



Mountain Creek Valley from the Blanik at 5000 ft. on 12th March at 6:30 pm.

Mt Beauty Gliding Club, Inc

www.mtbeauty.com/gliding
gliding@MtBeauty.com

ALPINE FLYER

March 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

Just a small column this month because I am busy getting ready for my forthcoming nuptials.

We have an important period coming up for the club with the planned trip to Corryong organised by Mark Bland, and Easter when we have visitors from VMFG and other gliding clubs. Please make all our visitors welcome.

Unfortunately, I won't be able to attend these important gliding periods. Nevertheless I would like to see all club members support the club and our instructors for these events and have plenty of safe and interesting flying.

Finally, Greg Hollonds, a secondary student from Tawonga, has recently joined the club as our first Junior member. Welcome Greg.

Andrew J Evans
 President

Operations

This month I have to bring to the attention of members the need to take more care in all our operations. Safety in operation is our primary concern and all members have to pull their weight. We cannot afford to become complacent.

Winch Operating Checks

Winch drivers are reminded that they are a very important link in the safety chain. For that reason it is most important to do an elementary safety check each time you prepare for a launch.

You have to check that:-

- There is sufficient fuel to complete a safe launch. Fuel starvation caused winch failure increases the risk level of a launch and is something that we don't need, even though pilots are trained in and have to demonstrate competence in winch failure/cable break situations.
- All slack is removed at the winch end of the cable and the cable is not caught on projections.
- Fire extinguishers are located ready for use.
- The tool box including the bolt cutter is readily available.

Read and review the GFA rules for winch launching available in the [Manual of Standard Procedures](#).

Preflight Checks

I have mentioned this issue in the last two "Alpine Flyer" but have noted that some pilots still need to improve their pre flight checks. Last month it was the "Full free movement of controls" check just prior to cable hooking on.

This month I find that have to remind pilots firstly that it is mandatory to do a walk around preflight inspection. One of the most important aspects of this inspection is to check that the tail dolly is off and the lifting bar removed.

During the pre flight check list the "T" in CHAOTIC has to include not only "Trim" but also "Tail Dolly Off and Bar removed". Launch assistants should also check that this is the case prior to hooking on the cable and, if the Tail Dolly is not removed or the lifting bar is still in place, point this out to the pilot.

We are all part of the team and need to be assertive regarding these important safety checks.

Ridge flying

All pilots are requested to review their ridge flying techniques and rules. These are available in "Basic Gliding Knowledge". One of the basic principles of safe ridge flying is to adhere to the "safe speed near the ground" rule. The safe speed near the ground gives you a margin of safety over the stall to account for gusts, pilot induced speed variation, wind shear effects, and for (gentle) manoeuvring. At or above the safe speed near the ground **you** are in control, not the weather. Just to remind pilots, the safe speed near the ground for gliders requires a minimum speed of 1.5 times the stall speed.

For the IS-28 with a stall speed of about 38 Kt with flaps zero, this requires a minimum speed of 57 Knot. With flaps one to three the safe speed near the ground is 55 Knot. That's why we use 55 knot as the minimum circuit speed. So when ridge flying make sure that you don't let the speed decay below the safe speed near the ground.

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

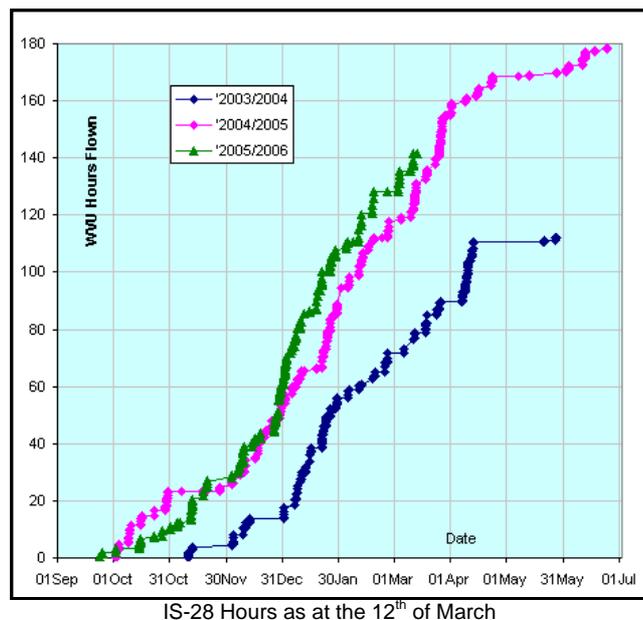
This is your Newsletter, so let's have your contributions. Send them to the Editor at gliding@mtbeauty.com. Photographs, stories of your gliding/aviation experiences, equipment reviews, and "how I learned about flying from that" stories are all welcome. If you can't use email, send contributions to the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

Treasurer's Talk

IS-28 hours

At press time we had done 142 hours on the IS-28 so far this season, and we were 19 hours ahead of last

years total at the same date. This is pleasing but as usual we cannot afford to rest on our laurels.



During February, we flew on 8 days out of 28, and the IS-28 flew for 20 hours. Other gliders we launched flew 39 hours. Our total number of launches was 48.

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.

Payments

The best way for members to deposit money into their MBGC accounts is via internet banking or by direct credit. This saves the Treasurer a trip to the bank to deposit cheques and cash. When doing this please remember to add your name to the deposit details so that the Treasurer knows which account to credit with the money. The Club's bank account details are listed on your account statement sent out by the Treasurer.

Mt Beauty Foodworks "Spirit of the Community" fund



We received \$23.83 from the "Spirit of the Community" fund early in March. Mt Beauty Gliding Club points for the current period were 2479 as at 13th of March.

When purchasing any items from the [Mt Beauty Foodworks](http://www.mtbeauty.com/foodworks) supermarket make sure that you put your points to the Gliding Club – code 1060.

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.

Annual Fees

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

Ian Cohn - Treasurer.

Maintenance Matters

Winch

Mark Bland has added a length of cable at the winch end of the cable to compensate for wire removed.

IS-28

Manfred and Ian changed the tail wheel tyre on the IS-28. However the tail wheel tyre has developed a slow air leak which requires attention.

Camira

The "automatic" cable release feature on the Camira requires some adjustment and tightening. The exhaust pipe also needs to be tightened.

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 winch cable now has a few knots. Winch drivers and retrieve car drivers are requested to take all required steps to ensure that we minimise further breaks and knots.

Members and Friends News.

President, **Andrew Evans**, is about to tie the knot and we wish him and Kerrie a very happy and successful married life.

Andrew has also recently submitted his claim for the 5 hour Duration leg of the FAI Silver badge.

CFI **Ian Cohn** recently called in to Narromine to see GFA Certificates Officer, Beryl Hartley, who after conducting a mild interrogation, issued him with an Official Observer certificate.

Susie Cohn organised the MBGC BBQ on Saturday evening 11th March. 20 Club members and friends attended. Gourmet sausages and Susie's special pavlova featured on the menu. Thanks Susie.

The **Pilatus syndicate** is putting significant hours on the recently acquired Pilatus B4, VH-GCD. Syndicate members have put in 46 hours since the aircraft arrived on 26th January. The leading user is President, Andrew Evans who has flown 13 hours on the Pilatus so far.

Friends of MBGC, Geelong Gliding Club members, **John Ashford**, **Bill Johnston**, and **Hans Prem** spent the Labour day weekend at Mt Beauty with the club. John and Hans Libelle proved difficult to launch on

the Saturday due to a cable release problem. However, all went well on the Sunday, with both John and Hans recording long flights and John managed to soar to over 10,000 ft at Mt Hotham.



Angelica and Hans Prem at the MBGC BBQ on 11th March.

Bill Johnston had flights of over an hour in both the IS-28 and Blanik.



Bill Johnston in the Blanik at 5000 ft late on 12th March.

Hadyn Dunn from Sale also visited and had a flight over Mt Bogong with CFI, Ian Cohn on the Saturday.

Mt Beauty Gliding Club Diary

Sunday 12th March 2006 - JA, HP, GH, BJ, MP, MBd, MR, GH, MBn, and IC flew the IS-28, Libelles, Blanik and the Pilatus. Conditions were warm and sunny with 1/8th high cumulus cloud. Winds were calm to 5 kt north westerly. Total flight time was 16h 38m from 12 flights. Max height was 12,500 ft.



Mike Pobjoy rock polishing at Mt Bogong on 11th March.

Saturday 11th March 2006 - MBd, AE, MR, KV, MP, GH, HD, BJ, and IC flew the IS-28, Libelle, Blanik and the Pilatus. Conditions were warm and sunny with some high cumulus cloud. Winds were calm to 5 kt north westerly. Total flight time was 12h 06m from 10 flights. Max height was 11,000 ft.

Friday 10th March 2006 - MBd, and IC flew the Blanik. Conditions were warm and sunny with some high cumulus cloud. Winds were calm to 5 kt north westerly. Total flight time was 1h 38m from 2 flights. Max height was 9,500 ft.

Sunday 5th March 2006 - ID, MBd, MR, GH, MBn, and IC flew the IS-28, Blanik and the Pilatus. Conditions were warm and sunny with some high cumulus cloud. Winds were calm to 5 kt north westerly. Total flight time was 10h 34m from 8 flights. Max height was 11,000 ft.

Saturday 4th March 2006 - ID, MBd, KV, GH, MR, and IC flew the IS-28, and the Blanik. Conditions were warm and sunny with some high cumulus cloud. Winds were calm to 5 kt north westerly turning 5-10kt southeasterly later in the day causing cessation of launching. Total flight time was 5h from 9 flights. Max height was 10,300 ft. by MBd.

Sunday 26th February 2006 - MBd, and AE flew the Pilatus. Total flight time was 2h 48m from 4 flights.

Sunday 19th February 2006 - MP, MBd, KV, GH, MBn, and IC flew the IS-28, Blanik and the Pilatus. Conditions were warm and sunny with some patchy high overcast cloud. Winds were 5 to 10 kt north westerly. Total flight time was 12h from 7 flights. Max height was 10,300 ft. by MBd.

Saturday 18th February 2006 - MP, MBd, AB, PGn, KV, RH, GH, MBn, and IC flew the IS-28, Blanik and the Pilatus. Conditions were warm and sunny with no cloud. Winds were 5 to 10 kt north westerly. Total flight time was 10h 55m from 8 flights. Max height was 8,000 ft.



Greg Hollonds after his 1h 19m flight with Manfred.

MBGC Current Fees and Charges

Member Category	Full	Assoc-iate	Social	GFA Visitor
Debuture	\$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

Gliding – Now That's Something Else

by Ian Douglas



Ian Douglas

Well, wow, I've flown 7000 hours in everything from Cessna's to 747's to choppers, and I've flown over some remarkable terrain including the Swiss Alps, Mt Olympus and a smoking Mt Pinatubo just a few days before it blew apart.

But none of those memories compare with my first glider flight back in January. Ian Cohn had said "We'll see how long we can stay up. We might get 10 minutes or so."

Three hours later we touched down after taking in Mt Bogong and Mt Feathertop complete with hikers on top.

I first skied at Falls Creek in 1964, didn't miss a season for 30 years, did volunteer ski patrol for 6 seasons, and used to fly fire-spotting missions from Kosciuzko to Buller, so I guess there's a slight connection with the area. As a kid, I can remember at school writing an essay on "My Dream Home" which was a log hut perched on top of Spion Kopje complete with airstrip and self launching glider which

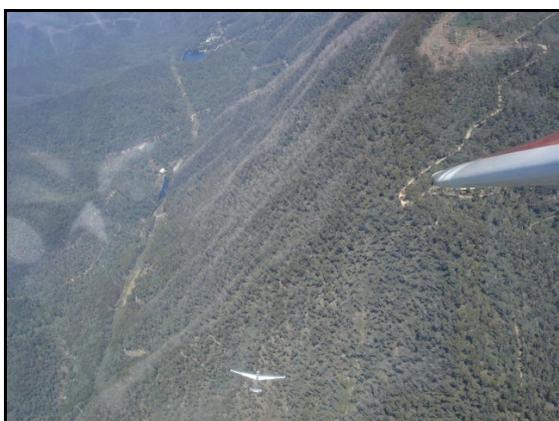
was used to collect the groceries at Mt Beauty! And that was way before I even thought about flying as a career.

But like I said before, that first glider flight will stick with me forever. The view was simply awesome and I'm sure that Ian was frustrated with me just taking in the sights and not paying attention to him all the time. I must have taken in something though, because on my second day of gliding and with the help of Mark Bland (and others of course) I managed to go solo. That was pretty special too.

So if I can't get a building permit for a hut on Spion Kopje, I guess I'll just have to make do with a glide over the top. Bring it on, and as they say, "Hook, Line and Sinker"!

Cheers,
Ian Douglas.

This Month's Picture Round-up



The Blanik flying under the Pilatus on 21st February at Big Hill.



Kitty Vigo concentrating on attitude flying on the 4th of March



Mark Bland's Picture of Mt Fainter at 5900 ft. on 10th March



Bill Johnston and Mart Bosman at the BBQ.



Mark Bland, Hadyn Dunn and Kitty Vigo at the BBQ.



Mt Hotham from the Blanik at 9500 ft. on the 10th March

Club Trip to Corryong

Vice President **Mark Bland** has organised a trip to Corryong to coincide with the "Man from Snowy River Festival" from Friday, 31st March to the 2nd of April.

Mark is planning to take the Blanik and the syndicate winch. We are currently negotiating with the Geelong Gliding Club to obtain use of their Super Cub Tug for this trip. The plan is to aerotow the IS-28 as well and operate at least two gliders there. Members with single seat gliders would also be welcome to attend.

All members are invited to come along and fly. Bring your family along for a change of scenery and a chance to absorb some genuine Australian traditions and culture. Festival information is available from www.manfromsnowyriverbushfestival.com.au.

Members interested in attending should contact Mark on 0417 565 514 or at marklibelle@bigpond.com as soon as possible.

Next Page – Tail End Pictures to Ponder



Photo Copyright © Brian Stevenson - SPOT THIS! AIRLINERS.NET

Lets play chicken



Photo Copyright © Charlie Atterbury AIRLINERS.NET

Novel crop dusting!!

Editor's Note – This is a picture of one of the original Boeing 707's and shows the advanced engine technology available in the late 1950s. Both pictures were spotted on the internet by Mark Bland.