



Aviation activity on Sunday 10<sup>th</sup> December –  
A Skycrane returning from a water bombing run  
on the bushfire in the Simmonds Creek valley.

Mt Beauty Gliding Club, Inc  
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## ALPINE FLYER January 2007

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

I have advised the existing committee that I will not be seeking re-election as President for 2007, and take this opportunity to thank the hard working, multi skilled committee for the fantastic work they have done to support me during my term as President. To use a power generation term, I am looking for opportunities for "load shedding" over the next year as I move into a new work role in Albury, so intend to adopt a back seat role in the club for a while after 17 years of active committee involvement.

I have been seeking expressions of interest from members for the formation of a small syndicate to purchase an IGC/FAI approved data logger for recording of flight data. This is a useful tool for badge flight certification and for honing up your skills in cross country flying.

I am interested in purchasing a data logger now rather than waiting until a combined FLARM unit is issued, to make the most of the great soaring conditions we have been experiencing over the

current summer. This will hopefully encourage the growing interest in cross country flight from Mt Beauty which is being exhibited by members.

Please advise if you are interested and hopefully we can make a decision during the Australia Day long weekend about this purchase. This purchase strategy has been proposed to reduce the load on club finances as we continue to strive to build up our capital for future commitments.

At an estimated cost of approximately \$1200, a small syndicate of say 6 members would only have to outlay approximately \$200 each. It could be rented out to non-syndicate members.

When a combined FLARM unit is issued we could sell the unit and upgrade. To quote the great sage and aviator Rod Harris "if you wait for the next technology, you are always waiting".

I hope to see as many members as possible at our pre AGM BBQ on Saturday 27 January at 7.00pm and AGM on Sunday 28 January 2007 at Ian and Susie Cohn's place commencing at 9.00am. Come along and have your say in the running of the club.

Finally, we welcome new Social member Dave Seib of Orange NSW.

Andrew J Evans  
President

## Operations

### Winch Launches and Signals

Ambient winds at Mt Beauty are generally calm to about 5 kt and are usually from the North to northwest. This means that we rarely fly in moderate to strong winds and the winch driver does not have to operate the winch engine at anything less than full power.

However, last Saturday proved to be the exception to the rule and we had 10 to 15 kt northwesterly winds at runway level and a significant positive wind shear rising to 20 kt at 1,000 ft agl with significant gusts as well. As a result, it was difficult for our very experienced winch drivers to adjust winch power quickly to suit the conditions. Pilots had to frequently use too fast signals and we also had a couple of cable breaks.

Pilots; make sure you can answer these questions:-

Have you recently reviewed the winch launch too slow and too fast signals?

Do you know the minimum winch launch speed for your glider?

Do you know the maximum winch launch speed for your glider?

What do you do if the speed is outside the winch launch range?

What do you do immediately after a cable break or winch failure?

When do you decide to land straight ahead after a cable break?

If you can't land safely straight ahead after a cable break recovery, what do you do?

Please review winch launch procedures with the duty instructor next time you are out on the field and make sure you can answer these questions to their and your satisfaction.

### 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.

Ian Cohn  
Chief Flying Instructor

## Editor's Epistle

### Australia Day Weekend 2007

A contingent from GCV will be visiting for the Australia day weekend for the 26th to the 28th of January, 2007. Victorian RTO/Ops, Ken Boland will

also be conducting our biennial Operations check on this weekend.

### Annual General Meeting

The Mt Beauty Gliding Club Annual General meeting will be held at Tawonga South at 9:00 am on Sunday, 28th January 2007.

### Pre AGM Social Evening

A pre AGM Social evening will be held at 135 Simmonds Creek Rd Tawonga South on Saturday, 27th January to welcome our visitors from GCV. BYO most things; BBQ, utensils, cutlery and tea and coffee supplied.

### Corryong Trip

Mark Bland is asking for Expressions of interest from members for a trip to Corryong coinciding with the "Man from Snowy River Festival" 31st March to 1st of April.

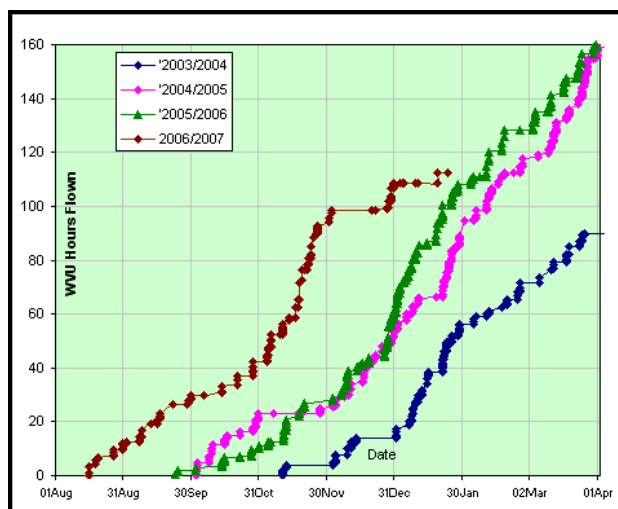
### Contributions to Alpine Flyer

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.

## Treasurer's Talk

### Hours and Launches

Well, December and early January were a bit of a fizzer regarding operations. During December we flew on 8 days, with flying being limited by bushfires and heavy smoke haze. The IS-28 flew 16 hours in 22 flights for an average flight time of 44 minutes. At press time we had accumulated 112 hours on the IS-28 for 139 launches since the start of this soaring season (94 hours from 191 flights last season at the same date).



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

**Mt Beauty Foodworks** "Spirit of the Community" fund



Mt Beauty Gliding Club points were 8838 as at 24<sup>th</sup> of January.

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

Ian Cohn - Treasurer.

## Members and Friends News.

### Rod And Michele Visit NZ

**Rod Harris** reports:-

"In early January, Michele and I entered a paragliding contest in Wanaka, NZ. The flying was good and the scenery spectacular – with white peaks, green & black mountain sides, blue lakes, braided rivers and verdant green valleys (no drought here).



The launch site

We flew 4 tasks out of 7 days, launching from the Treble Cone ski resort, 20 km from Wanaka towards Mt Aspiring. The pictures show the view from launch and views while flying.

The winds in the mountains are complex and working upwind is a challenge in aircraft with an airspeed of only 17 knots.



Often it was necessary to climb in the lee of spurs, and with height push upwind over the top or around the corner.



We saw the odd adventurous sailplane from the gliding centre of Omarama, 100 km away."

### News from England

Social Member, **Andy Smith**, reports:-

"I've made some progress in my dream of basing a glider at Mt Beauty. I've found a very low hours Ventus B in Switzerland which I am planning to ship late this year.

I'm just recovering from being run down by a car while riding my bicycle. Someone drove out of a drive-way while I was passing on the main road breaking my hip and pelvis in several places. Luckily I didn't need surgery to pin the hip so I'm walking again after two months. I now need to work hard to replace the income I've lost, so I won't be able to come out till next summer, but I'm really looking forward to seeing you all again. A gliding friend of mine, **John McWilliam**, a former RAF display pilot on Gnats, should be visiting you this February, I've told him all about the club.

Yes, I've been following the newsletter regularly and must apologise for not writing that article - .....soon".

### Joey Glide

**Mark** and **Mike** attended the Joey Glide Junior Gliding Championships at Leeton where they utilised the Blanik for cross country coaching with less experienced juniors who weren't quite up to single seater standard.

**Adam Bland** was one of the 21 single seat pilots who flew at crackling speeds during the seven day event from 31 Dec 06 till the 06 Jan 07. The Blanik was one of seven 2-seaters including two IS-28s, and two K-21's. Ingo Renner was also there coaching in an IS-28 and giving fascinating talks about thermalling techniques and flying faster cross country.

### Benambra

**Mike** and **Mike** flew the motor glider to Benambra on the 20th January to visit aviation stalwart **Ben Buckley**. **Ben** invited all and sundry to a fly-in at Benambra on the March long weekend.

## Rod Gets Serious

The club has another privately owned glider. **Rod Harris** is importing a DG400 from NZ.



Rod with his latest acquisition.

Rod reports that the DG400 is a self-launching glider with a claimed glide ratio of 45:1. The Rotax 505 engine drives a 2 bladed prop, all mounted on a mast lying in the fuselage behind the cockpit. When required an electric motor drives a screw, that lifts the mast and opens the bay doors. Under power the glider climbs at 600 ft/min.

The objective is not to use the engine, but to fly further afield from Mt Beauty with the confidence of knowing you can power back home or self launch from an outlanding. The glider has a trailer and Rod & Michele plan to take the glider on safari in inland Australia.



The glider was previously flown from the Auckland Gliding Club and the picture shows their 2 reel winch using 1000m of polypropylene rope. Of course the rope stretches, but they find that to be advantageous in dampening any surges. The area around the airfield is steadily being urbanised and the club is under increasing pressure from neighbours, limiting towing operations, and ultimately they will have to move further away from Auckland. The club has a fleet of modern aircraft, including a recently acquired Duo Discus.

## New Social Member

Expert Hang Glider pilot and GFA member **Dave Seib**, from Orange in NSW, has joined the Club. Dave was in Mt Beauty for the Bogong Cup Hang

Gliding competition. Dave took the opportunity to fly with **Mart Bosman** on the last day of the Bogong Cup when high winds prevented hang gliding operations. Mart and Dave had a 3 hour mountain tour with thermals going higher than 10,000 ft.

## Singapore News

Social member, **Craig Docherty**, reports:-

"I have purchased a Flightstar and fly out of Senai airport in Malaysia. (WMKJ identifier). To get the airport requires crossing from Singapore at either the first or second link. The first link is approximately 50km from my house to the airport but it is always heavy traffic so, generally, if I don't head off before 6am in the morning I cross at the Second link. The second link distance to the airport is about 70km, bit further but quicker to get through for the impatient fellas such as me.



A Flightstar Recreational aircraft

Generally when I get to the airport, I have to get a pass to the airport, which takes time, and also pay 1 ringet (50 Cents for a pass). Fuel is a hassle; If I don't have fuel, most often the case I have to load a Jerry can back onto the bike or the car and head out to a Shell service station about 10km away to buy some high quality fuel.

The airport is a major hub, so I am flying around with 737's and the like on the Asia Pacific routes, so sometimes it is hard to get out of the airport. The advantage of the Flightstar is that everything can be done at 1,000 ft, and not much else is up (down) at the height, so I can generally get a block clearance of 1000 ft and below and head off. Unlike Australia or the US you must stay on a flight plan always, and in contact with a frequency (approach, or other) so the flying is quite limiting. The ATC is also very, very conservative, i.e. they wont let you go if another Cessna is on downwind... ridiculous and very frustrating after flying in the States.

Anyway, after getting off the ground the flying is OK there is a smaller airport called Nusajaya that you can land at (10 miles away), or set out on a 50mile flight to the next one at Batu Pahat (hard to tell if this is an airport. It is about 1/2 as long as Mt Beauty with no real runway, kinda goat tracks.etc.). There are Kampung type huts along the edge, real good experience of flying into a remote airport. There are a couple of other cross countries I want to do, but due to the Monsoon, the rain has shut the place down for a couple of months.

Cross country planning is quite interesting; the Maps we use are road maps that don't have any airspace notification on them. You are supposed to transcribe the airspace from a written documents providing the lat and long of airspace points onto the map. Primitive but quite fun. Fuel is also an issue. If I flight plan greater than a 2 1/2 hour out and return, I have to think about where to get fuel (shell Service station). I haven't done this yet. Generally out of 10, flying in Malaysia would be a 3 (better than Cambodia - 2 , not as good as Thailand -6). Singapore won't allow Experimental aircraft.

As for work and returning: - My contract in Singapore ends in August after which we plan to come back to Mount Beauty. I am really looking forward to being in my home country especially having an airport 5 minutes from the house.

I contacted Flightstar about using the aircraft as a tow for gliders, they indicated that in the US a lot of gliders are towed using this method. The Flightstar I have has a HKS 700 Engine on it, (60 hp, 4 stroke, reliable and powerful). I am wondering if we can use it in Mt Beauty to tow the gliders, maybe not the 2 seaters, but the single seaters. Are you aware of anyone using ultralight to tow in Australia?

Anyway, see you in August."

### **Alan Barnes' Long Flight**

**Allan Barnes** writes about a recent long flight:-

"I just had 3 days (27/28/29 DEC) flying at Benalla - the first two days were very warm, windy and stable with shattered climbs to only 3-4000 ft. However, the next day looked much better according to NOAA, so the night before I decided to tackle a 900km triangle.

The morning dawned very very smoky - visibility was only about 2km. No-one had any enthusiasm, but I decided to have a go. I launched at 10.05 and towed to 3200 AGL, which was well above the smoky inversion.

Headed off on track, slowly descending into the brown gloom. The top of the inversion was so thick I felt like putting my wheel down and landing on it! Anyhow, I bumped along for half an hour in the murk below 2300AGL, just getting enough height to scrape across the 'Warbies' hills by 500ft (These are only about 1000 ft above the plain) and got to the east side, where I could glide to a landing. Instead, I found an amazing 5-8kt thermal to 6500 ft at 10:30 in the morning! This one thermal had broken the inversion and suddenly I felt incredibly high. I headed up towards Corowa, leaving the smoke behind, and eventually (at The Rock) intercepted the first cu of the day.

Ahead of schedule for my flight, I felt quite optimistic as I reached the first turnpoint, Temora, at 13:30. Although there was heavy rain to the north, my second leg was to the NW, skirting the edge of the showers. Thermals were now going to 10,000 ft with about 5-8kt climbs. At one stage I got down to 5000ft under heavy overcast with very little in the way of obvious trigger points. This felt low, since the prospects looked so poor for a climb ahead, and the thought of landing out 300km from the airfield was pretty unappealing!

Anyhow, I got a lovely climb of 8.5 kt average to 12,000 ft, which gave me enough confidence to carry on rather than turn back. I was still about 1/2 hour ahead of schedule. I finally reached the second turnpoint (Roto, about 90km E of Ivanhoe) at 16:10 and 13,000 ft, with 392km still to run.

My last legal landing time was 21:08 so there was still a good chance of completing. I called Benalla on my mobile to let them know I was heading back, and got the disconcerting news that there was solid overcast to the horizon in all directions there.

The final leg rapidly deteriorated, with firstly a return to blue conditions, then thickening stratocirrus the further south I pushed. In spite of this there were weak climbs to 7000 ft, but I had dropped behind schedule and was no longer confident of getting back.

Finally, one of my glides from 7000 ft under total heavy overcast got me all the way to a paddock where I landed at 19:50, 70km short, for a total distance of 830km. Fortunately, I had my CDMA phone and Dave finally arrived at 10pm after a couple of wrong turns. We decided to camp next to the glider in the camper, and derigged the next morning. Much more relaxing than a late drive back!"

PS: Allan came a very creditable 5<sup>th</sup> in the recent Australian Club Class Championship at Benalla.

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## **Maintenance Matters**

**Phill Glasson**, our Ground maintenance coordinator, reminds winch drivers that it is important to check the fluid level in the battery and check the oil level of the engine as part of every winch DI.

**Ian Cohn** recently repaired a winch parachute. Just as well, because the old parachute suffered a rope break on Saturday 20<sup>th</sup> of January.

**Mark Bland** did some mowing of the airfield on Saturday 20<sup>th</sup> of January.

Phill's list of current maintenance items:-

1. **Phill** - Temporary Winch exhaust box needs replacement. silencer inverted for quick fix
2. **Phill** - In Progress - Spare flexible exhaust pipe and connectors (left hand (2) and right hand (2)) need to be purchased and kept available for winch. 1m flex purchased. Connectors soon.
3. **Rod** - Winch carburettor preventative maintenance.
4. **Rod** - Winch tuning and starting improvement.
5. **Rod** - In Progress New battery terminals provided by Rod Harris need to be connected to the winch battery.
6. **Rod** - Thimbles required to prevent wear on parachute ropes where they connect to shackles.
7. **Ian** - New spare parachute to be manufactured using new wool pack donated by Wagga Gliding Club.
8. **Mike** - Spare "nail" weak link to be calibrated and brought into service.
9. **Phill** - In Progress Camira retrieve car transmission noisy - to be investigated and any

repairs required organised. Requires L/H halfshaft \$180. Or just wait a couple of years 'till it breaks

10. **Phill** - In Progress Subaru retrieve car to be assessed for rejuvenation or disposal.
11. **Ian** - Replacement of rear LHS IS-28 trailer running light – Light purchased. Trailer wiring needs to be upgraded.
12. **Rod** - Done Decent bolt cutters to be purchased for cable maintenance.
13. **Phill** - In Progress Blue Camira in hangar to be brought up to standard as standby retrieve vehicle.

## 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.

Air Experience flight fees are \$60 for winch launch for the first ten minutes and \$2 per minute after that. Add \$50 for Aerotow launch.

GFA membership fees

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

## MBGC Diary

**20th January 2007** - MBd, MBn, IC, MP and DS flew the Blanik, IS-28 and Pilatus. Strong north westerly winds and unstable air produced some good thermals up to an 11,500ft cloudbase and good ridge lift. Total flight time was 10h 6m from 4 flights.

**12th to 15th January 2007** - Severe smoke haze from bushfires limited visibility; sometimes down to 200m; so no flying was possible. On Sunday, Mike and Phil did some winch maintenance.



Mike and Phil working on the winch on Sunday 14th January.

**Thursday 11th January 2007** - MBd flew the Libelle from Temora to Mt Beauty and IC flew locally in the Pilatus. There were thermals, ridge lift and weak wave to around 11,000 ft with a northerly breeze. Flight time was 5h 42m from 2 flights.

**Wednesday 10th January 2007** - MBd flew the Libelle from Mt Beauty to Temora. There were thermals to around 8,000 ft with light northerly drift. Flight time was 4h 55m from 1 flight.

**Sunday 31st December 2006** - AE, PGn, and IC flew the IS-28 and Pilatus. There were good 4-6 m/s thermals to around 9,000 ft with light and variable winds most of the afternoon. Around 15:15, outflow from a thunderstorm changed the wind to a strong south easterly and launching was terminated. Flight time was 4h 21m from 6 flights. Thanks to Mart for launches.

**Saturday 30th December 2006** - AE, JL, PGn, PO, MBn and IC flew the IS-28 and Pilatus. In sunshine, there were good 4-5 m/s thermals to around 12,000 ft with light and variable winds. There was 3/8th to 7/8th cumulus cloud cover and 4/8 high cirrus with over development leading to short flight times mid afternoon. Flight time was 7h 18m from 9 flights.

**Friday 29th December 2006** - AE, and IC flew the IS-28 and Pilatus. There were good 4-5 m/s thermals to above 10,000 ft with light and variable winds and 1/8th cumulus cloud cover. Flight time was 6h 02m from 3 flights. AE completed Mt Beauty-Hotham Heights-Dederang Substation-Mt Beauty.



Andrew after his Mt Beauty-Hotham Heights-Dederang flight.

**Thursday 28th December 2006** - AE, and IC flew the IS-28 and Pilatus. There were good thermals to around 9,000 ft with a 5kt north westerly breeze but 4/8th alto cumulus cloud cover. Flight time was 3h 09m from 4 flights.

**Saturday 23rd December 2006** - MBd, AB, and MP flew the Blanik. Flight time was 47m from 5 flights.

**Thursday 21st December 2006** - RH, MBd, and AB, flew the Blanik and Pilatus. Good thermals to around 9,000 ft. Flight time 5h 28m from 2 flights.

**4th to 20th December 2006** - No flying due bushfires and smoke.