



The IS-28 being readied for take-off at Corryong on 1st April.

Mt Beauty Gliding Club, Inc

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ALPINE FLYER

April 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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Vale Andrew Mull

Friend of the Club, Andrew Mull, tragically died in a helicopter accident on Wednesday 29th of March. Andrew was a generous and enthusiastic aviation person and would do anything to help out when the need arose.

Typical of his generous spirit was the fitting of a new windsock at the airfield when required due to storm damage last October. Manfred and I were contemplating how to replace the old damaged windsock when Andrew popped up and volunteered to provide his 4WD vehicle and ladder to do the job. He then removed the old sock and fitted the new sock. The picture shows Andrew with Ray, Manfred and Andrew's father Allan on the 22nd of October, 2005 just after the new sock was fitted.

Andrew will be sorely missed by the entire Upper Kiewa Valley community and we express our sincere condolences and sympathy to Justine, Allan, Margaret, Joanne, Roger, Heather and Mart.

Ian Cohn



PRESIDENT'S COLUMN

My most important news is to report my wedding to Kerrie on April Fools Day, Saturday 1 April 2006. Many said this was an appropriate date to get married after a combined 50 years of prior marriage between us. After 10 years of unmarried bliss together, I decided that I should make an honest woman of Kerrie if I was to continue to get flying rights in excess of 20 hours per year. Don't worry flyers, it has been written into my pre-nup.

The wedding was great with plenty of dancing, drinking, eating and frivolity at "The Carrington" in my flat country home town of Shepparton. A 5 week honeymoon in Europe follows, leaving on 29 April (after the gliding season starts to ease down for the winter of course).

Good to hear that our travellers had an enjoyable time at the Man from Snowy River Festival at Corryong, although AEFs were lower than expected. I guess people who wear 10 gallon hats are more interested in cracking whips than flying gliders.

Our next big event is Easter and I look forward to seeing as many members as possible to help out over what is usually a very busy holiday period for the club and an important revenue raising time through AEFs.

Finally, we welcome three new members - Greg Hudson, of Tawonga, has recently joined as a Full member. British visitor Andy Smith, and Melbourne's Vic Stewart, have both joined as Social Members.

Andrew J Evans
President

Operations

This month I have to again 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.

Launch Point Safety

Launch controllers are reminded that they are a very important link in the safety chain. You control the launch. The cable should only be hooked onto the glider if everyone apart from the hooker-on is clear. Once the glider is hooked on, the launch controller must get clear as soon as possible. Once the launch controller is clear, **no** person is permitted to be within a 45 degree splay from the wing tip in front of the glider.

If anyone comes inside this area it is mandatory to order the pilot to release, radio **"Stop Stop Stop"** to the winch and put the wing down. We cannot allow anyone to breach that launch safety area during a launch. The consequences could be severe injury to the person and damage to the glider.

Members are reminded that they have to set the example and not breach this very important safety principle.

Launch Commands

It's about time we reviewed standard winch launch commands and responses to make sure everyone is talking the same language.

The standard launch radio calls are:-

If slack in the cable is required to be taken up:

Launch Controller – "Glider is ready to launch – Take up slack"

Winch Driver – "Taking up slack"

Then, when slack is taken up:-

Launch Controller – "Glider is ready to launch – All Out All Out"

Winch Driver – "Commencing Launch – "All Out All Out"

If the launch has to be stopped the Launch Controller calls **"Stop Stop Stop"**

Lookout

Over Easter we are expecting to have between fifteen and twenty gliders and two tugs operating out of Mt Beauty. This will very much increase traffic density in the immediate vicinity of Mt Beauty. Its time for all pilots to review our Lookout procedures. Please take the time to read and absorb GFA Operations Directive 104 which may be downloaded from www.gfa.org.au/Docs/ops/OpsDirective0104_Lookout.pdf

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 .

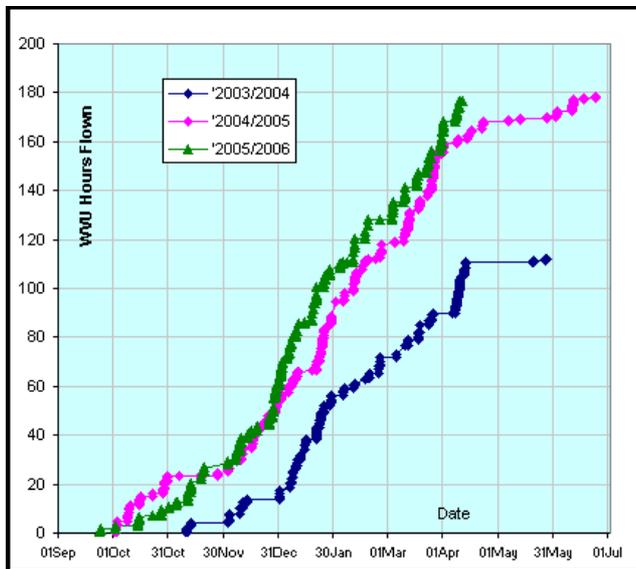
Contributions to Alpine Flyer

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 176 hours on the IS-28 so far this season, and we were 15 hours ahead of last season's total at the same date. With Easter coming up we expect to move well ahead of last year's results.



IS-28 Hours as at the 12th of April

During March, we flew on 12 days out of 31, and the IS-28 flew for 31 hours. Other gliders we launched flew 74 hours. Our total number of launches was 92.

Flight Sheets

Flight sheets recording our flights and who did them serve several vital purposes. The first is to accurately record the flying times for each glider. This is a legal requirement. The second is to record the flying times for each member. This is again a legal requirement. The third is to enable the Club to charge all people who fly with us the proper amounts of money and to record the money that we owe suppliers of services to the Club such as launches carried out by non Club equipment. This information provides the financial lifeblood of the Club.

With this in mind we have to accurately and clearly write the flight details on the flight sheets. For the pilot's names please just enter their Initial and last name. No nick names please. For **Launch Type** please enter "W" for the Club winch, "WB" for the syndicate winch and "A" for aerotow. For the take-off and landing times please use the 24 hour clock system. For example 2:35 pm should be written as 1435. Under **Payment/Rct No** put in any moneys received and the receipt number. Also if it is a shared flight please say who is paying or the split of costs. Finally put the **Winch Driver's** initials in the last column. Using neat and tidy writing and adhering to the procedures above will make the Treasurer's job much easier and lead to less queries from members.

When receiving money, please write out a receipt so that the Treasurer knows where it came from and can credit the correct account.

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



Mt Beauty Gliding Club points for the current period were 6010 as at 12th of April.

When purchasing any items from the [Mt Beauty 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 \$28. 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

IS-28

Mark Bland Changed the flat tailwheel on the IS28 on Sunday 9th April. Thanks Mark. **Manfred** recently completed yet another 50 hourly maintenance schedule. Thanks Manfred.

Camira Exhaust Box

Phil Glasson removed the broken exhaust box from the Camira. **Ian Harvey** made a reinforcing weld repair to the box. **Ian Cohn** fitted the repaired exhaust box back onto the Camira.

Camira Automatic Cable Release

Phil Glasson refitted the Camira auto cable release hook which is now working well. Thanks Phil.

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.

Members and Friends News.

Vice President, **Mark Bland**, recently celebrated achieving 3000 hours glider flight time. Congratulations Mark.



Mark flying his Libelle near Mt Beauty in March
Photo by Frank Saxton

It has also been noted that Mark is hogging the pages of "Australian Soaring" having appeared in both the February and April Editions so far this year. Mind you the Editor of this prestigious publication has also done a fair bit of recent hogging as well.

International Visitors - New Zealand visitor, **Frank Saxton**, flew with us in late March, putting in time on the Blanik and the Pilatus. British visitor **Andy Smith** also flew with us on the 10th and 11th of April, flying 5 hours in the IS-28 and the Pilatus. Andy has joined the Club as a Social member and is talking about basing a glider here to use during his regular visits to Australia.

Social member, **John Hillard**, recently completed a ferry flight from the US west coast across the Pacific Ocean in his recently acquired Mooney M20. He was met at Mt Beauty on the 29th of March by a large reception committee.



John Hillard with some of the bevy of beauties that welcomed him on the 29th March

Friend of MBGC, **Rick Morris** of Markwood, reports that he now has the grand total of three hours test flying on his kit built Zenith Zodiac (22 hours to go) and has only encountered a few little problems.

Mt Beauty Gliding Club Diary

Tuesday 11th April 2006 - AS, VS, and IC flew the IS-28, and the Pilatus. Weak infrequent thermals and ridge lift were available. Total glider flight time was 6h 12m from 2 flights. Max soaring height was 7,500 ft. Manfred drove the winch for the IS28 launch. Thanks Manfred.



Vic Stewart in the IS-28 near Mt Feathertop at about 7,000 ft. on Tuesday

Monday 10th April 2006 - RH, AS, IC, and MR flew the IS-28, and the Pilatus using the Super Cub for aerotow launching. Weak infrequent thermals were available. Total glider flight time was 1h 36m from 2 flights. Max soaring height was 5,400 ft.



Andy Smith and Manfred after their flight on Monday.

Sunday 9th April 2006 - GHs, GHn, ID, DC, MBn, MP, MBd, MR, IC flew the IS-28, and the Pilatus. Weak infrequent thermals were available. Total glider flight time was 5h 31m from 10 flights. Max soaring height was 6,400 ft.



Dave and Mark after their flight on Sunday.

Saturday 8th April 2006 - MP, MBd, MR, IC flew the IS-28, and the Pilatus. Good thermal soaring was available. Total glider flight time was 3h 23m from 4 flights. Max soaring height was about 6,500 ft.

Sunday 2nd April 2006 - Corryong and return to Mt Beauty. GH, MP, KV, MBd, PGn, RH, MR, MBt, and IC flew the IS-28, Blanik, IS-28M2 motor glider and the Super Cub. Good thermal soaring was available. Total glider flight time was 7h 32m from 12 flights. Max soaring height was about 7,000 ft.



The Blanik flying at Corryong.

Saturday 1st April 2006 - Corryong. GH, MP, KV, MBd, PGn, RH, and IC flew the IS-28, Blanik, and the Super Cub. Strong crosswinds limited winch launching until late in the day. After early low cloud the cloudbase rose to about 7,000 ft. Then good thermal soaring was available. Total glider flight time was 8h 50m from 7 flights. Max height was about 7,000 ft.



Mike Pobjoy, Greg Hollonds, and Phil Glasson preparing the IS-28 for flight at Corryong.

Friday 31st March - Club visit to Corryong coinciding with the Man From Snowy River Festival. GH, MP, KV, MBd, PGn, RH, and IC flew the IS-28, Blanik, and the Super Cub. After early low cloud the cloudbase rose to about 6,000 ft allowing the IS-28 and Super Cub to be ferried to Corryong. Then good thermal soaring was available at Corryong. Total glider flight time was 5h 27m from 8 flights. Max height was 6,500 ft.

Sunday 26th March 2006 - GH, MP, KV, MBd, MR, and AE flew the IS-28, Blanik, Libelle and the Pilatus. Conditions were warm and sunny with patchy 1/8th high cumulus cloud. Winds were calm to 5 kt variable tending north westerly. Total flight time was 12h 10m from 6 flights. Max height was 7,000 ft. The Super Cub glider tug arrived from Bacchus Marsh.

Saturday 25th March 2006 - MBt, FS, KV, MBm, and MBd, flew the IS-28, Blanik and the Libelle. Total flight time was 9h 28m from 5 flights. Max height was 6,500 ft.

Friday 24th March 2006 - GH, MBt, MBd, MR, FS, and RH flew the IS-28, Libelle, Blanik and the Pilatus. Total flight time was 8h 4m from 7 flights. Max height was 10,500 ft.

Thursday 23rd March 2006 - GH, MP, MBd, and FS flew the Blanik and the Pilatus. Total flight time was 3h 24m from 5 flights. Max height was around 4,500 ft.

Sunday 19th March 2006 - GH, MP, MBd, MR, AE, and IC flew the IS-28, Blanik and the Pilatus. Conditions were warm and sunny with patchy 1/8th high cumulus cloud. Winds were calm to 5 kt north westerly. Thermals were weak at low heights, but improved with altitude occasionally peaking at around 8 kt. Total flight time was 11h 13m from 8 flights. Max height was 9,900 ft.

Saturday 18th March 2006 - MBd, MR, KV, MP, GH, PGn and IC flew the IS-28, Blanik and the Pilatus. Conditions were warm and sunny with some high cumulus cloud. Winds were calm to variable at 5 kt but mainly north westerly. Total flight time was 11h from 12 flights. Max height was 7,800 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

Logbooks

by Mark Bland

Did you know that keeping an accurate and up to date log book of your gliding/flying experience is a legal requirement?

When you first start learning it acts as a training record for you and the instructor to know what parts of the training syllabus you've completed and for comments on you progress. As you start to fill in more and more pages of your book it also provides a personal history of all your fantastic challenges or disappointments for which you've spent your hard earned dollars.

For this reason may I suggest that you take great care when you fill your logbook in, and unless you are a member of the medical profession, write clearly (I prefer upper case, without dittos) and accurately. I'm now on my sixth book and it provides me with a great record of all the wonderful times I've had in the sport that I otherwise may have forgotten about. Take time to write a short comment about what you learned or enjoyed about the flight and as you advance to cross country or fly different types record the details. I like to record the glider registration and max height achieved etc. In years to come you'll appreciate the flying diary you have.

Corryong

By Ian Cohn

Friday 31st of March arrived at Mt Beauty with low cloud and things looked a bit grim for ferrying the IS28 to Corryong behind the Super Cub. However, things slowly improved and about 1:30pm we made the decision to go. Susie drove the Mt Beauty support vehicle full of gear for the ferry crew Rod, Kitty, Greg and Ian.

In the mean time the Blanik and winch crew, Mark Bland, Mike Pobjoy and Phil Glasson were already at Corryong.

With cloud base at around 6,000 ft we had an easy trip although it was a bit bumpy under the 2/8 cloud cover; I should have climbed above the clouds for a smoother ride. We were met on the way into Corryong by Mike in the Blanik. After releasing, Rod and Kitty soared at Corryong for another hour.



Phil holding down the IS-28 on windy Saturday.

On Friday night a very strong southerly wind blew up and blew over the pergola. On Saturday the crosswind persisted, limiting winch launching, so we used aerotow. Soaring conditions were good, with cloud bases around 6,000 to 7,000 ft, and we flew over 12 hours in both the Blanik and the IS28.

After the flying finished members attended the horsey events, the buck jumping, concert and poetry readings that were a feature of the "Man From Snowy River Festival" along with lots of cowboys and cowgirls in Akubras and Stetson hats.

On Sunday, Michele arrived and Phil came back. The wind eased off, the winch did most of the launches, and we had some excellent soaring. Manfred flew over in his IS28M2 from Mt Beauty for the day.



Manfred's picture of Corryong with the airfield at the top.

Around 3:00 pm we packed up, and the IS-28 ferry took off for Mt Beauty. Against a moderate headwind we climbed to 8,500 ft above some minor turbulence and had a smooth flight to Mt Beauty with the tug arriving after about 50 min. Rod and Kitty in the IS-28 soared locally for another 30 min at Mt Beauty.



The IS-28 on winch launch at Corryong.

Mark Bland is to be heartily congratulated on the excellent job he did by organising, and promoting the first club trip away for many years.

I rate the trip as a total success and all members who attended owe Mark a vote of thanks for an entertaining weekend with great soaring. Thanks Mark. I hope we can do it again next year.