



## **ALPINE FLYER**

### **Mt Beauty Gliding Club Inc**

#### **October 2011**

[www.mtbeauty.com/gliding](http://www.mtbeauty.com/gliding)  
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President - Andrew Evans  
Vice President - Mark Bland  
Secretary - Ian Cohn  
CFI - Mark Bland  
TO Ops / Airworthiness / Radio - Mike Pobjoy  
Treasurer - Steve Bradbury  
Alpine Flyer Editor - Andrew Evans  
Weekly Update Editor - Ian Cohn

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### **MBGC Presidents' Report**



It is pleasing to see an increase in the number of members flying in the weekends now that the thermals have returned and summer is approaching.

Our focus needs to be on generating revenue for the purchase of a two seater replacement for our IS28 VH-WVU in 2012 (see more on this below), so the more flying we do, the more revenue we raise.

#### **Replacement training glider**

With the likely grounding of the club 2 seater training glider IS28 VH-WVU in 2012, your Committee is proactively researching a suitable replacement and funding options to achieve this.

In the last edition of "Alpine Flyer" I canvassed members to seek interest free advances on flying accounts. The advance would effectively be repaid as you incur costs against your account in flying and MBGC membership fees. The only cost to you would be the opportunity cost of lost investment returns.

A number of members have already generously pledged interest free advances. If you are interested in assisting the club by pledging an interest free advance, please contact President Andrew Evans by email at [andrewe@g-mwater.com.au](mailto:andrewe@g-mwater.com.au). All pledges are welcome, no matter how small.

Our target is to raise at least an additional \$45,000 above the cash resources we currently hold for the purchase of a new 2 seater glider. Any shortfall in funding will be required to be met from loan funds.

### **Loan of Twin Astir**

Negotiations are in progress between your Committee and Graham Levitt, the owner of the Twin Astir VH-GRF stored in our club hangar at MBGC, for use of his glider by club members. A Memorandum of Understanding for use of his glider is being drafted in consultation with Graham.

### **OLC**

Ian Cohn has been encouraging us all to log our flights on to the OLC (Online Contest) website at [www.onlinecontest.org](http://www.onlinecontest.org). Benefits include raising the profile of our club as a great soaring destination and encouraging more cross country flying. There is probably an element of competition there also between Ian and his Geelong Gliding Club mates.

### **Hangar Tenancy Allocation Policy**

Your Committee has drafted a Hangar Tenancy Allocation Policy for conditions under which members may store their gliders in the club hangar. Contact the Editor at [andrewe@g-mwater.com.au](mailto:andrewe@g-mwater.com.au) if you wish to peruse it or comment on the policy.



*MBGC club hangar and Astir VH-IKS  
Photo - Ben Talbot*

### Manfred Rueff's GPS

Thanks to Detlev Rueff for loaning Manfred's GPS to the club for use by members. This is available for navigation and for logging flights on to the OLC, so if you do not have a data logger or other means of logging your flights, take advantage of this generous gesture by Manfred's family.

### Pilatus Form 2

Thanks to Mike Pobjoy for his tireless work in carrying out the annual Form 2 check on Pilatus VH-GCD over several weekends (see photo below). Although syndicate owned, the syndicate has made the Pilatus available to all suitably qualified club members and visitors to fly. For the information of club members, three shareholders in the Pilatus Syndicate are interested in selling their shares, so here is a chance for first conversion pilots to gain access to some no flight charge flying (except for winch launch charge) for a relatively small syndicate membership purchase cost. The Pilatus has been able to pay its own way for annual operating costs due to high utilisation by non syndicate members. Contact Andrew Evans at [andrew@q-mwater.com.au](mailto:andrew@q-mwater.com.au).



Mike Pobjoy carrying out the Form 2 on Pilatus VH-GCD on 23 October 2011.  
Photo - Andrew Evans

Safe flying.

Andrew Evans - President / Alpine Flyer Editor

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### Member Editorial Contributions

Thanks to Mark Bland and Ian Cohn for their editorial contributions this month. All members are encouraged to submit stories and photos for publication. If you have any suggestions for improvements to the newsletter, send those in as well. All feedback welcome. It's your publication.

Don't forget to follow club activities on our Mt Beauty Gliding Club Facebook page where you can download photos and comments

about your gliding exploits and interact with like minded individuals. If you don't know how to do it ask your kids or grandkids.

Any members requiring further details of any of this month's editorial can contact the Editor at: [andrew@q-mwater.com.au](mailto:andrew@q-mwater.com.au).

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### Member News

#### Steve Bradbury's new wings

MBGC member Steve Bradbury has recently purchased a DG400, self launching glider VH-GMD. So all Steve has to do now to join us for flying is ride his bike from his home at Porepunkah to the local airstrip, jump in to the DG and fly over the gap to Mt Beauty.



Steve Bradbury's first flight to Mt Beauty from Porepunkah in his DG400, VH-GMD.  
Photo - Mark Bland



Who is this mystery young aviator? Clue – it's one of our current members. Answer in next month's edition.

## Welcome back Andy Smith

Welcome back MBGC member Andy ("I never see winter") Smith, our regular summer visitor from England and honorary Aussie, who arrived last week after chasing summer thermals around Europe during our winter.



*Mike Pobjoy (left) and Andy Smith amazed at Andy's spot landing test during his annual check flight, less than 1 metre from the target.  
Photo - Andrew Evans*

## Come and Get it Trophy

The Editor heard a rumour that the 'Come & Get It' trophy that we currently hold is under threat from Paul Mander. Mark Bland wrested the trophy from the clutches of the Canberra Gliding Club at Bunyan in the Snowy Mountains after it had been gathering dust there for 30 years, when he dropped in there on 21 March 2009 in his Libelle VH-GUK. The conditions for this feat are: You need to fly in from your home club, fly out with the trophy and then write a story for "Gliding Australia". So watch out for a jet powered ASH25 lurking in our region on a raiding sortie.



*Paul Mander in his jet powered ASH25 during his last visit at Easter 2011, with Ben Talbot.  
Photo - Andrew Evans*

## Treasurer's Column



Check the Flight Sheets! With more flights happening and more people recording them, now is a good time to remind pilots to check that

the details of your flight are correctly written down on the flight sheet. Note the column that says "Pilot or Paying Person". The Treasurer (and his henchman) will charge you from these details. If it's a "mutual" (share costs) write this in the comments column.

If you make a mistake on the flight sheet and run out of room just cross out the entire line and start a new one. We want to be able to read the sheets!

The GFA membership forms that passengers have to fill out now cost us (the club pre-pays) \$30 EACH - that's \$750 per book! (We do include this cost in the overall flight charge). So look after them please, no mistakes and don't get (prospective) passengers to fill them in unless they are definitely going to fly! Record the form number on the flight sheet also.

Steve Bradbury - Treasurer

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## CFI Column



CFI Mark Bland provides Chapter 2 of his article about thermalling techniques which commenced in the September edition of "Alpine Flyer".

Acknowledgments to:

[http://www.pilotoutlook.com/gliding\\_flying/thermal\\_soaring](http://www.pilotoutlook.com/gliding_flying/thermal_soaring).

Often stronger lift exists on one side of the thermal than on the other, or perhaps the thermal is small enough so that lift exists on one side and sink on the other, thereby preventing a climb. There are several techniques and variations to centering. One method involves paying close attention to where the thermal is strongest, for instance, toward the northeast or toward some feature on the ground. To help judge this, note what is under the high wing when in the best lift. On the next turn, adjust the circle by either straightening or shallowing the turn toward the stronger lift. Anticipate things a bit and begin rolling out before actually heading towards the strongest part. This allows rolling back toward the strongest part of the thermal rather than

flying through the strongest lift and again turning away from the thermal centre. Gusts within the thermal can cause airspeed indicator variations; therefore, avoid “chasing the ASI.” Paying attention to the nose attitude helps pilots keep their focus outside the cockpit. How long a glider remains shallow or straight depends on the size of the thermal. [Figure 10-10]

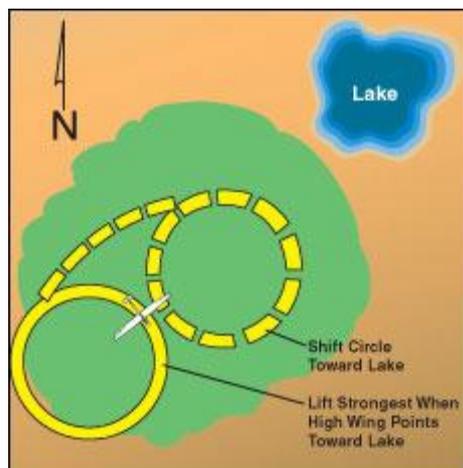


Figure 10-10. Centering by shifting the circle turn toward stronger lift.

Other variations include the following. [Figure 10-11]

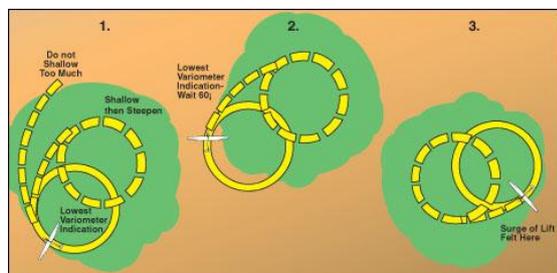


Figure 10-11. Other centering corrections.

1. Shallow the turn slightly when encountering the weaker lift, then as stronger lift is encountered again (feel the positive g, variometer swings up, audio variometer starts to beep) resume the original bank angle. If shallowing the turn too much, it is possible to fly completely away from the lift.

2. Straighten or shallow the turn for a few seconds after encountering the weakest lift or worst sink indicated by the variometer. This allows for the lag in the variometer, since the actual worst sink occurred a couple of seconds earlier than indicated. Resume the original bank angle.

3. Straighten or shallow the turn for a few seconds when the stronger seat-of-the-pants surge is felt. Then resume the original bank. Verify with the variometer trend (needle or audio). For new glider pilots, it is best to become proficient using one of the above methods first and then experiment with other methods. As an additional note, thermals often deviate markedly from the conceptual model of concentric gradients of lift increasing evenly toward the centre. For instance, it sometimes feels as if two (or more) nearby thermal centres exist, making centering difficult. Glider pilots must be willing to constantly adjust, and re-centre the thermal to maintain the best climb.

In addition to helping pilots locate lift, other gliders can help pilots centre a thermal as well. If a nearby glider seems to be climbing better, adjust the turn to fly within the same circle. Similarly, if a bird is soaring close by, it is usually worth turning toward the soaring bird. Along with the thrill of soaring with a hawk or eagle, it usually leads to a better climb.

Collision avoidance is of primary importance when thermalling with other gliders. The first rule calls for all gliders in a particular thermal to circle in the same direction. The first glider in a thermal establishes the direction of turn and all other gliders joining the thermal should turn in the same direction. Ideally, two gliders in a thermal at the same height or nearly so should position themselves across from each other so they can best maintain visual contact. [Figure 10-12] When entering a thermal, strive to do so in a way that will not interfere with gliders already in the thermal and above all, in a manner that will not cause a hazard to other gliders. An example, of a dangerous entry, is pulling up to bleed off excess speed in the middle of a crowded thermal. A far safer technique is to bleed off speed before reaching the thermal and joining the thermal at a “normal” thermalling speed. Collision avoidance, not optimum aerodynamic efficiency, is the priority when thermalling with other gliders. Announcing to the other glider(s) on the radio when entering the thermal enhances collision avoidance. [Figure 10-12]

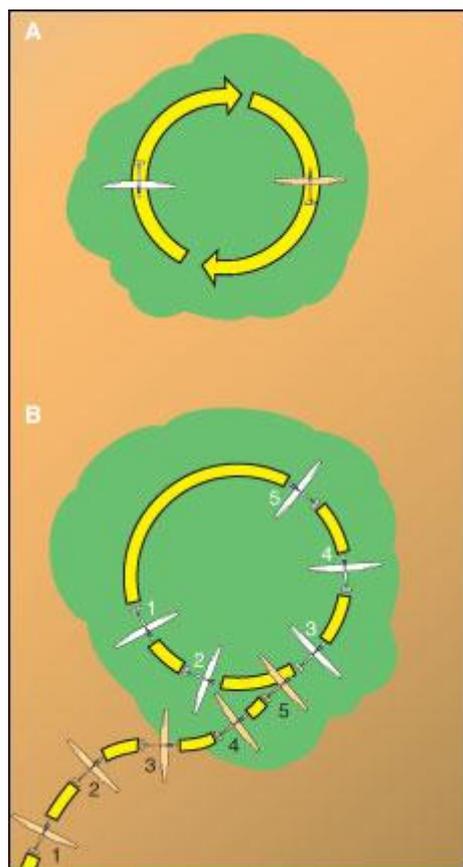


Figure 10-12. Proper positioning with two gliders at the same altitude. Numbers represent each glider's position at that time.

Different types of gliders in the same thermal may have different minimum sink speeds, and it may be difficult to remain directly across from another glider in a thermal. Avoid putting yourself in a situation where you cannot see the other glider, or the other glider cannot see you. Radio communication is helpful. Too much talking clogs the frequency and may make it impossible for a pilot to broadcast an important message. Do not fly directly above or below another glider in a thermal since differences in performance, or even minor changes in speed can lead to larger than expected altitude changes. If you lose sight of another glider in a thermal and cannot establish position via a radio call, leave the thermal. After 10 or 20 seconds, come back around to rejoin the thermal, hopefully with better traffic positioning. It cannot be stressed enough that collision avoidance when thermalling is a priority! Mid-air collisions can sometimes be survived, but only with a great deal of luck. Unsafe thermalling practices not only endangers your own safety but that of your fellow glider pilots. [Figure 10-13]

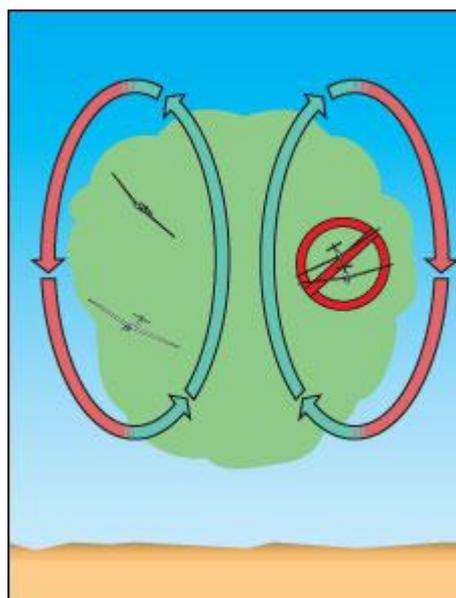


Figure 10-13. When thermalling, avoid flying in another glider's blind spot, or directly above or below another glider.

Leaving a thermal properly can also save you some altitude. While circling, scan the full 360° of sky with each thermalling turn. This first allows the pilot to continually check for other traffic in the vicinity. Second, it helps the pilot analyse the sky in all directions in order to decide where to go for the next climb. It is better to decide where to go next while still in lift, rather than losing altitude in sink after leaving a thermal. Exactly when to leave depends on the goals for the climb - whether the desire is to maximize altitude for a long glide, or leave when lift weakens in order to maximize time on a cross-country flight. In either case, be ready to increase speed to penetrate the sink often found on the edge of the thermal, and leave the thermal in a manner that will not hinder or endanger other gliders.

The preceding pages describe techniques for locating thermals, as well as entering, centering and leaving thermals. Exceptions to normal or typical thermals are numerous. For instance, instead of stronger sink at the edge of a thermal, weak lift sometimes continues for a distance after leaving a thermal. Glider pilots should be quick to adapt to whatever the air has to offer at the time. Just as the mechanics of simply flying the glider become second nature with practice, so do thermalling techniques. Expect to land early because anticipated lift was not there on occasion - it is part of the learning curve. If thermal waves are suspected, climb in the thermal near cloud base, then head toward the upwind side of the Cu. Often, only very weak lift, barely enough to climb at all, is found in smooth air upwind of

the cloud. Once above cloud base and upwind of the Cu, climb rates of a few hundred fpm can be found. Climbs can be made by flying back and forth upwind of an individual Cu, or by flying along cloud streets if they exist.

If no clouds are present, but waves are suspected, climb to the top of the thermal and penetrate upwind in search of smooth, weak lift. Without visual clues, thermal waves are more difficult to work. Thermal waves are most often stumbled upon as a pleasant surprise when their presence is furthest from the pilot's mind.

Mark Bland – CFI

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### **Upcoming Events**

#### Bright Hot Rod Festival 5 & 6 November

We have advertised for AEFs in the Bright Hot Rod Tour Event publication. Members are asked to help on this weekend to raise revenue for our new glider.

#### Benalla Coaching Course "Go for Gold" 21 to 26 November

The "Go for Gold" course at Benalla is run by Graham Garlick for pilots aiming to achieve gold badge requirements, ie gain of height of 3000 m, duration of five hours and a distance flight of 300 km. Benalla offers good conditions at the end of November and Graham provides excellent weather briefings and plenty of advice on how to achieve these goals. Coaches Tim Shirley & Graham Garlick. Contact [birdmanoz@bigpond.com](mailto:birdmanoz@bigpond.com).

#### VSA State Competition, Ararat 3 to 10 December

Several coaches including Mike Durrant and Rolf Buelter have indicated their intentions to provide coaching during the State competitions at Ararat. Further details from the VSA website at [www.gliding.asn.au/](http://www.gliding.asn.au/).

#### Juniors Coaching Tocumwal : 26 December to 1 January

This event provides opportunities for junior pilots (14 - 18 years) at Tocumwal in conjunction with the Geelong Gliding Club Christmas camp. Coaching in two seaters subject to glider availability. Lead Coach Rolf Buelter. Coordinator is Ailsa McMillan of Geelong Gliding Club. Contact [amcmillan107@gmail.com](mailto:amcmillan107@gmail.com).

#### Mountain Flying at Mount Beauty 14 to 21 January

A new initiative for pilots wishing to extend their skills in mountain flying. Supported by the VSA and Mount Beauty Gliding Club, the event will offer practical advice and soaring opportunities, conditions permitting, over the mountain areas covering Mt Hotham, Mt Buffalo, Mt Buller and Mt Kosciusko. Coaches Mark Bland & Ian Grant. Contact [ian.grant.gliding@gmail.com](mailto:ian.grant.gliding@gmail.com)



*Mountain wave flying at Mt Beauty  
Photo - Mark Bland from ASK21-GVS*

#### Horsham VSA Coaching Week 28 January to 3 February

Designed for experienced and inexperienced cross country pilots with a number of performance two seaters available so that pilots can fly with a coach around cross country tasks. Single seaters are also welcome and the week provides an opportunity for pilots to familiarise themselves with the area before the Horsham Week competition.

We run lectures in the mornings and fly in the afternoons. After flying there are debriefings around a meal, either at the local pub or else at a barbeque on the airfield. Coaches - Bernard Eckey, Tim Shirley and Ian Grant. Contact [ian.grant.gliding@gmail.com](mailto:ian.grant.gliding@gmail.com) .

Further details from Horsham Week website at [www.horshamweek.org.au/](http://www.horshamweek.org.au/) .

#### Horsham Week Competition 4 to 11 February

The Horsham Week competition has operated continuously since 1967 and is an opportunity for friendly competition flying in some of the safest country in Australia (nearly every paddock is a one square mile airfield). The Horsham Club wants this competition to be one where pilots who were quite inexperienced at competition flying could be welcome, feel that they were amongst friends and mentors,

and where the fear of outlandings would not stop people from having fun. This season there will be opportunities for less experienced pilots to receive coaching in two-seaters during the competition. Coaches include Ziggy Kusiak and Jarek Mosiejewski.

Further details from Horsham Week website at [www.horshamweek.org.au/](http://www.horshamweek.org.au/)

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*Mt Beauty Gliding Club is sponsored by  
the Mt Beauty Community Bank*

*Send your editorial or photographic contributions to the  
"Alpine Flyer" Editor - Andrew Evans at  
[andrew@q-mwater.com.au](mailto:andrew@q-mwater.com.au) or Telephone 0418 377 146*

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