



Mark Bland flying his Libelle near Lockhart during the Lockhart cross country flying week in November 2005.

Mt Beauty Gliding Club, Inc

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## ALPINE FLYER

December 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 been completed with the Mt Beauty Airfield hangar shareholders for an agreement for the occupation of the hangar by MBGC. The attempt to set up a Memorandum of Understanding as initially requested by the hangar owners has been discontinued at the request of the hangar owners. MBGC will now continue with a "Gentlemen's" agreement backdated to April 2005, which requires MBGC to pay \$20 per week of occupation of the hangar by IS28 VH-WVU, annually in advance and this has now been paid.

Payment to store privately owned aircraft and associated equipment in the hangar will also be at the same rate, or by private negotiation with the hangar owners, and is a matter for private arrangement between the owners of these aircraft and the hangar owners.

MBGC has secured adequate insurance for its occupation of the hangar.

Members are reminded of the MBGC AGM which will be conducted on Sunday 29<sup>th</sup> January 2006 commencing at 9.30am at 135 Simmonds Creek Rd, Tawonga South. The election of office bearers for the 2006 committee will be conducted at the meeting, and all members are encouraged to attend.

Thanks is due to Mart Bosman, Rod Harris, Michele Baptist, and Ian Cohn, for replacing the winch cable on the 8<sup>th</sup> of December.

Our instructors have had to put up with a very ordinary set of instruments in the back seat of the IS-28. Does anyone know where we can get an obsolete but functional audio variometer and a decent altimeter to enhance the back seat instrumentation in the IS-28? Please make all offers to Manfred or Ian.

This month we welcome back Mart Bosman from his stint in the Netherlands.

Finally, I wish all MBGC members and their families a happy and safe Christmas with family and friends and look forward to seeing many of you on the airfield over the summer and autumn months.

Andrew J Evans  
President



## Operations

### Winch Launching Procedures

We now have a new winch cable that has done 22 launches without any breaks. Let's keep it that way. Cable breaks are a waste of time and effort, result in less flying being done, reduce our enjoyment of gliding, and although we train to high standards to cope with them, cable breaks are something we could do without.

Cable breaks have been regarded as a natural consequence of winch launches. However, I consider that it should be possible to dramatically reduce the incidence of cable breaks by paying close attention to detail in our winch launching procedures.

Winch drivers, pilots, retrieve car drivers and Instructors can all do their part in avoiding cable breaks.

#### **Winch drivers:**

- Always ensure that the cable is properly threaded through the guide rollers.
- Always ensure that there is no slack in the cable before applying power.
- Always pay attention to **too slow** and **too fast** signals from the glider.
- Always apply power smoothly and reduce power smoothly at the end of the launch.
- Always drop the cable a fair way away from the winch and don't risk dragging the parachute through the guide rollers.
- Don't drag the cable over any fences.

#### **Pilots:**

- Always ensure that there is no slack in the cable before the winch driver is told to launch. It's your responsibility.
- Know the winch launch speed limits for your glider (What are they for the IS-28?) and don't hesitate to signal **too slow** or **too fast**.
- Always apply nose up control, and at the end of the launch apply nose down control, smoothly.
- Don't rotate too vigorously during the transition from lift-off to full climb.
- Always put your into wind wing down slightly so that you launch along the runway and don't drift out of line.
- Know your launch emergency procedures and mentally and/or verbally review them under O in the CHAOTIC pre take-off check.

#### **Retrieve Car Drivers:**

- Always accelerate and decelerate very slowly so that the risk of generating a kink in the cable is minimised. I estimate that about half our cable breaks can be attributed to kinks that arise in the tow-out phase of the launch sequence.

- Do not retrieve the cable at excessive speed. The Club limit is 20 km/hr when retrieving cable.
- After a cable break repair, always inspect the full length of cable for kinks or potential kinks before applying any tension to the cable. This is **most important** if you want to avoid secondary breaks.

#### **Instructors:**

- Make sure that the cable is inspected each day according to GFA standard procedures and that any worn knots are cut out and re tied.
- Ensure that the parachute is in operational condition each day. Replace or repair any damaged parachute.
- It's your responsibility to maintain standards in the operation of the launching equipment. Make sure that all drivers and retrieve car drivers know what they are doing and, if there are faults, ensure that proper training addresses any problems.
- Make sure that the launching crew observes the standards required and, if there are any breaches in operational standards, take firm steps to raise standards and eliminate problems, by counseling or more stringent measures if necessary.

Since I don't hold omnipotent power and knowledge, I would welcome any further suggestions from members as to how we can further reduce the incidence of cable breaks.

Ian Cohn  
Chief Flying Instructor

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## 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

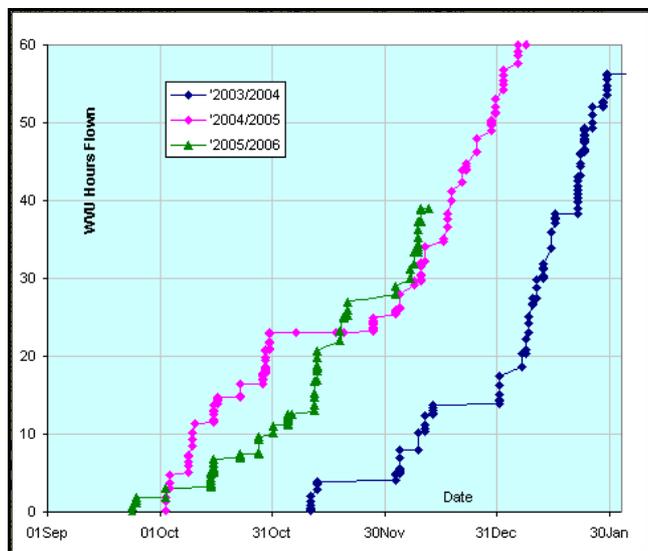
This is your Newsletter, so let's have your contributions. Send them to the Editor at [gliding@mtbeauty.com](mailto:gliding@mtbeauty.com). Photographs, stories of your gliding/aviation experiences, equipment reviews, and "how I learned about flying from that" stories are all welcome. If you can't use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



## Treasurer's Talk

### IS-28 hours

At press time we have done 39 hours on the IS-28 so far this season, and are on a par with last years total at the same date. Even so, we need to get more members out flying on a regular basis.



IS-28 Hours as at 14<sup>th</sup> December

### 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.

### 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



We have received a deposit of \$17.04 from the "Spirit of the Community" fund .

Mt Beauty Gliding Club points for the current period were 2231 as at 10<sup>th</sup> of December.

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

### Annual Fees

Members are reminded that Annual fees are due on the first of January. That is Full - \$100, Associate - \$50, and Social - \$25.

Ian Cohn - Treasurer.

## Maintenance Matters

Manfred has replaced the leaking water pump on the Subaru retrieve car.

Mart, Rod, Michele, and Ian replaced the winch cable on 8<sup>th</sup> December. The old cable now has to be wound into coils and disposed of. We have now run out of new cable and at some stage need to obtain another supply. Manfred has placed a guard on one of the winch guide rollers to prevent the cable catching if it overruns during cable pullout.

However, we still have a further list of maintenance requirements.

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.

### Lockhart Flying

The Wagga Gliding Club at Lockhart hosted 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 was there as was Mark Bland with his Libelle, Adam Bland with the RAAF Richmond Astir, Mike Pobjoy with his Cirrus, and Ian Cohn.

Ian (Blanik) and Mark (Libelle) flew to Narromine (363 km) on 23<sup>rd</sup> of November. See also [www.narromineglidingclub.com.au/narrominecupweek.htm](http://www.narromineglidingclub.com.au/narrominecupweek.htm) .



The next day, Thursday, Mark flew back to Lockhart, but Ian only flew as far as Bogan Gate, 40 km west of Parkes, where he had to land due to absence of lift under an extensively overcast sky.

On the Friday all the gliders were flown to Leeton for use in the Joey glide competition held from 4<sup>th</sup> to the 10<sup>th</sup> of December.

## Zodiac Progress

Friend of MBGC, Rick Morris of Markwood, has finished painting his Zenith Zodiac and is on track for doing the test flying early in 2006.



The newly painted Zodiac waiting for its canopy.

## Joey Glide

The Joey Glide competition for pilots younger than 25 years was held at Leeton from the 4<sup>th</sup> to the 10<sup>th</sup> of December. It was run by a combined team from Wagga Gliding Club and the Leeton Gliding Club.

Member Adam Bland competed and was placed at ninth (of 22). Friend of MBGC, Grant Johnson, was safety director for the competition and his son Nathan also competed coming sixth in the final scoring. Congratulations Adam and Nathan.



Adam Bland on the take-off grid at JoeyGlide.

MBGC Instructors Mark Bland and Mike Pobjoy helped to run the contest.

## Mt Beauty Gliding Club Diary

**Sunday 11th December** - MBm, and IC flew the IS-28. Conditions were sunny with a 0 to 5 Kt north-westerly drift. Thermal lift of around 300 ft per minute was available but thermals were infrequent and started late. Total flight time was 1h 44m from 5 flights with a maximum flight time of 1h 19m by IC. Max height was around 4,800 ft.



Mart Bosman and Heather Mull preparing to launch on 11th December.

**Saturday 10th December** - MBm, IC, and MR flew the IS-28. Conditions were sunny with a 5 to 10 Kt north-westerly breeze. Thermals and hill lift were available. Total flight time was 3h 58m from 8 flights with a maximum flight time of 1h 10m by MBm. Max height was around 7,800 ft.

**Friday 9th December** - MBm, and MR flew the IS-28. Conditions were sunny to overcast with a 5 to 10 Kt north-westerly breeze. Thermals and hill lift were available. Total flight time was 2h 9m from 2 flights with a maximum flight time of 1h 31m by MBm. Max height was around 6,500 ft.

**Thursday 8th December** - MBm, MBe, RH, and IC flew the IS-28. Conditions were sunny to overcast with a 5 to 10 Kt north-westerly breeze. Thermals and hill lift were available. Total flight time was 2h 6m from 2 flights with a maximum flight time of 1h 6m by MBm. Max height was around 6,500 ft. Winch cable replaced.

**Sunday 4th December** - MBm, MBe, and IC flew the IS-28. Conditions were sunny to overcast with a 5 to 10 Kt north-westerly breeze. Thermals and hill lift were available. Total flight time was 2h 4m from 2 flights with a maximum flight time of 1h 8m by MBe. Max height was around 5,500 ft.

**Wednesday 23rd November** - MBd and IC flew the Libelle and the Blanik from Lockhart to [Narromine](#) (363 Km) in 4.9 hr and 5.7 hr respectively. Conditions were generally sunny with a 5 to 10 Kt north-westerly breeze and 3 octas cumulus over developing to a complete overcast later in the day. Thermals to 8kt were available. Max height was around 10,000 ft.



**Saturday 19th November** - MR and IC flew the IS-28. Conditions were generally sunny with a 5 to 10 Kt north-westerly breeze and 3 octas cumulus. Thermals to 6kt were available. Total flight time was 2h 39m from 2 flights with a maximum flight time of 1h 20m by IC. Max height was around 7500 ft.

**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**

**Flying the ASH-25** - By Mark Bland

On the 3<sup>rd</sup> of December, while attending the National Junior Gliding Championships at Leeton, I had an opportunity to fly in the back of Paul Mander's ASH-25 sailplane. For our readers, this is a 25 meter wing span high tech two-seat sailplane with a glide ratio of around 60:1.

It was while I was helping out at the winch launch point during the official practice day that Paul towed his beautiful glider over and asked if he could get a check flight for the winch, as he would normally aero-tow and hadn't done a winch launch for some time. (I think it was a first for his ASH-25).



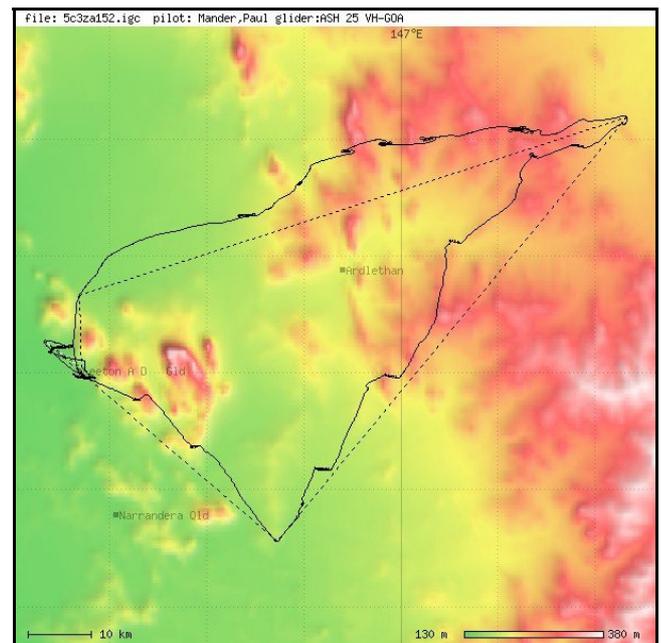
The ASH-25 about to pull up for the circuit after crossing the finish line at over 100 Kt.

With my arm twisted, I agreed to help him out. We promptly put an extra weak link into the cable as the sailplane weighs over 600kg without its optional 400kg of water ballast.

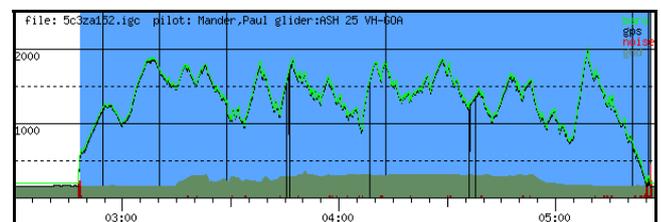
Our concerns of how the winch would handle this huge monster were put to rest as it gracefully came off the ground and rotated through the initial climb into a full climb with its long wings elegantly bending up. We released at about 1200 ft agl, and after Paul found the first thermal, he handed over to me and suggested we fly around the practice task of Grong Grong, Barmedman, and Barellan.

It was an overdeveloped cumulus day with plentiful thermals up to about 6000 ft, but with strong westerly winds of the order of 15-20 kts. As I flew the first leg south east towards Grong Grong the mind blowing performance of the ASH became apparent.

Flying from the back it took some getting used to all the wiz bang instruments and the slow roll rate of the long wings. When Paul took over to fly the second leg that I realised I had been too docile in my control inputs and was also flying too slowly. Paul is a master of his glider with about 6000 hours experience and it was great to observe and analyse the way he flew.



The route of Mark's flight



The Time-Height record for Mark's flight in the ASH-25.

The onboard Zander flight computer gave plenty of info about the flight and continually gave the height required to get on final glide, which we achieved before the last turn point of Barellan. Cruising along between 90-110 kts we soon arrived back at Leeton in just over two hours for about 220km.

I know what I want for Christmas!!



**Editors Note:** The route diagram and Time-Height record for Mark's flight were taken from the internet site [www2.onlinecontest.org](http://www2.onlinecontest.org). This site, run by the German magazine "Aerokurier", lists all world wide claimed flights submitted each day. For instance, on the same day French pilot Jean-Marc Perrin flew his DG-400 glider 2157 km at an average speed of 148 km/hr in Argentina.

For more information look at [www.alexander-schleicher.de/englisch/produkte/ash25/e\\_ash25\\_main.htm](http://www.alexander-schleicher.de/englisch/produkte/ash25/e_ash25_main.htm).

## **Rooster One Day, Feather Duster the Next**

by Ian Cohn

### Part 1 – "Rooster"

I really went to Lockhart to do some relaxing local soaring in the Blanik. However, when I arrived, the Mt Beauty Gliding Club's chief urger, Mark Bland, said "we have to show those gentlemen flyers at Narromine how to do it" and talked me into attempting a Lockhart – Narromine flight in the Blanik to accompany him in his Libelle. This would emulate Mike Pobjoy and Adam Bland's effort last year.

So, on the Wednesday, I launched first at 10:55. I struggled in weak lift until Mark launched about 5 minutes later. He found 3 meter/sec lift so I went over to join him and climbed to around 4,000 ft where I promptly lost the lift. Not being high enough to head off I went back to Lockhart and due to lack of lift, or being thermalling technique challenged, had to land.

Mike Pobjoy kindly winch launched me again to 1,500 ft above ground at about 11:45. This time after climbing to 4,500 ft I decided to head off anyway. Given the slight headwind this was probably less than wise but I had nothing to lose. I then took any consistent lift above 1 metre/sec and cruised between launch height and around 5,000 ft, never quite managing to climb to cloudbase which appeared to be at about 6,000 ft.

Descending frequently to launch height (2,000 ft or about 1500 ft above ground) was very uncomfortable but I managed to keep going. Galore Hill passed by, and I headed for Coolamon east of track, because there were well formed cumulus there, and not much cloud west of track.

I had a low point north of Junee but then managed to climb to 6,500 ft in a 3m/s thermal and headed for Temora. The cumulus were quite good now but the best lift under them was a bit elusive and sometimes I wasted time finding the best lift which could be a consistent 4 m/s flickering up to 5 m/s. A speed check showed that I was averaging about 60 km/hr which gave me hope of reaching Narromine. Also the cloud shadows showed that at cruising height the wind had as westerly component which gave me a slight tailwind at cruising height. By this time Mark Bland was over 100 km in front of me.

Temora slipped by and I headed for the airstrip at Billabong Station, just south of Lake Cowal, a very good land mark. The best looking cumulus were now starting to tower to about double the cloudbase height which had risen to around 9,000 ft. I was circling

tightly in thermals at around 35 Kt, just above the stall, and conservatively cruising between thermals at between 50 and 60 kt, depending on the sink, to conserve height.

Mark called on the radio to warn me about extensive areas of overdeveloped cumulus west of Forbes and indeed I could see that this could be a problem. However, I pressed on, taking all lift as high as possible to get height in the bank.

Just before Peak Hill, with 60km to run, there were the last patches of sunshine and the last active cumulus before a now very extensive cloud cover extending right up to Narromine. So I wrung the last bit of height out of the last thermal and managed to climb to just over 10,000 ft. The GPS said that the glideslope to Narromine was now 20 to 1 which should have been sufficient given the Blanik's claimed 28 to 1 best glide ratio.

By now Mark had landed at Narromine and there was radio chatter about "a Blanik from Lockhart". Eventually I gave a position report on 122.7Mhz and the Narromine Tuggie, Nick in Cessna 180 VH-YMH who was collecting all the Narromine Cup Week outlanders, called and said "Are you really a Blanik?" I replied in the affirmative, and he then kindly offered to retrieve me if necessary. Since I was still at 8,000 ft, I politely declined and concentrated on the glide slope to Narromine which had now reduced to 18:1.

Eventually I arrived at Narromine, 363 km from Lockhart, with just enough height to do a respectable circuit on to runway 11. I pulled up at the tie down area in front of the Terminal buildings where Mark was waiting, at 17:28 after flying for 5Hr 43Min.



The Blanik at the tie-down area at Narromine.

Beryl Hartley had very kindly offered us a spot in her and Arnie's caravan so at least we had a bed for the night.

The next day at the briefing for Narromine Cup Week, competition director Chris Stevens very generously awarded me honorary first place on handicap for the previous days competition and, for our efforts, presented Mark and me with prizes of presentation souvenir containers of wood shavings from the construction of the Narromine Wright Flyer replica.

Part 2 – "Feather Duster" will be printed in the next edition of "Alpine Flyer"

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The Editor and MBGC wish all our readers a Merry Christmas and a Happy New Year.

