



Mike Pobjoy flying the Pilatus on 29<sup>th</sup> August near Mt Bogong

Mt Beauty Gliding Club, Inc

[www.mtbeauty.com/gliding](http://www.mtbeauty.com/gliding)

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## ALPINE FLYER

30<sup>th</sup> Anniversary Edition

October 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 30<sup>th</sup> Birthday Dinner Saturday 4<sup>th</sup> of November 2006

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### PRESIDENT'S COLUMN

Welcome back to our frequent flyer and frequent winch driver award winner member Mart Bosman, who has returned from his annual winter pilgrimage to his home in the Netherlands. From all accounts Mart is rearing to go flying again and has already had a flight in excess of 10,000 ft since returning.

Welcome also to our new family social members Chris and Juana McKeachie who have recently joined the club.

The club is about to make another payment on IS28 WVU which will increase our equity in this glider to 90%. Repayments have occurred at a faster rate than originally scheduled due to our excellent rate of flying activity in recent years, which has helped to place us on a sound financial footing.

The planning is continuing for our big 30<sup>th</sup> birthday celebration on Saturday 4<sup>th</sup> of November 2006 at Ian and Susie Cohn's residence in Simmonds Creek Rd Tawonga South. Thanks to Ian and Susie for again making their home available for this special club social event.

I have finished preparing a written history of our club since its formation in 1976, but am still short of photos to illustrate our history.

I plan to make the history available to attendees at the 30<sup>th</sup> birthday celebration, so any contributions of photos, both old and recent, would be greatly appreciated to add a bit of colour and interest to this publication.

I look forward to catching up with as many members as possible at our birthday celebration.

Andrew J Evans  
President

### Operations

#### Winch Launch Procedures

As a result of a recent review of our winch launching the following procedures are now required for every launch.

1. Winch launches are to proceed only if there is no aircraft (powered or glider) in the circuit area.
2. The winch driver is required to visually confirm that there are no aircraft in the circuit area prior to announcing via VHF radio on 126.7 Mhz that the winch is ready for launch. The radio call is **"No aircraft in circuit, winch is ready for launch"**. Since powered aircraft may now do a straight in approach, it is also important to look

to the north-west to verify that no aircraft are doing a straight-in approach.

3. The person controlling the launch at the glider position is also required to visually confirm that there are no aircraft in the circuit area prior to announcing via VHF radio on 126.7Mhz that the glider is ready for launch. Since powered aircraft are now permitted to do a straight in approach, it is important to look to the north-west to verify that no aircraft are doing a straight-in approach to Rwy 14. If there is no conflict, the radio call is then **“No aircraft in circuit, glider is ready for launch – (take up slack –) all out, all out”**.
4. After a final check for no circuit traffic, the winch driver is then required to call, **“No aircraft in circuit – commencing launch – (taking up slack) - all out, all out”**.
5. If VHF radios are not available, UHF radios may be used between the launch point and the winch. However, the glider pilot is still required to give a standard departure call on 126.7 Mhz. Use of VHF radios is preferred so that everyone knows what is going on.
6. Finally, glider pilots should not cross the runway below 3000 ft (1900 ft above ground). Also tell your power pilot friends to be aware that winch cables may be up to 2000 ft above the runway and that they should never fly across the runway/winch cable path. They should always fly around the airfield when in circuit and monitor for gliding launch transmissions on 126.7 Mhz.

### **Cable Break Procedures**

Winch drivers and launch controllers are reminded that after a cable break the first action required is to ensure that all broken cable is cleared from the runway. We have a duty of care to other runway users to clear any broken cable from the runway as soon as possible. If a powered aircraft is in circuit immediately after a cable break, and there is cable obstructing the runway, call the aircraft on 126.7 Mhz and instruct it to hold until the cable is cleared.

### **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.

Ian Cohn  
Chief Flying Instructor

## **30th Birthday**

To organise catering for our birthday party on Saturday evening 4<sup>th</sup> 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. Mark Bland is organising the Spit Roast.

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

The venue for the dinner will be at 135 Simmonds Creek Rd, Tawonga South.

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

For the organising committee 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](mailto:glide@mtbeauty.com)) to let us know whether you can participate.

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## **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, AEs, 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.

### **Distribution**

“Alpine Flyer” is available for download from [www.exalander.com/mbgc/mbgcnewspage.htm](http://www.exalander.com/mbgc/mbgcnewspage.htm) .

## Contributions to Alpine Flyer

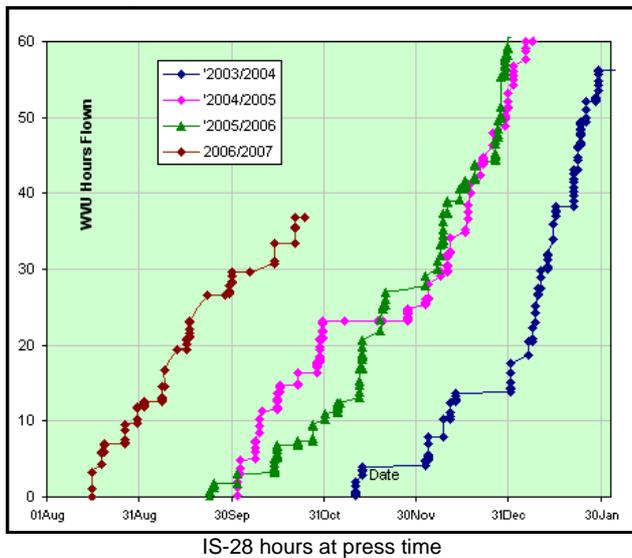
This is your Newsletter, so let's have your contributions. Send them to the Editor at [glide@mtbeauty.com](mailto:glide@mtbeauty.com). Photographs, stories of your gliding/aviation experiences, equipment reviews, and "how I learned about flying from that" stories are all welcome. If you can't use email,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

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## Treasurer's Talk

### Hours and Launches

During September we flew on 9 days, with the IS-28 flying 16 hours in 28 flights for an average flight time of 34 minutes. At press time we had accumulated 37 hours on the IS-28 for 58 launches since the start of this soaring season.



IS-28 hours at press time

### Equity in the IS-28

In accordance with our agreement with Ray and Manfred, we have recently repaid a further 15% of the agreed value of the IS-28 VH-WVU. This raises the MBGC share of the IS-28 to 90%.

Needless to say, this has put a major dent in our bank balance, so members are requested to ensure that their club accounts are in credit to a greater (not lesser) extent.

### IS-28 Bulk Flying Scheme

Members are reminded that the Bulk Flying Scheme is available to Full members. For \$1200 you can fly without further winch launch fees or IS-28 flying fees for a whole year. Currently two members have taken advantage of this plan.

### 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:- Commonwealth Bank; BSB 063 645 Account number 10038751.

## 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 7572 as at 20<sup>th</sup> of October.

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.

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## Members and Friends News.

### Rick's Zodiac

Friend of MBGC, **Rick Morris**, of Markwood, reports that his evaluation flying program on his Zenith Zodiac is going well. He is currently working on the rudder control to fine tune yaw sensitivity.



Rick showing the all flying fin/rudder on his Zodiac.

### Mart Returns

Mart Bosman is back in town after his annual trip to Europe, and has wasted no time in doing his annual check and getting in some good soaring. Mart reports that on 15<sup>th</sup> October he soared to 10,600 ft.

the unofficial MBGC record height for this season. Mart said that he really appreciated the new Borgelt audio variometer.

### Motor Gliding

**Manfred** has recently checked out our instructors in his IS-28M2 motor glider and has agreed to make it available for training for club members. So if you want to do any instructional flying in the motor glider, make arrangements with Manfred or one of the other instructors. **Mark Bland** recently flew the motor glider to Sale and back with **Phil Glasson**.



Phil Glasson and Social member Gary Mason at Sale.

### Maintenance Matters

**Mark Bland, Ian Cohn** and **Mark Simpson** replaced the flexible exhaust pipes on the winch and **Manfred Rueff** changed the distributor points on the first of October.

We had one cable break on the 15<sup>th</sup> of October and another two on the 22<sup>nd</sup> of October. This points to the fact that we now need to replace the current cable. **Mark Bland** is in charge of organising to replace the cable on the 28<sup>th</sup> of October. Any assistance from club members for this task would be greatly appreciated.

### 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 <sup>1</sup>	\$15
IS-28 Flt Fee Per Minute	\$0.40	\$0.50	\$0.50 <sup>2</sup>	\$0.60

<sup>1</sup> 5 launches per annum only - \$15 per launch after 5.

<sup>2</sup> 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

**Sunday 22nd October 2006** - MBd, RB, AE, and MBn flew the IS-28, and Pilatus. It was sunny with

no cloud and weak inconsistent thermals at lower levels. Winds were steady 3-5 knot north westerlies. Total glider flight time was 6h 5m from 9 flights. Max altitude was 6,600 ft. Max flight time was 2h 4m.

**Sunday 15th October 2006** - CM, JM, IC, MBd, and MBn flew the IS-28, Blanik, and Pilatus. It was sunny with cumulus over the mountains with a variable base from 7,000 ft up to 10,000 ft. Thermal strengths varied from weak to strong at about 5 m/s near the clouds. Winds were steady 5 knot north westerlies, and hill lift was available but the winds changed to southeasterly later in the day. Total glider flight time was 7h 29m from 5 flights. Max altitude was 10,600 ft. Max flight time was 2h 14m.

**Saturday 7th October 2006** - MP, AE, and PGn flew the Blanik and Pilatus. Max altitude was 6,000 ft. Max flight time was 3hr. Thanks due to Manfred for launching.

**Sunday 1st October 2006** - MS, IC, MR, and PO flew the IS-28. It was cloudless and sunny but stable with no usable thermals apparent. Winds were steady 5 knot north westerlies, and hill lift was available. Total glider flight time was 1h 54m from 5 flights. Max altitude was 2,600 ft. Max flight time was 40m. The points were changed on the winch engine and the flexible exhaust pipes replaced.

**Saturday 30th September 2006** - MP, IC, MR, KV, and MBd flew the IS-28, Libelle and Pilatus. It was sunny with scattered cumulus with a variable cloudbase at around 9,000 ft. Winds were steady 5 knot north westerlies, and hill lift and moderate thermals were available. Total glider flight time was 5h 58m from 6 flights. Max altitude was 9,300 ft. Max flight time was 2h 28m.

**Friday 29th September 2006** - MP, and MBd flew the Libelle and Pilatus. It was sunny with 1/8 cumulus with a variable cloudbase at 9,500 ft. Winds were steady 8 knot north westerlies, and hill lift and moderate thermals were available. Total glider flight time was 6h 12m from 2 flights. Max altitude was 9,200 ft. Max flight time was 3h 23m.



Mike flying the Pilatus on 29th September. Picture Mark Bland.

**Saturday 23rd September 2006** - IC, PGn, MP, and MBd flew the IS-28, Blanik, and Pilatus. It was partially sunny with 1/8 cumulus with a variable cloudbase at 6,500 ft. to 7,500 ft and some higher overcast. Winds were steady 5 knot north westerlies,

and hill lift and intermittent moderate thermals were available with peak climb rates around 5 m/s near cloudbase. Total glider flight time was 8h 49m from 5 flights. Max altitude was 7,200 ft. Max flight time was 3h 24m.

**Sunday 17th September 2006** - IC, AE, MR, GH, and MBd flew the IS-28, Libelle, and Pilatus. It was partially sunny with some cumulus at around 8,000 ft and a high cirrus cover later. Winds were steady 5 knot north westerlies, and hill lift and intermittent moderate thermals were available later. Total glider flight time was 7h from 8 flights. Max altitude was 8,000 ft. Max flight time was 2h 39m.

**Saturday 16th September 2006** - IC, PGn, MR, and MBd flew the IS-28, Libelle, and Pilatus. It was sunny with 1/8 cumulus at around 9,000 ft. Winds were steady 5 knot north westerlies, and hill lift and intermittent moderate thermals were available. Total glider flight time was 8h 28m from 7 flights. Max altitude was 9,200 ft. Max flight time was 4h 17m.

**Wednesday 13th September 2006** - IC flew the IS-28. It was partially sunny with few cumulus at around 7,500 ft and a high cirrus overcast. Winds were 4-6 knot north westerlies increasing to 11 knot at 7,000 ft, and intermittent weak thermals were available. Total glider flight time was 2h 45m from 1 flight. Max altitude was 7,200 ft. Thanks to MR for operating the winch.

**Saturday 9th September 2006** - IC and MBd flew the IS-28. It was sunny with 1/8 cumulus at around 6,500 ft. Winds were strong 10-15 knot south easterlies, and intermittent strong thermals were available. Total glider flight time was 2h 9m from 2 flights. Max altitude was 9,200 ft. Max flight time was 2h 4m.

**Friday 8th September 2006** - IC, MP, MBd, MR and RB flew the IS-28, IS-28M2 and the Blanik. It was sunny with 1/8 cumulus at around 6,500 ft. Winds were steady 2-3 knot north westerlies rising to 7-8 knot, and intermittent weak thermals were available along with ridge lift later in the day. Total glider flight time was 4h 56m from 7 flights. Max altitude was 6,800 ft. Max flight time was 1h 31m.



Mike and Mark preparing to fly the Blanik on 8th September.

## The Tail End

### Gliding in France 2006

By Rod Harris

Michele and I have been paragliding in France, and I took a week off to fly planeurs (sailplanes) at Serres in the SE of France. A champion German pilot, Klaus Ohlmann, a current world record holder (over 3000km), operates a busy gliding centre on 1500m airstrip just North of the town. They cater mainly for German pilots who bring their own gliders (many are self launching), and they also have gliders for hire – Kestrel, LS4, DG400 & Blanik. I hired an LS4 (about \$1200 for the week and \$60+ per tow – not cheap flying).

In the Northern winter the whole operation moves to Argentina.

Every morning there is a very comprehensive 40 minute weather briefing and summary of the previous days flying, in both German and English.

To fly in France you need a French licence, so you need your home licence and logbook, passport ID, a check flight and an aviation medical with an aviation doctor – I was able to do all this in 2 days. The medical was cursory, but the check flight was more orientation, of 2 hours in a Blanik, covering local landing options and lift sources.

By midday there are more than 40 gliders on the grid ready to go (nobody wants to be first, but everybody wants to be second), with 2 or 3 tugs towing from the airfield height of 710m, usually to 1300m.



The launch area.

The airspace is very busy and requires constant vigilance even in the remote mountains there is always glider traffic. The LS4 was fitted with a Flarm, which warns you of other gliders with Flarm in close proximity. It is gratifying when you are warned of a glider you have already seen, but sobering when you have not. Of course the system does not warn of gliders not fitted with Flarm, hanggliders and paragliders.

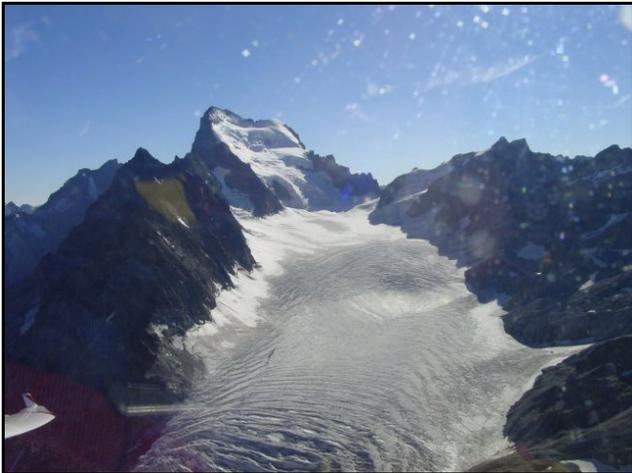
I flew mostly locally, with strong thermals to cloudbase typically at 2500m.

On the last day I joined another LS4, following Klaus in his Ventus 2, our instructions were to fly as close behind, as in Aerotow, and turn when he did. We were in constant radio contact and Klaus flew with landing gear down, and sometimes airbrakes to degrade his performance (sink rate .6m/s) to ours.



Some of the rugged terrain.

From the local cloudbase of 2300m we flew East into higher mountains; 3000m, with a drier airmass, flying along close to the ridges in very remote unlandable high country – with 8000 flying hours Klaus knows what he is doing, and I would not venture here without his guidance. By the Italian border 100km+ we were at 4000m and ignoring thermals as we were not on oxygen.



More of the spectacular French scenery

We turned South then back via another range, skirting scattered thunderstorms – a brief burst of hail on the canopy sounded like machine gunfire.

With little thermal activity left we went on final glide from 35km out, at 150kmph, and landed after a memorable 4 hours.

The website [www.quovadis.aero](http://www.quovadis.aero) has an English option if you want more details about the Serres operation or gliding in Argentina.

## How I came to be a member of Mt Beauty Gliding Club.

By Mark Bland

My first experience at Mt Beauty was back in March 1991 (Easter). I was based at East Sale and CFI of the three year old RAAF Gliding Club. We were a circuit bashing club and a couple of us were looking for somewhere different to spend Easter where we could glide and also have a social time with family. The previous year we had had a good time at Ararat.

Anyway, someone from our neighboring club Latrobe Valley mentioned that there was a club at Mt Beauty and that sounded interesting so a small group of us decided we would venture over the mountains and explore. Researching the club directory from the then Australian Gliding Year Book, I found Manfred Rueff's phone number. When asking if we would be welcome to attend, Manfred, with his normal sort of "who are you?" tone said "I suppose you can come".

My log book records three flights that year. Two aero-tows in my Libelle and one winch launch in IS-28 WVV with one of our students, so I think Manfred must have taken a liking to me, to let me use his glider without a check flight. Both Libelle flights were over two hours and to quote the remarks from my log book "FANTASTIC RIDGE & THERMAL LIFT OVER MT BOGONG, Beat up Hiker's 5500' above airfield".

We camped at the caravan park and had a great time socialising around the camp fire every night. This was the start of an annual Mecca for the East Sale club. We attended every Easter after that and got to know the other host club members from VMFG as well as Manfred and the other small bunch of local members. Blanik GYJ, with its RAAF roundel became quite a legend surrounded by all the sleeker white gliders, and in following years introduced lots of our members to the terrific mountain scenery.



Mark in his favourite Blanik near Mt Beauty.

Every Easter we would think about alternative places to attend, but couldn't find anywhere else as close and with so much to offer. It was such a great place where you could have great gliding and families would be keen to attend.

In 1998 I left the RAAF and moved to Wodonga and since then have probably become a permanent part of the scenery. I would like to thank Manfred, Ray and the other original members for starting a great club and hope we can continue to keep it going for at least another 30 Years.

**"HAPPY BIRTHDAY MT BEAUTY"**