



Summer is here again – Mt Hotham from the Blanik at 8,000ft on 6th January.

Mt Beauty Gliding Club, Inc

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ALPINE FLYER

January 2006

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

As we approach our AGM on Sunday 29 January 2006 it seems an appropriate time to reflect on the year that was 2005.

It was a very active year for administration of the club with purchase of further equity up to 75% in glider IS28-WVU, tenancy issues with the hangar owners and the satisfactory finalisation at last of ongoing litigation issues in the Jacobs v MBGC case.

I would like to thank the hard working Executive Committee which has kept the club running smoothly for the past 12 months, generating many emails between committee members along the way:

Thank you to committee members:

Ian Cohn for his very active contribution as Treasurer and Newsletter Editor, his new role as CFI and in the areas of publicity, hospitality and maintenance of club facilities. Also thank you Ian and Susie for the use of your beautiful home for last year's AGM and other enjoyable social events throughout the year;

Manfred Rueff for the continuing use of his portion of the hangar, maintenance of the airfield, WVU, the retrieve vehicle and the winch and many other contributions too numerous to mention;

Mike Pobjoy for his secretarial contribution and assistance with decision making on the Executive Committee and maintenance of club facilities;

Mark Bland for his contribution to decision making on the executive committee, his major contribution in the form of fuel for the winch, retrieve car and maintenance of club facilities;

Also thank you to:

Hugh Skey for his excellent project management of the replacement of the bridge in Rigoni's property with a new pipe culvert constructed by Cottrell Contractors. Hugh thoroughly researched many options for the replacement of the old bridge and efficiently arranged construction of a cost effective replacement structure, which will require a minimum of maintenance;

Tony Roberts for his active promotion of the club through his involvement with the Mt Beauty Chamber of Commerce and his offer of accommodation discounts at Alpenhorn for club members.

Membership remained static in 2005, and the committee sees the need to recruit more active members to full utilise our major asset – the IS-28.

Important issues for the club dealt with by your hard working committee during 2005 included:

Occupation of the Mt Beauty airfield hangar

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-WVU, annually in advance.

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

Living Treasure Awards

Congratulations to Ray Addinsall and Manfred Rueff on their VSA "Living Treasure" awards. I attended the award presentation on 17 September 2005 at the VSA Annual Dinner at Tullamarine and paid tribute to our recipients. Unfortunately Ray could not attend the presentation, so we will present his award to him at the 2006 AGM.

Other Highlights

MBGC has broken a record with the earliest commencement to a flying season since the formation of the club in 1976, with flying taking place on Saturday 13 August 2005.

The club has been very fortunate in receiving the donation of a Camira vehicle from Roger Mull to replace the very tired Subaru winch cable retrieve vehicle. In appreciation of this donation, Roger has been granted Honorary Social membership of the club for 2006.

Members are reminded of the MBGC AGM which will be conducted on Sunday 29 January 2006 commencing at 9.30am at the home of Ian and Susie Cohn 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.

We welcome Roy Docherty of Singapore (Craig Docherty's Dad) as a new Social Member.

I wish all members an enjoyable remainder of the 2005/2006 flying season and I look forward to seeing many of you on the airfield over the remaining summer and autumn months.

Andrew J Evans
President

Operations

Winch Launching Procedures

Following my discussion of winch launching procedures in the December "Alpine Flyer" Manfred pointed out that he is concerned that retrieving the cable at a speed of 20 km/hr may cause damage to the winch automatic transmission. This is because lubrication of the transmission depends on the engine operating to drive the lubrication oil pump.

So retrieve drivers are requested to limit their speed on retrieve to 10 km/hr. This is apparently the speed recommended by manufacturers for towing automatic cars with the engine not operating.

Also on this subject I must further emphasise that all deceleration while retrieving the cable should be done

without applying the retrieve car brakes. If sudden decelerations or braking occurs the cable may kink and fail on the next launch.

A kink in the cable caused a cable break on launch on the 10th of January but this is likely to have been caused by the parachute failing to open quickly enough on the previous launch.

Duty Instructors should ensure that the parachute is in good condition prior to commencement of operations each day. If the parachute is in poor condition remove it and repair it and until repaired satisfactorily, use a replacement parachute. We have a spare.

Preflight Checks and Departure Call

Pilots are reminded that the final "C" in the CHAOTIC pre flight check includes ***Full free movement of Controls*** after the ***Canopy*** is closed. Don't let a launch assistant hurry you along so that you miss this check.

Likewise ensure that you give the standard departure call before allowing/instructing the launch assistant to advise the winch to commence the launch.

Launch assistants should also not hassle the pilot and, if the pilot misses this check, gently query whether the pilot has checked controls.

Don't Stress the Cows

Winch drivers are reminded that we do not own the paddock where the winch is located, and that if cows are in the way, they must wait until the cows are clear. Herding the cows or stressing them in any way is not permitted.

Ian Cohn
Chief Flying Instructor

Editor's Epistle

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

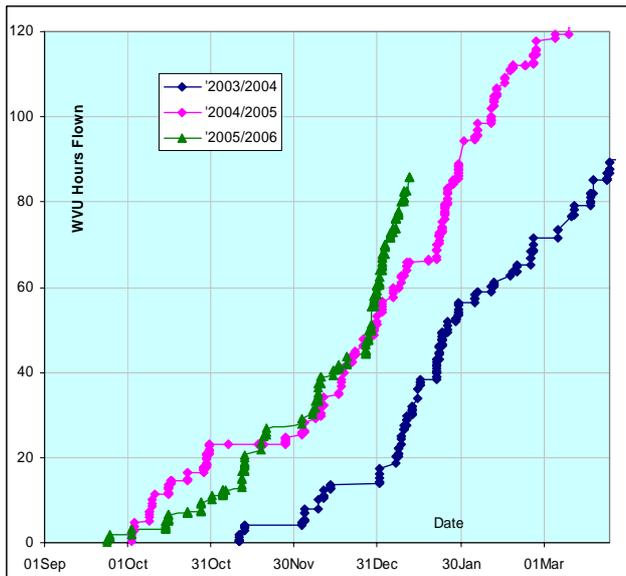
This is your Newsletter, so let's have your contributions. Send them to the Editor at gliding@mtbeauty.com. Photographs, stories of your gliding/aviation experiences, equipment reviews, and "how I learned about flying from that" stories are all welcome. If you can't use email, send contributions to the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

Treasurer's Talk

IS-28 hours

At press time we had done 86 hours on the IS-28 so far this season, and we are 20 hours ahead of last years total at the same date. This is good progress and is a tribute to the keen flyers and instructors that have kept the show going, especially since Christmas. The benefits of a high utilisation rate are that the club remains financially viable and members get plenty of flying.

Since the 27th of December, when we started flying after Christmas, we have flown on every day except the 4th of January, which was a rest day due to unsuitable weather.



IS-28 Hours as at 12th of January

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.

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. Glider pilot logbooks are also available at \$5 per book.

Mt Beauty Foodworks "Spirit of the Community" fund



Mt Beauty Gliding Club points for the current period were 5231 as at 10th of January.

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 were due on the first of January. That is Full - \$100, Associate - \$50, and Social - \$25.

Ian Cohn - Treasurer.

Maintenance Matters

Subaru

Due to a carburettor problem, and lack of an exhaust pipe, the faithful Subaru retrieve vehicle has been temporarily withdrawn from service. Mike Pobjoy has been assigned the task of rejuvenating the Subaru if economically feasible.

Camira

Cable retrieve duties are now being handled by a Camira sedan generously donated by Roger Mull.



Roger Mull, Phil Glasson and Rod Harris with the Camira on the 29th of December.

Phil Glasson has modified the boot of this vehicle with a wooden frame to allow the parachute to be carried without opening the boot. Thanks Phil.

Old Winch Wire

Mart, Rod, Mark and Dustin have rolled up the old winch cable into neat bundles which are now awaiting disposal. If any one is passing by the airfield on the way to the tip with room to spare in their trailer, please pick up the waste wire.

We have now run out of new cable and at some stage need to obtain another supply.

Winch Alternator

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.

Winch Wire

Our new winch cable still has only one Knot. Winch drivers and retrieve car drivers are requested to take all required steps to ensure that we don't get any further breaks and knots.

Electric Fence

Rod Harris has revised the electric fence connector at the gate to allow much easier connection and disconnection. Thanks Rod.

Eagle

Rod Harris has installed a very ferocious looking static eagle ("Eddie") in the hangar near the IS-28 parking position. "Eddie" seems to be keeping the birds away leading to a much cleaner glider. Thanks Rod.

Glider Batteries

Recently we had a case where, by mistake, an IS-28 battery was connected to another battery instead of the battery charger. The not entirely unexpected **bbbbssssttt** noise and sparks alerted the perpetrator that this was the wrong thing to do and the batteries were rapidly disconnected with no apparent damage.

Seriously, batteries have high residual energy and could explode if overloaded in this fashion. So be very careful when you are putting the batteries on the charger. Mike Pobjoy has fitted a fuse on the batteries to avoid damage.

Members and Friends News.

Craig Docherty was in town briefly over the new year and managed to have a 50 min flight with Mark Bland in the IS-28 on the 6th of January before returning to new father duties and work in Singapore.

Experienced glider pilot, hang glider pilot and new Social Member, **Roy Docherty**, flew with Ian Cohn on the 31st of December, and expects to do some serious gliding with us when he returns from Singapore in a couple of years time.

Kitty Vigo has gone away to colder climes in Canada to pursue her other love – skiing – for a month.

Mart Bosman has forsaken real gliding to compete in the Bogong Cup Hang Gliding competition representing the Netherlands, from 7th January to the 14th where friend of MBGC, **Heather Mull**, is the Competition Director.

Associate member, **Duncan Robertson**, was in town on the 30th of December and brought along a few of his bush-walking friends to fly with us, keeping both Manfred's motor-glider and the IS-28 busy.

Visitors from England, **Keith Nash** and **Sandy**, turned up on the 9th of January and Keith, who flies a DG200 in England and Spain, had a 2 hour flight with Mark Bland.

Bendigo Gliding Club member, **Phil McCann**, and Clare stayed in Tawonga South over Christmas/New Year and Phil flew with Rod Harris and Ian Cohn.

After 12 months as a Social member, **Ian Douglas** has commenced flying training with a 3 hour flight on the 12th of January.

Friend of the club, **Rick Morris**, is close to test flying his Zenith Zodiac at Markwood. It has been 12 months since his kit first arrived.



Zodiac on arrival 12 months ago



Rick's Zodiac ready to fly.

Mt Beauty Gliding Club Diary

Thursday 12th January - IC, ID, MBd and MP flew the IS-28, Cirrus and Libelle. Conditions were sunny with variable light winds. Total flight time was 7h 44m from 3 flights with a maximum flight time of 3h 7m by IC and ID. Max height was 7,500 ft.

Wednesday 11th January - MBd flew the Libelle late in the day after a trough with rain passed through Mt Beauty. Total flight time was 15m from 1 flight.

Tuesday 10th January - MBd, RH, and IC flew the IS-28 and Libelle. Conditions were warm and sunny with a 5 kt north-westerly breeze. Total flight time was 7h 36m from 7 flights with a maximum flight time of 5h 11m by MBd. Max height was 10,000 ft.

Monday 9th January - MBd, Keith, and MP flew the IS-28 and Cirrus. Conditions were warm and sunny/high cirrus overcast with a 5 kt north-westerly breeze. Total flight time was 4h 46m from 2 flights with a maximum flight time of 2h 24m by MP. Max height was 7,500 ft.

Sunday 8th January - MR, and IC flew the IS-28. Conditions were warm and sunny with winds calm to occasional 5 kt north-westerly breeze. Total flight time was 1h 21m from 5 flights with a maximum flight time of 35m by MR. Max height was 4,500 ft. Thanks is due to Susie for running the wing tip for launches.

Saturday 7th January - MR, AB, MBd, MP, PGN, and IC flew the IS-28, Cirrus, Blanik and Libelle. Conditions were warm and sunny with winds calm to

occasional 5 kt north-westerly breeze. Total flight time was 10h 2m from 13 flights with a maximum flight time of 3h 4m by AB. Max height was 7,500 ft.

Friday 6th January - MBn, CD, AB, MBd, MP, and IC flew the IS-28, Cirrus, Blanik and Libelle. Conditions were warm and sunny and started with a 5 kt north-westerly breeze. At around 2 pm the wind changed to a south-easterly gradually increasing to 10-15 kt and stopping launching. For those that launched early conditions were very good with a variable cloud base of 7,500 ft to 9,000 ft and thermals up to 8 kt in strength. Total flight time was 11h 31m from 8 flights with a maximum flight time of 3h 49m by AB. Max height was 9,000 ft.

Thursday 5th January - AB, RH, MBd, MP, and IC flew the IS-28, Blanik and Libelle. Conditions were warm and partially overcast with a 5 kt north-westerly breeze. Consistent moderate thermal lift and hill lift was available. Total flight time was 7h 0m from 9 flights with a maximum flight time of 2h 5m by IC. Max height was 9,000 ft.



Visitor from Melbourne, Michael, enjoying gliding near Mt Bogong at 6,000 ft on Thursday 5th January.

Tuesday 3rd January - AB, RH, MBd, MP, and IC flew the IS-28, Blanik and Libelle. Conditions were warm and sunny with a 5-10 kt north-westerly breeze. Consistent moderate to good thermal lift and hill lift was available. Total flight time was 9h 18m from 9 flights with a maximum flight time of 2h 38m by MP. Max height was around 7,500 ft.



Ken Callinan enjoying a flight over the Kiewa Valley on the 2nd of January.

Monday 2nd January - AE, RH, PGn, KC, MBd, MP, and IC flew the IS-28, Blanik and Libelle. Conditions were warm and sunny with a 5-10 kt north-westerly breeze.

Consistent moderate to good thermal lift and hill lift was available. Total flight time was 10h 27m from 12 flights with a maximum flight time of 2h 51m by MP. Max height was around 7,000 ft.

Sunday 1st January - RH, MR, MBn and IC flew the IS-28 and Blanik. Conditions were warm and partially cloudy with variable direction wind of 10 to 15 kt. After 15:00 strong thermal lift was available combined with high winds aloft and heavy sink. Total flight time was 5h 49m from 7 flights with a maximum flight time of 2h 24m by IC. Max height was around 10,200 ft.

Saturday 31st December - RD, RH, MBt and IC flew the IS-28. Conditions were very hot and sunny with hardly any breeze. After 14:30 weak to moderate thermal lift was available. Total flight time was 2h 27m from 7 flights with a maximum flight time of 54m by RD and IC. Max height was around 8,000 ft.

Friday 30th December - DR, PGn and IC flew the IS-28. Conditions were very hot and sunny with hardly any breeze. After 13:30 weak thermal lift was available. Total flight time was 2h 44m from 10 flights with a maximum flight time of 37m by IC. Max height was around 4,000 ft. MR also flew his IS-28M2. Mark Bland flew the syndicate Blanik VH-GYJ from Leeton to Mt Beauty (258km) in an epic 4hr 30 Min flight reaching 9,000 ft enroute arriving at Mt Beauty at 18:30.



Phil Glasson congratulating Mark Bland after Mark's epic flight to Mt Beauty from Leeton

Thursday 29th December - RH, DF, MBn, PGn and IC flew the IS-28. Conditions were sunny with a 5 Kt north-westerly breeze. After 14:00 thermal lift was available. Total flight time was 5h 42m from 5 flights with a maximum flight time of 3Hr 53m by MBn. Max height was around 8,000 ft.

Wednesday 28th December - DF and IC flew the IS-28. Conditions were sunny with a 5 Kt north-westerly breeze. Good thermal lift was available. Total flight time was 2h 30m from 4 flights with a maximum flight time of 1Hr 5m by DF. Max height was around 6,500 ft. Thanks to MBn for driving the winch.

Tuesday 27th December - RH, MBn, AE and IC flew the IS-28. Conditions were sunny with a 5 Kt north-westerly breeze. Sporadic thermal and hill lift was available. Total flight time was 3h 17m from 9 flights with a maximum flight time of 1Hr 14m by MBn. Max height was around 6,500 ft.

Tuesday 20th December - RH, and IC flew the IS-28. Conditions were sunny with a 5 Kt north-westerly breeze with some heavy sink in the airport area. Away from the airport thermal and hill lift was available. Total flight time was 2h 7m from 6 flights with a maximum flight time of 1Hr 27m by IC. Max height was around 6,500 ft.

Saturday 17th December - MBm, MBd, MP, PGn and IC flew the IS-28. Conditions were generally overcast with a 5 Kt north-westerly breeze, and approaching thunderstorms led to an early cessation of flying. Weak thermal and hill lift was available. Total flight time was 1h 3m from 7 flights with a maximum flight time of 16m by MP. Max height was around 2,900 ft.

Friday 16th December - MBd flew the IS-28. Conditions were overcast and windless. No lift was available. Total flight time was 5m from 1 flight. Max height was around 2,200 ft.

Thursday 15th December - MBm flew the IS-28. Conditions were partially sunny with a high cirrus overcast and a 5 Kt north-westerly breeze. Weak thermal and hill lift was available but thermals were infrequent and started late. Total flight time was 1h 37m from 2 flights. Max height was around 4,000 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 ¹	\$15
IS-28 Flt Fee Per Minute	\$0.40	\$0.50	\$0.50 ²	\$0.60

¹ 5 launches per annum only - \$15 per launch after 5.

² 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

Rooster One Day, Feather Duster the Next

by Ian Cohn .

Part 2 – “Feather Duster”

On Thursday Peter helped me by towing the Blanik out to the launching area on Narromine Runway 04 where one of the Pawnee tugs was waiting. With no time wasted, I climbed aboard and at 11:55 launched into a sky with about one octa of fluffy shallow cumulus. I released downwind of Narromine at 2,500 ft agl and encountered weak lift. I blundered around for a while and gradually sank down to 2000 ft or 1300 ft above ground. There was a significant north-easterly breeze so I had already drifted out of range of the airfield. “What a pickle” I thought, having visions of landing only 10km from Narromine.

Out of desperation, I finally willed about 1 m/s out of the scrap of lift I was blundering around in and started to gain altitude. At least the breeze was drifting me in the right direction. I climbed to about 4,000 ft still well below cloudbase and promptly fell out of the thermal. Being a bit fed up with the inconsistent thermals, I decided to push on, on track to Lockhart, and again got uncomfortably low before finding more lift.

However, eventually the lift became more consistent and I climbed to around 6,000 ft never quite getting to cloud base. Mark Bland caught up and passed me in the Libelle abeam of Peak Hill. Further south the clouds were starting to overdevelop and things were not looking good.

I climbed eventually to around 6,500 ft and set off under a big band of overdeveloped cloud aiming for a slightly sunny patch just to the north of Bogan Gate. Getting no lift under the solid cloud I continued to descend and eventually picked out a fallow paddock just north of Bogan Gate, noting the power lines on the approach end. Approaching the paddock there was a brief and weak bubble so I threw a turn. But it promptly disappeared, so I continued on downwind and landed over the power lines in the large paddock. I was 105 km south of Narromine with 258 km to go to Lockhart.

I called Mark on the radio and he let Lockhart base know that I had landed. Mark was busy avoiding a premature landing, so I could not relay my position.



Brian Lees and Gilbert who came to my rescue.

Dragging out my trusty CDMA phone, I tried to call Lockhart, only to find that there was no signal.

While I was contemplating my position, the owner of the paddock, Brian Lees, drove up in his well equipped 4WD truck, and kindly asked me whether I needed any assistance, and I explained my circumstances. He had a high power CDMA phone in the truck and suggested I use that to phone Lockhart. It worked very well and I spoke to Grant Johnson giving the glider position coordinates and arranging to meet my retrieve crew, Mike Pobjoy, Adam Bland, and Nathan Johnson at the Bogan Gate Pub.

After tying down the Blanik, and Brian attending to some tidying up after he was so rudely interrupted, he drove me into Bogan Gate Pub to wait for the retrieve crew. By this time the sky was getting darker and a few spots of rain were falling.

Brian pragmatically decided that further work on the farm was out of the question, due to the approaching thunderstorm, and that the Pub was the best place to spend the afternoon. So we settled in and exchanged life stories over the next 4 hours while the electric power went off, the rain came down and the lightning flashed. However the publican did a magnificent job keeping the beer cold and the customers happy.

In due course my crew turned up at about 7:30 pm. Saying farewell to Brian, we set off to get the glider. We drove a little way in to the paddock before realising that it was now a sea of mud. We quickly made a decision to park the trailer and get the car back on the road. It was obvious that we would need assistance, so I started driving back to Bogan Gate to see Brian. He had come to the same conclusion and we met half way.

Returning to the paddock in the driving rain, he hitched the trailer to his 4WD truck and proceeded to almost get bogged himself. However, by skilful manoeuvring he managed to escape and park the truck and trailer on less boggy higher ground. It was dark by now, and we pushed the Blanik through the mud and the rain to the trailer.



Brian's all singing (in the rain) all dancing 4WD truck.

We eventually got the glider in the trailer, hitched the trailer to the car, again said farewell to Brian and, thoroughly drenched and mud bespattered, finally set off for Lockhart. We caught the Forbes Maccas just

before closing time and dropped water and mud all over their pristine floor but really enjoyed their fare.



A wet and muddy crew at the Forbes Maccas

Finally we arrived back at Lockhart at 2:00 am, a feather duster after my adventure traveling to Narromine.

If you ever have to land out, I would thoroughly recommend the Brian Lees' "airfield" just north of Bogan Gate. Brian's friendliness and hospitality is fantastic.

Blanik GYJ Leeton to Mt Beauty

By Mark Bland

On the 30th December, after several days at Leeton, we decided to try and fly our Blanik back to Mt Beauty to save de-rigging it. We had been watching the weather for the preceding few days, as the daily temps were steadily increasing, and Friday the 30th looked like the best opportunity considering we wanted to be home for New Years eve.

Mike Pobjoy drew the short straw, and got to tow the trailer (he had his Cirrus at Leeton and the Blanik trailer had to be picked up at Lockhart) while I prepared for another Blanik (bum) marathon. With the temperature at 38°C, I took a launch only to find myself back on the ground six minutes later. Mike suggested we wait half an hour, so we went back inside the club house and stood under the air-con and drank more water. Forty minutes later at 39°C, I launched again and climbed to five thousand feet.

Heading south towards Narrandera, I started feeling more confident as I got my second thermal to six thousand and heard one of the Corowa pilots reporting that he was at 8000 feet. Mike called me on the radio to report that he was departing Leeton followed by my son Adam towing my Libelle. Young Nathan Johnson had also launched in the Club Libelle with the intention of returning back to Lockhart. Cruising along between six and eight thousand things went fairly smoothly, and I almost felt sorry for Mike driving along without an air conditioner in his car and temperatures over 40°C by this time.

As I over flew Lockhart at 8000ft, I informed Max Thompson on the ground there of my intentions and continued on towards the Albury control zone expecting to obtain an airways clearance with the self

confidence that I would be nice and high and have plenty of options to comply with any instructions they decided to impose.

I was more reassured of this when I climbed to 9000 ft just before the mandatory reporting point of Burrumbuttock which is 15NM north of Albury.

The Albury tower controls airspace up to 8500 feet, and above that you have to talk to Melbourne Centre, so I when I called Albury I requested a track from Burrumbuttock to Mt Beauty operating between 8500 and 5000 feet.

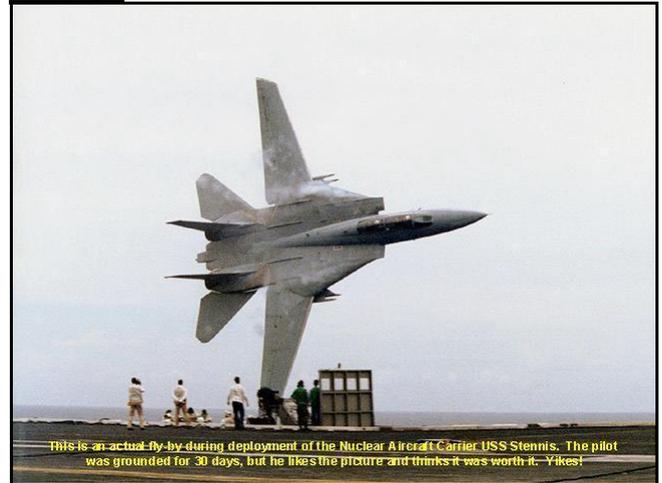
With clearance approved, I consequently flew into heavy sink straight down to five thousand where I had to stop and persist with a measly one knot thermal. After about 10 minutes the tower called and asked if I could give him an estimated time to get to South Albury, as I think he was anxious to get rid of me due to an incoming REX aircraft. Estimating 30 minutes I informed him of my situation and that I was trying to climb. He seemed happy enough, and told me to remain northwest of Jindera, which gave me some breathing time to try and find a decent thermal. Murphy's Law says that when you want something to happen it doesn't, consequently I only managed to climb to 6500 feet when I was informed to continue on track to Wodonga as he wanted me south of the Murray River. I figured I had enough height to do this (only just), so not wanting to be a nuisance I continued on, eye-balling some paddocks near Bandiana (east of Wodonga) just in case.



Mark flying the Blanik near Mt Beauty

Clearing Wodonga I was down to 3500 feet but relieved to be out of the controllers hair. (I had already been given clearance to operate with no height restrictions). It seemed the conditions were not as good as up north and I now had to contend with less landing opportunities and the Kiewa Valley. I thought my best chance was to stay over the high country and chose to fly down the western ridges. The tower wanted me to report at Mt Big Ben which was still some way off. If only he new the trouble I was having!! Anyway to make a long story short I eventually made it all the way to Mt Beauty, and was warmly welcomed by Ian Cohn and Phil Glasson with a cold beer!! Ian informed me that they had only managed 4000 feet during their local flying that day.

Fly-bys and Beat-ups



The caption says "This is an actual fly-by during deployment of the Nuclear Aircraft Carrier USS Stennis. The pilot was grounded for 30 days, but likes the picture and thinks it was worth it."

From www.micom.net/oops.

CFI comment: "Any MBGC pilot that does a fly-by/beatup like this will be grounded for good."

Notices

Annual General Meeting

The Annual General Meeting of the Mount Beauty Gliding Club, Inc will be held at 135 Simmonds Creek Road, Tawonga South at 9:30 am on Sunday, 29th of January, 2006. All members are requested to attend.

Nominations (Proposed and seconded by financial Associate or Full members) for election to the following Executive Committee positions are to be submitted to the Secretary, Mr. Mike Pobjoy, by 12:00 pm on Saturday the 28th of January 2006.

Executive Committee positions to be filled:-

President
Vice President
Secretary
Treasurer
Airworthiness Officer.

Annual General Social Evening

PARTY PARTY PARTY PARTY

The Annual General Social Evening of the Mount Beauty Gliding Club will be held at 135 Simmonds Creek Road, Tawonga South at 6:30 pm on Saturday, 28th of January, 2006. All members (and partners) are requested to attend.

Please bring your own beverages and meat for cooking on the BBQ.

Salads and deserts provided.

PARTY PARTY PARTY PARTY