast with the wind going from light to moderate in the middle of the day to calm later enabling only circuits. Rain forced an early cessation of operations. Total flight time was 36m from 5 flights with a maximum flight time of 9m.

**Saturday 22nd October** - GM, IC, MBd and MP took the old retrieve bomb to the tip with the help of Dave and Peter. Rain prevented flying operations.



Who said Gliding isn't fun? Mark, Dave, Gwyn, Mike and Peter with the bomb at the tip.

**Sunday 16th October** - MR, IC, KD and KV flew the IS-28. Conditions were overcast with the wind going from calm in the middle of the day to a 5-10 NW breeze later enabling hill lift conditions. Total flight time was 1h 44m from 10 flights with a maximum flight time of 31m. Max altitude was around 2700 ft.

**Saturday 15th October** - MR, IC and KV flew the IS-28. Conditions were sunny with a 5-10 Kt NW breeze enabling hill lift conditions. Total flight time was 1h 58m from 8 flights with a maximum flight time of 30m. Max altitude was around 2700 ft. The MBGC winch was used for the first time this soaring season.

## 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 <sup>1</sup>	\$15
IS-28 Flt Fee Per Minute	\$0.40	\$0.50	\$0.50 <sup>2</sup>	\$0.60

<sup>1</sup> 5 launches per annum only - \$15 per launch after 5.

<sup>2</sup> 2 hours per annum only - \$0.60/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	Three Month	\$60
Family Annual	\$140	Three day	\$10

## The Tail End

### Vietnam 2005 – by Mike Pobjoy

When asked to write an article covering gliding in Viet Nam I was convinced that I was being set up. The short answer is that I could not find any gliding clubs and did not see any recreational aircraft either. However, I did manage to fly in a couple of Boeing 737 motor gliders.

However, when traveling around there are ex-wartime relics and lots of bombproof hangars from the "American" war against communism. Strangely enough most locals do not know that Australia had a presence there at the same time and it was prudent not to talk about it.

As a holiday location both my wife and myself enjoyed it but I must add that we were part of a tour that was organized locally from Albury, NSW and had been streamlined to suit people like us. I had read various articles and thought that I had a reasonable understanding of what to expect but was pleasantly surprised to find that there were big gaps in my knowledge. I will highlight just a few:

The Mekong delta has 17 million people living there, many of them on boats or shacks by the water. Crossing the road in major cities like Saigon (Travel agents and Airlines will call it Ho Chi Minh City) requires extreme care until you realize that the million and one little motorbikes will not hit you if you cross your fingers and close your eyes. Do not be surprised to see two, three or five people aboard. I found that it was interesting to look at their tyres to see how flat they were at the bottom.

Some of the rivers are so wide that you sometimes forget that it is a river as it looks like you are crossing to an island.

No matter what time you were leaving the hotel the street traders were ready for you.....Wearing a local T shirt or hat indicated that you had bought something local but they were still pretty keen to sell you something. My favourite purchases were wooden carvings of aeroplanes. Very nice items to put on your shelf at home.

Poverty can be seen everywhere, but you still see beautiful smiles on the people and it is a warmth that say's "come back again".

The hotels were beautiful with a strong French influence even though the French withdrew in 1953 after the Dien Bien Phu battle when the Viet Nam communist Army defeated the French Army.

The temples are overwhelming with the beauty, carvings and sheer size. I defy anyone to cover Ankar Wat in a day. OK, so Ankar Wat is not in Viet Nam and I will leave you to find out where it is.

In fact, I overheard one member of our group state "I am all Templed out" The secret is to start early before the crowds and take regular breaks. You will probably still go to bed at 9pm but at least you will be bright and sparky for the next day.

I certify that I will not receive commission from the travel agent but if there are any questions that you would like to ask me then.....

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### Low Approaches.

In aviation, low approaches are:-

1. generally to be avoided, and are also likely to
2. get the pilot's pulse racing, not to mention those of the duty instructor and the CFI, and
3. likely to be very, very expensive.



Mt Beauty Airport from the Falls Creek Road.

Since we all abide by the rules, use our superior judgment to avoid situations requiring the use of our

superior flying skills, and won't experience such an event, "Alpine Flyer" brings you a graphic illustration of what it is like to do a low (actually much too low) approach to Mt Beauty runway 32. The above photo, kindly contributed by Social member Tony Roberts, shows exactly what the pilot would not want to see and would want to avoid. Thanks Tony.

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### Precision Aerospace Productions, and the Pacific FighterPlane Collection

Your editor recently had the chance to visit the Wangaratta Airport and Precision Aerospace Productions, and the Pacific FighterPlane Collection.



The Precision Aerospace Productions Kittyhawk

Precision Aerospace Productions owned by former Deniliquin rice farmer, Murray Griffiths, constructs completely new flying copies of World War II military aircraft for private warplane local and overseas enthusiasts and employs a staff of over twenty full time aircraft constructors. They use recovered wrecks as their patterns and whatever drawings and other information is available. So far they have produced one flying P-40 Kittyhawk and are on the way to producing three more. Other projects include a Bell Aircobra and a Kingfisher floatplane among others.



Our guide Terry showing the Bell Aircobra fuselage under construction.

It is understood that you can acquire one of their outstanding aircraft for a significant seven figure sum.



A Kittyhawk fuselage under construction.

The Pacific FighterPlane Collection is a group of enthusiastic volunteers that, on Sundays, conducts guided tours of the factory which is located in the former Drage Airworld hangar at Wangaratta airport. Our guide, Terry Wagstaff, gave us an excellent tour with much detailed descriptions of the aircraft, their origins and the restoration/construction process.

Your editor's opinion is that a visit to Precision Aerospace Productions, and the Pacific FighterPlane Collection is a definite must for any serious total aviation person.

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### Lockhart Flying

The Wagga Gliding Club at Lockhart is hosting a cross country flying week at Lockhart from the 20<sup>th</sup> of November through to Sunday the 28<sup>th</sup> of November. The MBGC syndicate Blanik will be there as will Mark Bland, Mike Pobjoy and Ian Cohn.

## Why Weight and Balance Control and Loading is Important

The more things change...



For any mode of transport, especially aviation, proper weight and balance control and loading procedures are an important detail for reliable operation. The above photo illustrating this is one of many interesting pictures appearing on the [www.micom.net/oops](http://www.micom.net/oops) website.

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## Worlds Biggest Motorglider Arrives in Melbourne

The Airbus A380 prototype visited Melbourne briefly on Monday 14<sup>th</sup> of November.



The vital statistics for the A380 are:

Length	73.0 m	Height	24.1 m
Wingspan	79.8 m	Fuselage Diameter	7.14 m
Range	15,000 km	Cruise Speed	1050 km/h

For more information look at [www.aircraft-info.net/aircraft/jet\\_aircraft/airbus/A380](http://www.aircraft-info.net/aircraft/jet_aircraft/airbus/A380) and [www.airbus.com/en/](http://www.airbus.com/en/)