



Mike Pobjoy flying the Pilatus on 31st August near Mt Bogong

Mt Beauty Gliding Club, Inc

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ALPINE FLYER

September 2006

President – Andrew Evans

Vice President – Mark Bland

Secretary – Mike Pobjoy

Airworthiness Officer – Manfred Rueff

CFI and Treasurer – Ian Cohn

Editor - Ian Cohn

Register now for the 30th Birthday Dinner Saturday 4th of November 2006

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PRESIDENT'S COLUMN

It's great to see the club off to another early start to the flying season with flying commencing on 16th August. This is our earliest start on record. A notable early season achievement was Mike Pobjoy's 6,000 ft flight on 31st August in the MBGC syndicate Pilatus GCD, on a day of mid twenties temperatures. These weather conditions are good for us, but do not help the ski industry unfortunately, in what has been a below average snow season.

Not much other news yet, but a reminder that your 30th birthday celebrations committee is continuing to work hard to plan our big event on 4 November 2006.

A reminder also on this subject to provide me with 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. This history is progressing well, but I have not received any contributions yet from other members. So please dust out your archives at home to see if you have anything of interest.

Congratulations to MBGC member, Ian Douglas, on gaining Captaincy again in a Saab SF340.

Where are they now?

Did you know that the foundation members of our club at its inaugural meeting on 15 November 1976 were; Ray Addinsall, Manfred Rueff, Keith Pearce, Alan Mull, G Benstead, K Mills, T Hamilton, A Richardson, G Richardson, R Richardson, and John Fisher? Three of these are well known to all of us; viz; Ray, Manfred and Alan Mull. Keith Pearce passed away a number of years ago. Does anyone know the whereabouts of the other foundation members? It would be great to invite all the surviving foundation members to our 30th birthday celebrations.

Andrew J Evans

President

Operations

Annual Checks

All solo pilots are reminded that they are required to have a check flight with one of our instructors before further solo flight.

AE and Level 1 and 2 instructors have to also have their ratings revalidated by having a flight review with a current Level 2 Instructor. Please get your review done promptly so that the CFI can submit our current instructor list to the RTO/Operations, Ken Boland, as soon as possible.

Daily Inspections

Daily Inspections are a vital part of maintaining safe operations. To paraphrase a famous American President's message – The price of aviation safety is eternal vigilance. So all Daily inspectors should expect the unexpected. If you find anything that you think is unusual, ask for a second opinion and ask our Airworthiness Officer, Manfred for his decision. Don't be afraid to ask any question.

Weather Information for the Kiewa Valley

While we generally assess the weather by looking at the sky some supplementary information can at times be valuable.

There will be a "Weatherbox" at Mt Emu which is scheduled to be installed mid September. It may be interrogated by calling **Phone - 0419 113 403** or **UHF Channel 21**. This information was derived from www.stormchasers.au.com/wxcurrent.htm, which also has detailed Automatic weather station (AWS) information for Victoria.

There is also an AWS with a live output at the Bogong Moth Hotel in Tawonga South, about 1 km from Mt Beauty airfield. This can be accessed at www.bogongmoth.com.au/liveweather.htm

Latest data from Victorian AWSs are available from www.bom.gov.au/products/IDV65119.shtml posted at one hour intervals.

The Falls Creek AWS hourly data is available from www.bom.gov.au/products/IDV65250/IDV65250.94903.shtml

The Mt Hotham AWS hourly data is available from www.bom.gov.au/products/IDV65250/IDV65250.94906.shtml

Aviation forecasts for Victoria (Area 30) are available from www.bom.gov.au/products/reg/area30_arf.shtml

Radio Channels (from an anonymous member)

There are two types of transmitter receivers (transceivers) seen around gliding clubs. The VHF AM system that operates on a 25 Khz channel spacing between 118.00 Mhz and 135.95 Mhz. These are the ones installed in aircraft, including gliders, and require a licence or logbook entry to operate them legally. Chat on these radios is a strict no-no and we can only use the proper channels. . . .nuff said!

The three VHF frequencies on permanent allocation to gliders are 122.5, 122.7 and 122.9 Mhz. Pilots using any of these frequencies are not required to hold a Flight Radiotelephone Operator's Licence, nor do they need a GFA logbook endorsement to operate a radio. Use of these frequencies is restricted to purely gliding-related matters, such as routine messages during cross-country flights or for search and rescue purposes.

Now the ones that seem to be everywhere, probably because of their low cost and availability, are the 40 channel UHF FM transceivers that have a nominal range of up to 5 kms. We normally use them for

communications around the airfield at Mount Beauty on channel 14.

As we like to be professional in the use of these transceivers note the following limitations:

Channels 5 and 35 are for emergency use Channel 11 is a calling channel

Channels 22 and 23 are for telemetry and telecomm and use and voice communication is not allowed on these channels by law.

For further information on UHF CB radios have a look at home.alphalink.com.au/~parkerp/cb.htm

Ian Cohn
Chief Flying Instructor

30th Birthday

We have heard from Wagga Wagga Gliding Club that they intend to send a substantial delegation to our celebration.

Another visitor is likely to be Leigh Bunting from the Balaclava Club in South Australia with his Grunau Baby, VH-GDN.



Leigh Bunting's Grunau Baby

The editor will greatly appreciate Leigh's visit, having great nostalgia for the Grunau Baby. The Editor did his 300 km Gold Distance in Geelong Gliding Club's famous Black and White Grunau Baby way back in December 1963.

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 organising committee to let them know if you and your spouse/friend/partner are attending.

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. Please send your \$25 per head to the Treasurer to book your seats for the dinner/birthday party.

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.

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.

Alan Patching of VMFG has sent us a letter as follows:-

Hi Folks,

Ian has asked me to recount my early association with your club which nearly cost me my marriage - one of the hundred times in the last 62 years!!!

The story starts just before the school holidays in 1976 when my youngest daughter wished to take a friend to a non-gliding place, so, after much searching. I selected Mt Beauty - a pleasant, quiet, ideal spot for a non-gliding holiday.

However, the phone rang one day the week before, and Bill Riley asked what was I doing for the holiday? So I told him, only to get the response – “beauty; I have Ray Addinsall in the office and he has just bought an IS 28 and is looking for an Instructor!!!”. My wife Lorna and daughter did not believe me for many years, and it took Bill to convince them that it was not planned.

Ray had arranged for John Fisher to be the club instructor, but John was a little cautious although he had been the instructor at Kancoban previously.

Since I had spent an earlier school holiday at Kancoban and knew quite a lot about John my Log Book only shows two flights:

20-5-77 ,Winch,P2 John Fisher, Slope soaring, 25 mins

20-5-77 , Winch, P2 not recorded, Instructing, 8 mins.

If I recall correctly, Manfred drove the winch and both launches were late in the day, John was concerned with the power lines as we used the hill lift, and of course when we approached over the dam we had to clear both trees and power lines!!!

My Log Book shows that I did not fly again at your club until 1984, when we brought our Open Libelle No 75, making two flights in excess of an hour each. Since then we have managed most VMFG Easter Camps – every one of them memorable for the gliding.

Hopefully we will join you for the celebrations.

Alan Patching

Editor’s Epistle

Coming Events

Saturday 18th November to Saturday 25th November 2006 - Plan a week off from work for our annual cross country and badge camp with the [Wagga Wagga Gliding Club](#) at Lockhart 110Km north of Albury.

Thermals to 10,000 ft, cross country gurus on hand, great flat land soaring with our friends from Wagga Club - who could ask for more. If you are intending to go, contact the CFI. At this stage it appears that the syndicate Blanik, and the Pilatus will be there and the Wagga Club will offer limited places in their two seaters.

Monday 27th November 2006 - The **Great Victorian Bike Ride** will be staging through Mt Beauty and around 5,000 Bike Riders and support crews will arrive starting from about 11:00am. Current plan is to offer Bike Riders AE flights in the IS-28 and the Blanik and in Manfred's IS-28M2 motor glider. We could do 30 or more AE flights on this day. However, to do this we will need to have an operating crew. We will need winch drivers, AEIs, and launch point managers. This is a great opportunity for the club to show the wider public what we can offer and maybe even make a small surplus. Please contact the CFI if you can help on this day.

Club Badge

Mike Pobjoy has created an MBGC embroidered badge/logo that can be computer embroidered on to any garment such as T-shirts. If you want to acquire a shirt or other garment with the badge please contact Mike who can organise the embroidery at a modest cost.



The MBGC Badge

Distribution

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

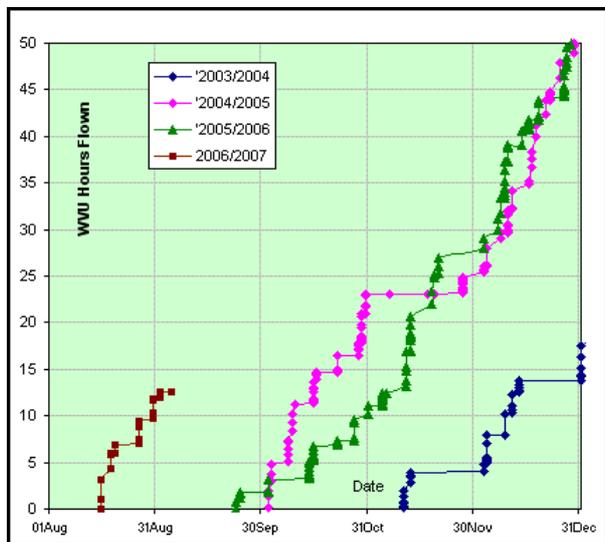
Contributions to Alpine Flyer

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.

Treasurer's Talk

Hours and Launches

We are off to a great start to the 2006/2007 season with IS-28 flying commencing on the 16th of August, about six weeks ahead of our 2005 start on the 24th of September. At press time we had accumulated 12 hours on the IS-28 for 23 launches.



IS-28 hours at press time

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.

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 1965 as at 4th of September. We have recently received \$31.72 from the

Community Fund.

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

New Accounts

The Club has opened a Business Online Saver high interest at call account with the Commonwealth Bank and an ING Business account to make our cash reserves work harder.

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.

Members and Friends News.

TV Star

Social member and RTO Operations, **Ken Boland**, recently starred on the ABC TV program "Catalyst", being instrumental in discovering the remains of some ancient extinct marsupials in caves on the Nullabor Plain.

News from Europe

Mart Bosman reports by email to the Editor:-
"it was good to read that you guys are flying already. Heather and I got back from France last Sunday. We didn't have good flying when we were out there this time, but the sailplanes did. Lennies everywhere, but just a bit too much wind for hanggliders. I can't wait to get back home! Wanna do some gliding!"

Maintenance Matters

Mike Pobjoy supervised the annual maintenance on the Club's launching equipment changing the oil and replacing the filters. The winch engine fan belt has been replaced.

Phil Glasson and **Mike** also did some maintenance on the winch electrics and the winch battery is now charging while the winch is running eliminating the need to put the winch battery on the charger after each days operation.

After its annual maintenance program was completed the IS-28 was rigged on Saturday the 12th of August by **Manfred Rueff, Mark Bland, Phil Glasson, Mike Pobjoy, Ray Brown, John Lyons, and Ian Cohn**. Manfred subsequently did the after maintenance test flight on Wednesday the 16th of August.

The club has purchased a [Borgelt B400 Audio Variometer](#) and this has been installed in the IS-28 by **Mark Bland, Manfred Rueff, and Ian Cohn**. The variometer is expected to fly on Saturday 9th of September.



The B400 display

The top right hand toggle switch changes the audio sound level and the bottom left hand switch operates the averager function.

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

MBGC Diary

Saturday 2nd September 2006 - IC, MBd, and RB flew the IS-28. It was sunny with some cumulus at around 6,000 ft. Winds were calm, and no thermals were available. Total glider flight time was 44m from 6 flights. Max altitude was 2,600 ft. Max flight time was 10m.

Thursday 31st August 2006 - IC, MP, and RB flew the IS-28 and the Pilatus. It was sunny with 1/8 cumulus at around 6,500 ft. Winds were steady 2-3 knot north westerlies, and weak thermals were available. Total glider flight time was 4h from 5 flights. Max altitude was 6,000 ft. Max flight time was 1h 40m. Thanks due to Manfred for launching.

Sunday 27th August 2006 - IC, MP, RB, and PGn flew the IS-28 and the Pilatus. It was generally overcast with few sunny breaks. Winds were steady 5 knot north westerlies, and some weak thermals were available. Total glider flight time was 4h 25m from 7 flights. Max altitude was 4,500 ft. Max flight time was 1h 19m.



Mike and Ray congratulating Fay on her gourmet sausage production line on Sunday 27th August.

Sunday 20th August 2006 - IC, MR and GHs flew the IS-28. It was generally overcast with some sunny breaks. Winds were calm and some weak thermals were available. Total glider flight time was 1h 2m from 3 flights. Max altitude was 4,000 ft. Max flight time was 50m.

Saturday 19th August 2006 - IC, MP and PGn flew the IS-28. Winds were northerly at 5 to 10 knot, giving some ridge lift, and some thermals were available. Total glider flight time was 2h 42m from 3 flights. Max altitude was 6,500 ft. Max flight time was 1h 26m.

Wednesday 16th August 2006 - IC, MR and PO flew the IS-28. Winds were northerly at 5 to 10 knot, giving some ridge lift, but declining to calm at sunset, and thermals were weak and broken. Total glider flight time was 3h 13m from 2 flights. Max altitude was 3,100 ft. Max flight time was 2h 6m. MR did the after maintenance test flight giving the Club the earliest IS-28 season start in recent years, fully six weeks ahead of last year.



Manfred and Phil after the IS-28 maintenance test flight.

The Tail End

A Grand Day Out

By Allan Barnes

Work had brought me to Queensland. For a six-week stint, I figured it wasn't the end of the world if I didn't like it. To be fair, the thought of a long cold Victorian winter was a major factor in deciding to apply for the job in the first place. There are rumours that up here, 500km has been flown in every month of the year. That too was a factor.

And so it was that one frosty morning in late May, I started to drag Mickey, my trusty LS1-f, 1500km from Benalla on a 6-week trip to the sunshine.

Of course it made no sense. I would hardly be up there and settled into my job when it would be time to pack up and come home. But things never turn out as planned (at least in my experience) and when my 6 weeks unexpectedly turned into 6 months I was very glad to have Mickey's company.

Darling Downs Soaring Club is located about 2 ½ hours west of Brisbane, in wheat and cotton country. It's about as unremarkable a location as you could find anywhere between Brisbane and Mount Isa. If you like flat, you'll love it. But the vast arable countryside has its own grandeur, and the club members are as friendly and accommodating a bunch as you'll find anywhere.



Allan's picture of the sky on his flight.

But enough of things earthly. It was the flying I had come to sample, and it hasn't disappointed. In the 7 days I've visited, I've managed to go X-C every day. Last Saturday (12 August) Micky and I saw-toothed our way around a 370km FAI triangle under a cumulus-strewn sky. And on the Sunday, a classic Queensland winter day saw us soaring at 10:30 in the morning. The first thermal was 2.2 knots. The second managed 3.3. I decided to head off, north, towards the hills and the best looking part of the sky. The plan was to turn around at 1pm, wherever I was, and head back. Well, by 1pm, the sky was fantastic. I was 200km from home and the juicy piles of cumulus were allowing me to skim from one to the next, seldom dropping below 5000 ft. I sneaked on for an extra 15 minutes and turned for home. On the way back things just kept getting better.

Over Kingaroy gliding club, I briefly saw the vario needle circumnavigate the dial, reading 20kts, as I headed for cloudbase at 9000 feet. But the day was peaking. I headed south, more cautiously, as the cumulus thinned hour by hour and then disappeared almost completely. A glimpse of distant white wisps tempted me toward Toowoomba, but like rainbow's gold, they receded as I flew to them. Eventually, in total blue and with the sun low on the horizon, I hauled myself up in 2.2 knots and headed for home. The 30 minute glide into the sun was eerily still, as though there had never been a thermal all day. I landed tired, and very happy, almost 6 ½ hours after launch, and with 520 km under my belt. Above all I was simply incredulous that my flight had been possible, and not even unusual, in the middle of winter.

I've got into the habit now of putting my flights on the Online Contest website. I think every club

should encourage it. If you'd like to have a look at my flight and others, please visit

http://www2.onlinecontest.org/olcphp/2006/auw_fluginfo.php?ref3=66361&ueb=N&olc=olc-au&spr=en&dclp=38d3696944cafaeea3b457fdb1d9ab68

Into the Stratosphere – Without an Engine

From www.perlanproject.com

- New world glider altitude record set by Steve Fossett and Einar Enevoldson in Argentina
- 50,671 feet (15,447 m) achieved by 'Perlan'
- Previous record exceeded by 1,662 ft (507m)
- August 30, 2006 - El Calafate, Argentina:

Wearing NASA spacesuits, and flying along the crest of the Andes, pilot Steve Fossett (USA b. 1944) and co-pilot Einar Enevoldson (USA b. 1932) took their 'Perlan' high performance research glider to the stratosphere - surfing the Andean 'mountain wave' to a height of 50,699 feet (15,453 m) * - while breaking the previous record by 1,662 ft (507m). The old record 49,009 ft (14,940 m) by Robert Harris was set in 1986 in California.



Einar Enevoldson and Steve Fossett in Argentina after their record breaking flight.

It was a victory for careful weather planning, precision flying, experience and teamwork. After a tow to 13,000 ft on the 30th of August, the pair began their search for the lift required to achieve their goal. Capitalizing on the 'mountain wave' phenomena of high altitude updrafts and their own extensive gliding experience (Fossett has set 10 absolute world glider records for speed and distance while former NASA research pilot Enevoldson has been flying gliders since 1949), the pair had only their pressure suits, helmets, foot heaters and hand muffs to ward off the cold inside the unpressurised tandem cockpit as outside temperatures fell to as low as -57 degrees C. Some 4-1/2 hours into the flight, the 72 foot wingspan Perlan glider (based on a German-built DG-505 high-performance sport glider but extensively modified) finally achieved the record altitudes first targeted by the project at its conception 7 years ago, with first flights in New Zealand taking place in 2002.

Steve Fossett: "This record is special. We have made attempts in New Zealand, USA and Argentina over a period of 5 years - so this is a hard won success."

During the course of the flight (primarily within a 60 mile radius of El Calafate near the border of Argentina and Chile), the American pair found themselves flying well above commercial air traffic - a fact received with bemusement by pilots of passenger jets under the same air traffic control.



Enevoldson and Fossett land after breaking the glider altitude record.

Steve Fossett recalled: "I couldn't understand the Chilean controller describing us in Spanish to the airline pilot - but I understood the answer by the pilot: 'Wow'."

The Perlan Project was initiated by Fossett, best known for his Around the World records by sailboat, balloon and solo airplane, and project operations director and chief engineer Enevoldson in conjunction with NASA's Dryden Flight Research Center at Edwards Air Force Base. Their objective was to prove the possibility to achieve un-powered flight to tremendous altitude by literally 'surfing' from one mountain wave to another - to increasingly greater height. Taking advantage of these wave patterns while maintaining control in ever-thinner air has proven a big challenge - with success finally coming in this, the team's 5th season of attempts on three continents. The combination of meaningful meteorological and aerodynamic research manifested itself in NASA's supply of the space suits - similar to those worn by astronauts and pilots of ultra-high-performance jet reconnaissance aircraft.

More from an email sent by Einar Enevoldson

"The vortex was essential to the lift we used even though it was not an ideal day, or even a particularly good one. We worked 3 harmonics of the wave and got highest in the second harmonic. On the way home at about 50k we cruised through a third harmonic that was better than the one we climbed in, but were cold and tired and tired of fighting the suits so just came home. Amazing flight--really never thought it was there until scratching up to about 48k in bits of wave all over the place."

Kitty Goes Gliding in Scotland

By Kitty Vigo

One of the great pleasures of gliding is the friendliness of the gliding fraternity. Over the past two years I have felt like one of the family and my ever-patient husband David and I have had a chance to make several pilots feel at home with us.

I very much felt this sense of feeling right at home during my flights with the Cairngorm Gliding Club during my recent visit to Scotland.

I was in the front seat of the Puchacz soaring over the Cairngorms during my first hour-long flight, feeling flustered as Mark ... sorry, Ray... shrieked from the back seat "What's happened to your attitude... your nose is dropping...attitude, attitude, attitude!!"

I felt even more at home during my second hour-long flight with Ian ... sorry Nick ... listening to a similar litany of reminders – mostly about the bad habit of being fixated on instruments.

From a student-under-instruction point of view I might as well have stayed at home!

But then I would have missed out on the rare treat of soaring over the bare hills of the Cairngorms, marveling at how distances and perspectives are changed by the different the air and light in Scotland.

The hills are bare with almost no vegetation thrusting its way through shale and granite. The winds can be deceptive as they push over the brows of hills creating dangers of suddenly losing lift and plunging into narrow valleys and gorges. The air is moist, creating distant hazes and the next range of hills could be two or 20 kilometres away.

The Cairngorm Gliding Club has been established for 30 years and operates out of Feshie Bridge, about three hours drive north from Edinburgh. The airstrip and clubhouse is situated on the edge of the Cairngorm Mountains national park and the Spey Valley. The members tell me that it is an ideal for ridge, wave and thermal cross country flying.

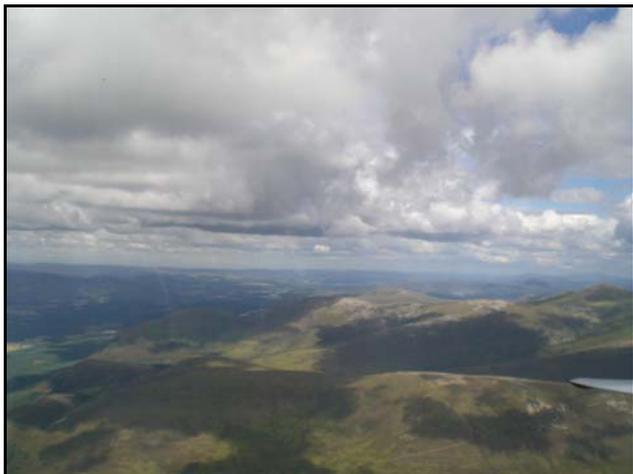
The club has two trainers – a Puchacz and a Grob Twin 2. I went up in the Puchacz and in spite of rude (but probably justified) comments from the back seat I managed to thermal higher than any other pilot that day (just over 5000 feet) and my instructor Nick Norman (the CFI) was moved to say that I managed to get it all together in the end. Both flights were aerotows behind a Robin tow plane.

The club has a neat clubhouse with a mezzanine floor where members can stay overnight, bathroom amenities and a bar!!! The members are friendly and welcoming.

I chose to fly at Feshie Bridge because it was close to where we were staying at Nethy Bridge and because the club's website (glidingcgc.members.beeb.net/) speaks eloquently about flying over hills and valleys.

I first visited the club on Saturday (they fly mostly on weekends) but the winds were coming in from the

wrong direction. Indeed, a competition being held at nearby Aboyne was cancelled. The next day was perfect. The gods were smiling because the next day conditions changed again.



A picture from the cockpit of the Puchacz during Kitty's flight.

I took a number of photos during my first visit to the club on Saturday but unfortunately the camera battery ran out of charge on Sunday. Fortunately Andy Farr sent me some pics that he took during his flight that day.

The experience of flying over the Cairngorms was wonderful, reminding me that gliding is fun and friendly and that I would probably feel right at home at any club in the world.

“Seek and Ye Shall Find”

By Mike Pobjoy

“Seek and Ye Shall Find” is a statement that has been around for many years, probably since the birth of Christianity, but it was something that my Granny used to say to me when I was rushing around in the mornings when I needed to find all my school gear. These days school children have bags or backpacks, but, in the war years, it seemed that everything was impossible to get and “They” even came along our street of terraced houses to oxy cut off the iron railings to make Spitfires. It always seemed a lie to me, as we all know that it was the aluminium saucepans that were recycled into Supermarine Spitfires.

Sidetracked again! I am really trying to say is that the word Seek is like Look which is “Lookout”. There have been so many mid air collisions and near misses that airlines have a system of early warning on their airliners that detect a closing towards a collision and alert the pilot.....If the pilot is asleep or down the back, then it can override the automatic pilot and take avoiding action. Gliders do not have this luxury and depend on the pilot being alert and capable of conducting a useful lookout.

Easy to say but not so easy to do for a number of reasons....we do not have rearward vision so we need to be aware and scan as far back as we can as we cannot rely on other pilots being in our blind spot and that they are conducting a good lookout.

We can become tired on a long hot day and relax towards the end of the flight and not notice the other aircraft because its position is not changing. ie it is coming directly towards you and you did not recognise that it was getting bigger. I hope that you are starting to realise that a good lookout saves lives, and if you have not read the GFA and CASA publications then you owe it to yourself and others to bring yourself up to scratch.

Pilots should familiarise themselves with the contents of www.gfa.org.au/ops/opsdir0103.php and www.gfa.org.au/Docs/ops/OpsDirective0104_Lookout.pdf, the GFA Lookout directives.

The Way It Was

Reminiscences of Mike Pobjoy

Blaniks are beautiful! My love affair with them goes back to 1973 when my club in England bought a new one direct from the factory....It came with a toolkit, rear hood and working electric Turn and Slip meter. This meant that we could undertake blind flying and qualify so that we could safely climb in cloud. This opened the way to climb to 10,000ft, but then you needed to know whether this was AMSL or above ground or above launch? Hell, lets call it 12,000ft above anywhere and breathe slowly so that you do not run out of air. A mirror is always useful, unless you have left it on the ground, so that you can check the colour of your nose. (Blue nose and red eyes are bad news). It was too hard to look at finger nails as you were wearing your gloves, pilot, RAF, from the base stores, and “no” I do not have the NSN number. The Base Doctor, who was a good glider pilot, took one climb to 18,000ft for a diamond height, but none of us would sign his paperwork even though he said that he had climbed at 2000 fpm.

After note. We had access to the RAF oxygen chamber and it was a good way of training to recognise the insidious effects of lack of oxygen.

Still remembering the mighty Blanik.....Our club secretary was a female fully qualified instructor, kinda like today's level 2. We also operated a K7 but the Blanik was her favourite as it has that big luggage compartment behind the instructors head that was renamed the “Kennel” as she had a Dachshund dog, that is the long sausage shaped dog, that would fly with her and the student, though I seem to remember that spinning training and loops were banned due to lack of “Kennel Safety Harness”. Eventually the dog died of old age, and was replaced by a Labrador puppy that quickly grew too big to fit in the Blanik.

