



Ray Brown working on the annual maintenance of the IS-28

Mt Beauty Gliding Club, Inc

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ALPINE FLYER

August 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

Your 30th birthday celebrations committee has been working feverishly during the winter months under the strong leadership of Chairman Mark Bland.

If you know of any former members of the club who may be interested in attending this milestone event on 4 November 2006, please extend an invitation to them. Also if you have any interesting historical snippets relating to the club or photos of club activities at any time during its history since its formation in November 1976, please forward them to me to assist with my task of compiling a club history. All photos will be returned to the owners after scanning.

Club members have also been busy with maintenance activities over the winter shutdown period. Manfred Rueff, Mark Bland, Vladimir Medic, Phil O'Bryan, Gwyn Morris, Ray Brown, Mike Pobjoy, and John Lyons have performed the Form 2 inspection on the club aircraft IS28 WVU and carried out maintenance on the winch and cable retrieve vehicle in the Mt Beauty hangar.

Phill Glasson, Andrew Evans and Mike Pobjoy have performed the Form 2 inspection and maintenance on the club syndicate Pilatus GCD in Phill's carport at Wodonga over several weekends.

Thanks to all those members for their efforts.

Thanks again to "Alpine Flyer" Editor Ian Cohn for a continuing fantastic job producing our very popular club newsletter, which has really put us on the map in gliding circles.

During the winter months I have been indulging in my other aviation interest of flying recreational aircraft at Goulburn Valley Aero Club in my home town of Shepparton. This has been a very enjoyable way to stay airborne during the winter with a transition to the club's recently purchased Tecnam P92.



The Tecnam P92

This is a beautiful Italian two seat recreational aircraft with a 100HP Rotax engine, cruise speed of 100 knots, only 18 l/h fuel consumption on premium unleaded fuel, glass panel instrumentation and up to 5 hours range.

It is no wonder many GA pilots are converting to flying this type of aircraft. The Tecnam has been so popular since its purchase only one month ago that Goulburn Valley Aero Club is already purchasing a second one.

Keep praying for more snow and if you have not escaped to Queensland, stay warm for the rest of the winter.

Andrew J Evans
 President

Operations

Emergencies

This month we begin with a cautionary tale from Ian Hardy of the Geelong Gliding Club from the [Geelong Gliding Club website](#). Let's learn from his experience.

"As Instructors we are always mentioning the possibility of emergencies to students and hopefully we can simulate an emergency to help the student through his/her first experience with them so that we can be assured they have some chance if it actually happens. E.g. rope break, wave off etc. But not all emergencies can be simulated. How often have you heard the saying learn from mistakes – preferably other people's mistakes.

Well, in order that others may learn I am about to considerably embarrass myself on paper by reporting on an emergency I had recently – No, I am not admitting to a mistake as such just informing you all of an incident so that we may all learn. At my expense.

Whilst practicing for the Avalon Airshow. I was strapped into the Janus glider FQT getting ready for launching, one up. I went through my checks, as always, and, as I thought at the time, did them properly. A person, not of our club, crewed for me and hooked me on. The take off was quite normal, I had two hundred liters of water ballast on board, and we proposed to turn into a three hundred foot circuit and land on tow, take off again to gain height and proceed to the rest of the planned flight. As soon as we were airborne and started to turn at about three hundred I flew into quite a lot of turbulence and thermal activity. We were being bumped around quite a lot and I deployed dive brakes to keep the aircraft more stable and control speed to keep the tow rope tight.

In the turbulence I think I knocked the canopy latch and the canopy opened in flight. Did I have it properly locked???? In hindsight of course (a wonderful thing) I distinctly remember closing it and applying the locking latch to a full stop. With even more hindsight, and discussing it with people later it appears that the canopy when heated on a quite hot day may distort a little and not close properly at the rear seat. I, of course, could not see into the rear area and the full stop of the locking latch may have been up against the locking lug instead of through it. Didn't I look to check? Probably not. My only excuse was the work loads in the cockpit were high due to what we were about to do and the fact that officials of GFA and other clubs were there (for another reason) and my thoughts were concentrated in other directions. Not acceptable?? Of course not but there it is, it happened.

What to do now? I managed to grab the cockpit rim with my left hand and shut it partially. Priorities - Aviate – Navigate – Communicate. Aviate – well I was still on tow and in the turbulence and thermal activity we were climbing – now at 400 feet and going

up. My thoughts - get off tow and try to land cross wind. NO. Dive brakes were still out, right hand on the stick left hand gingerly holding the canopy closed but not locked yet. And I wasn't sure of making it to a good landing with two hundred kilos of water on board. So, I decided to stay on tow for now and try to work it out.

By now we were at 500 feet. But my next thought was would I let the canopy go hoping it would brake off not hit the tail and disable the aircraft forcing me to bail out at 400 feet and think I was going to survive. If I did that I wouldn't have minded paying for the damage if I was still alive. No we wont do that.

My next thought was to get the canopy locked – but – I needed two hands on the canopy and one hand on the stick. It was still not closing properly at the back and there wasn't much I could do about that from where I was. Still with one hand on the stick I applied a little left yaw with rudder to have the wind pressure keep the canopy closed, then held the stick between my knees and grabbed the latch. As soon as I did that the glider started flying all over the place, back on the stick again to straighten up, canopy wanted to open again. Side slipped a little to get the air pressure working in my favor and try again. Again it dived and then up and down again, grab the stick get control back and by this time we were lined up on final getting ready to land and I called on the radio — "GO ROUND — GO ROUND"

Poor old John Gleeson, driving the Pawnee tug must have thought "What is this flaming Idiot doing?" (That's the clean version.) We went around still fighting with everything and the radio blaring at me "You've got your dive brakes open" a number of times. I knew that and intended to keep them open, it was the only thing stopping me from overtaking the tug. Eventually I gave it a boot full of left rudder yawing the aircraft to the left and applying air pressure on the canopy, stick between the legs and right hand on the latch. It closed and locked. Thank God. I checked it a number of times to ensure it was locked and then advised the tug pilot what had happened. His reply, "I wondered what you were doing, I was going to release you." Thank goodness he didn't as I think it would have been worse. The rest of the flight was completed without drama.

Lesson for me and you: LOOK — LOOK — LOOK MAKE SURE OF EVERYTHING."

Well, next time the instructor tells you to double check the canopy lock he is not just doing it for fun. Unlocked canopies can be very dangerous. Thanks Ian for making us think.

Ian Cohn
Chief Flying Instructor

30th Birthday Plans

We have secured the services of Jim Barton and his Callair tow plane to provide aerotow launches for the 30th Birthday weekend in November.



Jim Barton with his Callair.

Invitations have been sent to Victorian and NSW clubs to participate in our birthday celebrations.

To organise catering for our birthday party on Saturday evening 4th of November we need to get expressions of interest. So please contact members of the organizing committee to let them know if you and your spouse/friend/partner are attending.

The committee has decided that the dinner format will be a two-course meal with coffee/tea at a charge of \$25 per head with bring your own other beverages.

The final venue for the dinner will be selected according to the numbers of people who register.

Already several members from Gliding Club of Victoria and the Victorian Motorless Flight Group have indicated their intention to attend.

The organising committee comprises Andrew Evans, Mark Bland, Ian Cohn and Kitty Vigo. Any help and suggestions from anyone connected with the Club would be most welcome.

Andrew's special task is to compile a history, so if you have any documents, log book entries, photographs or reminiscences from past years that would be of value here, please send them to Andrew. Ian, Kitty, and Mark will be doing general organising but don't leave it all to them.

For the OC get an idea of member participation in this event for planning purposes, it is very important to register your interest as soon as possible with any of the organising committee members. So write us a letter (Box 486, Mt Beauty, 3699) or send us an email (glide@mtbeauty.com) to let us know whether you can participate.

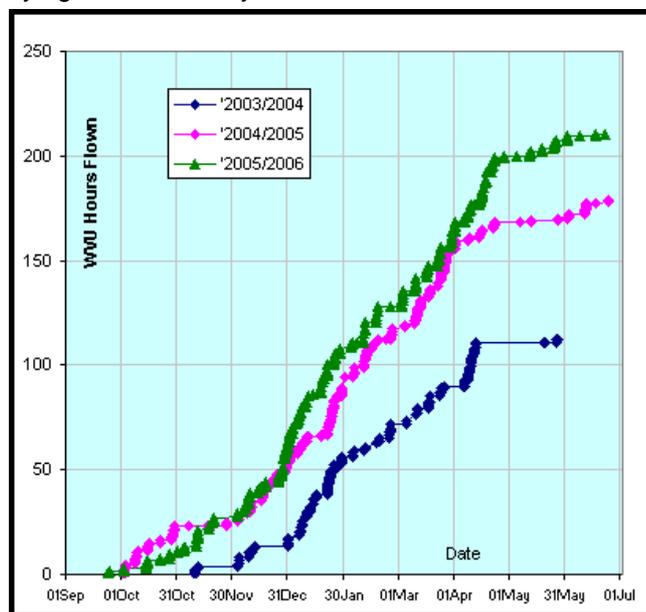
Treasurer's Talk

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.

Hours and Launches

For the 2005-2006 season we flew 210 hours on the IS-28, 31 hours or 17.3 percent ahead of last season's total. This is our best effort in recent history and is all the more remarkable because it was achieved in conjunction with the 91 hours flown on the syndicate Pilatus B4 single seater that started flying in late January.



IS-28 Hours for the last three soaring seasons.

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.

Mt Beauty Foodworks "Spirit of the Community" fund



Mt Beauty Gliding Club points were 4205 as at 17th of June.

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 obtained a further 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.

Ian Cohn - Treasurer.

Editor's Epistle

Book Reviews

At this time of year the Editor has a little more time to devote to non gliding activities and has recently taken to reading a couple of interesting books. So, since gliding news is a bit light on, the Editor will let you know what he has been reading.

The first book is "**The Weather Makers**" by Australian scientist **Tim Flannery**. No, this is not specifically about aviation weather. It is about the progress of Global warming and Climate change. Tim outlines the probable effects of the continuation of burning of fossil fuels on the world's climate and its implications for mankind and every other living thing on our planet. It makes you think that the world's so-called leaders and, in particular, Australia's main political parties are adopting a head in the sand approach to looking after our and particularly our children's long term fate. Also it makes you realise that the term "Global warming" is a spin doctors dream. The reality is it should be called "Global heating". Anyway, it's a good read for the thinking glider pilot. Highly recommended.

The next one is "**Master of the Wave**", a riveting account of the gliding life of famed New Zealand glider pilot **Terry Delore**. The book mainly focuses on his epic long distance glider flights and his efforts with **Steve Fossett** to capture numerous world gliding records. In a word, it's about extreme gliding - mainly in wave conditions in New Zealand and Argentina. The Internet blurb is repeated in the "Tail End" section at the end of this newsletter. All aviators will enjoy this one, but I would hope that MBGC members would not try some of Terry Delore's more extreme flying methods. (see also the review in the March 2006 "Soaring Australia").

Neville Shute is remembered as a prolific novelist who wrote "A Town Like Alice", "On The Beach" and "No Highway (in the Sky)" amongst many others. But not many know that, as **Neville Shute Norway**, his real name, he was also a successful Aeronautical Engineer and pilot who was Deputy Chief Engineer on the R101 Airship project of the 1930s and Managing Directory of the Airspeed company that designed and built thousands of training aircraft for the British armed forces. His experiences while working on these projects are recounted in his partial autobiography "**Slide Rule**". This is a big change of pace from "Master of the Wave", but a fascinating read nevertheless.

Finally, we come to another thrill a minute biography. This one is "**Nicky Barr – An Australian Air Ace**". An international rugby player for Australia, A. W. "Nicky" Barr joined the RAAF and flew Kittyhawks in the Desert campaign until he was shot down in 1942.

He was captured and sent to prison camp in Italy where he escaped from custody four times before joining a British Commando unit. For his exploits with this army unit he was awarded the Military Cross, highly unusual for an RAAF officer. Another fascinating read about the hair raising exploits of a

dedicated and resourceful Australian flyer. Nicky Barr died in June 2006 aged 90.



Nicky Barr

Distribution

"Alpine Flyer" is available for download from www.exalander.com/mbgc/mbgcnewspage.htm.

Contributions to Alpine Flyer

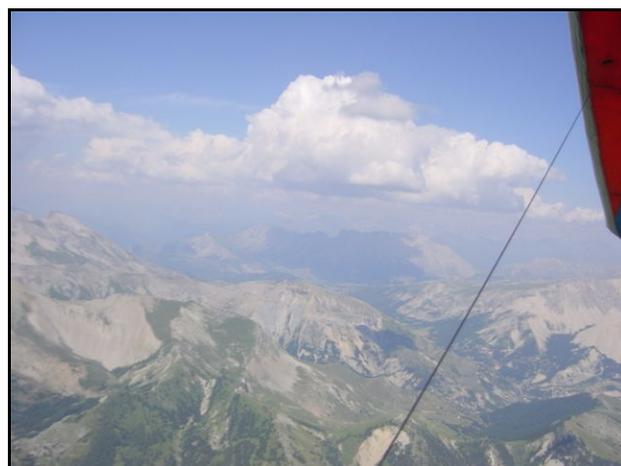
This is your Newsletter, so let's have your contributions. Send them to the Editor at glide@mtbeauty.com. Photographs, stories of your gliding/aviation experiences, equipment reviews, and "how I learned about flying from that" stories are all welcome. If you can't use email, send contributions to the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

Members and Friends News.

Graduate - Long time member, **Dustin Forke**, has graduated from his Naval Officer training and is about to commence his helicopter pilot training.

News from Europe - **Mart Bosman** reports:-
"The first week we got to France wasn't very good with a lot of mistral (sailplanes love it though, getting to 6000 meters - the height limit- in the Mistral wave).

After that we got some good flying over the high Alps with good bases (max 3800 meter). I flew some big triangles and one together with Heather! That was just great. About 100km in just 3,5 hours.



Mart's picture from his Hang Glider

During one of my flights I got a bit low. Still about 1700 meter but ground level was 1500m...I was saved by a local group of vultures. There were about 20 of them and they know how to centre a thermal. I just stuck as close as I could with them while the thermal moved all over the place. I needed 2900m to get over the mountains but with that bubble I got to 3200. Plenty for the next glide! The good thing is

that they are not aggressive at all, unlike the Aussie weggies. They're rather curious and come close to check you out.

I just got back from France to do some work in Holland while Heather is off to Italy to help the organisation of the Dutch hanggliding nationals. In about 4 weeks we'll be going back to France to do some more flying in work to the house. Again only about 10 days. After that Heather will have to go back to Oz while I stay here to work (again)".

Maintenance Matters

July has been glider maintenance month.

The IS-28 was derigged early in July and quite a few members, supervised by Manfred, have been working on it.



The IS-28 Derig Crew –
From Left Ray, Mark, John, Manfred and Vladimir



Mark Bland and Phill O'Bryan working on the IS-28



Gwyn Morris getting stuck into aileron bellcrank maintenance



Mike, Andrew and Phil deep into posing as Form 2 Inspectors on the Syndicate Pilatus during July

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.

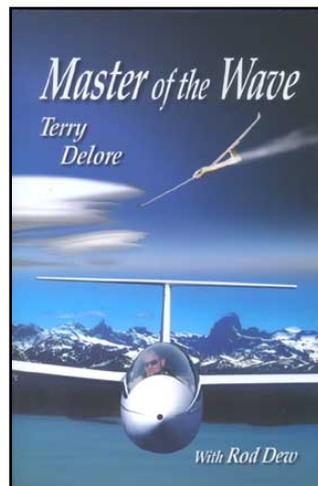
GFA membership fees

Annual	\$187	Three Month	\$60
Family Annual	\$151	Three day	\$10

The Tail End

Master of the Wave (Blurb from the Internet)

Fly with master soaring pilot TERRY DELORE as he speeds along the giant wave of rising air above the towering peaks of the Andes mountains in Argentina, battles for survival in a thunderstorm above his home town of Christchurch in New Zealand, and glides between the craggy cliffs of a deep gorge at night, guided by the lights of cars on the winding road below.



Master of the Wave is a full-on, thrill-a-minute, account of Delore's many adventures as he develops into one of the finest glider pilots on the planet. He was only 17-years-old when he became New Zealand's first world hang gliding champion. The New Zealand gliding ace then switched to highly sophisticated sailplanes, and has since broken 26 world gliding records, 10 of them in a remarkable

partnership with world-famous American adventurer Steve Fossett.

New Zealander TERRY DELORE is one of the finest soaring pilots of all time. In sheer natural ability, he has no equals. At the last count, he had broken 26 world records in a variety of sailplanes, setting new standards which rival pilots can only admire.



Awesome Power: The most awe-inspiring cloud Delore has encountered in his long flying career offered a climb rate of more than 2000ft a minute 160km north of Chos Malal during the southern leg of the world record free distance flight of 2008.4km in 2003. Top: The mother of all wave clouds from 40km. Bottom: A closeup reveals the boiling cauldron of power within the cloud, which seemed to have a life of its own. Inset: The instruments in Sierra Foxtrot (later renamed Athena) show the maximum recordable 19.9 knots on the vario at 23,689ft. Delore and Fossett took a ride to almost 30,000ft before continuing south.

Fascinating pictures from "Master of the Wave"

Delore first hit the international headlines when he came from nowhere to win the 1976 world hang gliding championship in Austria. He was only 17.

Since the inevitable move to flying the more sophisticated sail-planes, he has won eight national gliding championships, represented New Zealand at the world gliding championships four times, and continued to push back the barriers of soaring flight.

When he flew 2049.44 km along New Zealand's Southern Alps in November 1994, it was the longest soaring flight ever achieved. This also earned him gliding immortality as the first to break the 2000 km barrier in a 15 m single-seat sailplane. The international gliding community recognised this by presenting him the sport's most prized award, the Lilienthal Medal. His distance stood as the outright record for some years, but it has now been extended

to 3009 km a German soaring rival Klaus Ohlmann. It is Terry Delore's ambition to regain his record.

Because of the relatively small land-mass of New Zealand, gliding more than 3000 km was always going to be difficult. His focus switched to Argentina, and the massive wave which rolls off the towering Andes mountain range.

In a partnership made in gliding heaven, he teamed up with American adventurer Steve Fossett, already famous as the first man to circumnavigate the world solo in a balloon. Since joining forces, they have broken 10 world records, most of them in Argentina. They were the first to complete a 1500 km triangle in a glider. Their crowning glory, however, was the epic flight of 2198 km from El Calafate in the south of Argentina to San Juan in the north in 2004. That was the longest soaring flight in a direct line ever made.

Terry Delore's Latest Despatch From Nevada

Terry Delore is currently flying in the US state of Nevada. Here is his latest despatch with a cautionary tale about flying too fast:-

"Nevada is full of smoke from wild fires and we have had thunder storms every day except today. Today we set off on a 1250 km task and ran into wild fires with a low cloudbase - 12,000 ft. We pulled the plug and returned home as tomorrow is forecast better and I am hoping for 19,000ft tomorrow with 8-11 knot thermals.

We arrived home to Ely to the shocking results of an over speed of a LAK 17. It seems he was friggig around with his GPS and let the speed go past his 150 knot VNE as he was going thru the start line; hit a gust; this coupled with a zero flap setting instead of being in negative put big down loads on the tailplane until half of it busted off and fluttered down 20 yards from where Tim was sitting. He was diving with a 50 knot rate of descent and doing 240mph according to the GPS best guess {185-200 knots! IAS}. Very lucky to return in one (two) piece. The air brakes were also locked out 20mm and jammed".



The detached tailplane half.

Terry also reports that his ASH-25 had an engine failure on launch at low altitude leading to a wheels up landing. However, his ASH is now operational minus its seized engine.