



ALPINE FLYER

Mt Beauty Gliding Club Inc

November 2011

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President - Andrew Evans
Vice President - Mark Bland
Secretary - Ian Cohn
CFI - Mark Bland
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Treasurer - Steve Bradbury
Alpine Flyer Editor - Andrew Evans
Weekly Update Editor - Ian Cohn

MBGC Presidents' Report



This month your Committee has been busy with club business and the Instructors Panel has had a formal meeting to address some current issues.

Safety

There has been a very strong emphasis on safety both on the ground and in the air this month. This follows concerns at Committee and Instructor Panel level about safety incidents which have occurred over the past 12 months. The predominant type of safety incident (73%) has related to landing gliders. See the safety messages from the Committee meeting, the Instructor Panel meeting and the CFI column below. All members are urged to think safety at all times.

Replacement training glider

With the likely grounding of the club 2 seater training glider IS28 VH-WVU in January 2012, your Committee continues to research a suitable replacement and funding options to achieve this. Quotations are being assessed for the purchase and borrowing. Decisions are yet to be made on these important issues, with further research to be carried out.

Canvassing of members to seek interest free advances on flying accounts is continuing, to assist with funding for our new glider. The advance would effectively be repaid as you incur costs against your account in flying and MBGC membership fees.

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. All pledges are welcome, no matter how small. Pledges from as low as \$100 will help with this project.

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.

Safe flying.

Andrew Evans - President / Alpine Flyer Editor

Member Editorial Contributions

Thanks to Andy Smith, Mark Bland, Peter Deane and Ian Cohn for their editorial and photo 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 our junior pilots, your kids or grandkids.

Any members requiring further details of any of this month's editorial can contact the Editor at: andrewe@g-mwater.com.au.

Notable Flights This Month

Andy Smith's out and return 512km flight to Kyabram

I was launched in my Ventus VH-ITB by Ian Cohn and Ken Darling on 11 November and was able to get out of the Kiewa Valley easily

as the cloud base was nearly 7000'. The wind was 5-10kts NW so I followed the north side of the Ovens Valley climbing at Mt Porepunkah then out to the plain. I was going to stop at Benalla, but the cumulus looked a lot better towards Shepparton so I just followed the weather. I decided to turn around at 4pm as that would mean I should be back at Benalla at 5pm in good time to transition back to the mountains.



Andy Smith with his Ventus VH-ITB

When I got to Whorouly I was low after running through the usual 10km of sink in that area at that time of day. This was the first time I was below 3000' AMSL and I was struggling with water in the total energy system of the Ventus. As it was a weak thermal I had to circle a couple of times before I got the first bubble past the blockage, so I knew I was going up slowly. After that it was straightforward to get a good climb over Myrtleford and back home to Mt Beauty. See the flight at:

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsId=2158286>

Andy Smith

Mark Bland and Ian Dealy's wave flight

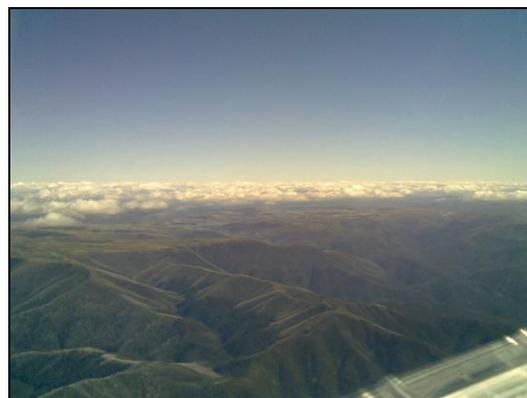
Mark Bland and Ian Dealy reached almost 10,000' in wave after climbing under power to only 2000' in the ASK21-GVS on Wednesday 23 November. See the flight at:

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsId=2162235>



Ian Dealy enjoying back seat driving with Mark Bland in ASK21VH-GVS in wave at almost 10,000' on 23 November.

Photo - Mark Bland



The Bogong High Plains from ASK21-GVS in wave at 10,000' on 23 November.

Photo - Mark Bland

Don't forget to log your flights on to the OLC (Online Contest) website at:

www.onlinecontest.org.

Benefits include raising the profile of our club as a great soaring destination and encouraging more cross country flying.

News from the Committee

Your Committee has been active and met again on 13 November to consider some pressing issues. Business covered included:

- ▶ Winch replacement.
- ▶ Sign funded by Community Bank.
- ▶ Hangar space allocation policy.
- ▶ Ownership of IS28 VH-WVU.
- ▶ VSA funded information sign.
- ▶ Community Bank grant availability for FLARM.
- ▶ Replacement of Club 2 seater glider IS28 VH-WVU.
- ▶ Safety issues.
- ▶ Community Bank birthday and presentation night 7 Dec.
- ▶ Applications for use of Astir VH-IKS for training courses.
- ▶ VSA Grant for junior pilots.

Safety recommendations arising from the Committee meeting were:

Winch operations

Mike Pobjoy is to prepare a winch operating procedures manual.

Andrew Evans is to produce a Register to record authorised winch operators.

Authorised winch operators are to be recorded in the Register and their log book endorsed by a Level 2 Instructor, or authorised trainer appointed by the Instructors Panel, after training and/or when deemed competent to operate the winch independently.

Pre solo spin training.

Instructors are to ensure that students undergo adequate incipient spin training with an authorised Instructor.

Radio Procedures

It is now a requirement that in order to use a VHF radio, glider pilots must have proper authorisation. See the details in the CFI column below.

News from the Instructors Panel

The Instructors Panel met on 13 November and discussed the following issues:

- ▶ Review of Safety Incidents for past 12 months.

- ▶ SAR Watch.
- ▶ Pilatus harness clip.

Safety recommendations arising from the Instructors Panel meeting were:

Hydration

Pilots need to be adequately hydrated while flying. Lack of adequate hydration can severely impair mental capacity.

FUST Check

Ensure you do a FUST check after winch cable or aerotow rope release and pre-landing.



Andrew Evans landing ASW19 VH-EAT on RWY 32 ahead of a rain squall, after giving it a wash in the rain

Photo - Peter Deane

Low level finishes

A “Low Level Finish” is an approved circuit entry and landing technique where a glider descends below 500ft AGL within 5km of an airfield with sufficient kinetic energy to enable the pilot to convert “energy into height” and recover adequate height to enable a safe circuit and landing to be performed.

“Low Level Finishes” or “Beat Ups” are to be generally discouraged at Mt Beauty.

Authorisation for pilots to perform low level high energy finishes is by pilot logbook endorsement issued by a Level 2 or higher rated Instructor, following assessment and/or training. Instructors issuing authorisations need to have practical experience with low level finish techniques and procedures in order to fully appreciate the skill, judgement and airmanship standards required in this high workload flight situation. See GFA OD 1/06 – “Low Level Finish Pilot Endorsements”.

SAR Watch

Pilots leaving on XC flights are reminded to arrange a SAR Watch.

Pilatus Harness Clip

Pilatus pilots are reminded to check the harness clip is in the locked position before launching.

Also see some safety reminders by our CFI Mark Bland in his column below.

Mystery Aviator Competition



Remember this mystery young aviator in last month's edition? No one guessed the identity of Ian Cohn in this photo taken at RAAF Laverton in March 1961 during an Air Training Corp RAAF scholarship training course. The prize of cappuccino and cake with Ian Cohn at Hearty Eats Mt Beauty remains unclaimed and will jackpot to our next competition.

Laura Converts to Single Seater

Junior member of Mt Beauty Gliding Club, 15 year old Laura Sullivan recently achieved solo status as a glider pilot and this month graduated to the Pilatus VH-GCD single seater glider. Laura is quickly finding her way in the Pilatus, flying 1 hr 15 mins on 27 November and reaching over 5000'. Laura shows great promise as a pilot and she demonstrates what can be achieved at such a young age with some determination and natural flying ability. Laura is a great asset to the club as she pitches in to help "the old guys" whenever she

can and is often first on the airfield in the weekends. Congratulations Laura!



*Laura Sullivan after her first single seater conversion flight in Pilatus VH-GCD
Photo - Andrew Evans*

CFI Column



Instructors Panel

A formal Instructors Panel meeting was held on 13 November to discuss club operations and safety issues.

The past year has seen a lot of flying but we've also had quite a spate of close calls and some accidents. We all come gliding to have fun, but staying **SAFE** is without question. The majority of problems were during takeoff and landing and we can never practise enough of these. The GFA has issued a recent memo highlighting a trend in this area also.

Ground Loops

Good rainfall nationally has resulted in dense ground cover in paddocks and on airfields that has been the cause of a number of ground loops resulting in substantial damage to the gliders involved. Glider pilots, as a whole, tend to be somewhat relaxed about ground-loops as these are generally benign. It is not until someone does substantial damage and the penny drops that ground-loops can, in fact, be quite dangerous. It is important that pilots make themselves aware of the surface

condition of the operating runways and paddocks over which they fly, and to remain vigilant to the hazard posed.

Heavy Landings

It is recognised that heavy landing accidents occur under a wide range of circumstances. No particular landing technique, fault or flaw has been identified as responsible and often pressure brought on by other in-flight situations can result in a decline in pilot performance levels. As the landing is a critical flight phase requiring high performance, it is understandable that pilots under unusual pressure will sometimes not perform well at this time. GFA recently reissued Operations Safety Bulletin 1/07, which provides a reminder to pilots and instructors of good landing techniques.

Radio

The CASA regulation CAO95.4 under which gliding operates was amended in April 2011 (you can view a copy at: <http://www.comlaw.gov.au/Details/F2011L00095>).

It is now a requirement that in order to use a VHF radio, a person must have authorisation, which in the case of glider pilots means a GFA Radiotelephone Operators Authorisation, in the form of a log-book endorsement by means of a sticker.

All solo-rated pilots must have their log-books endorsed by an Instructor at the earliest opportunity. The endorsement will be made when the instructor is satisfied that the pilot is able to operate a VHF radio in accordance with the GFA document OPS0005, "Airways and Radio Procedures for Glider Pilots". The latest version may be viewed or downloaded at:

<http://2009.gfa.org.au/Docs/ops/airradio.pdf>.

Please note that the Instructor needs to be satisfied that a pilot is knowledgeable and competent and will ask a series of questions based on the GFA document before issuing the endorsement.

The above does not apply to those holding a flight radiotelephone operator licence associated with a pilot licence.

(Acknowledgment to GGC for this article).

Airfield Mowing

For those who aren't aware, Mt Beauty airfield is owned by Alpine Shire Council, but managed by a voluntary committee of which "Yours Truly" is a member! Maintaining the grass length is probably the biggest challenge at present given the warm weather and regular drenching of rain. Like most voluntary organisations, it always comes down to a minor few to do the job and it's easy to take for granted the work of others. For many years Manfred Rueff almost single handedly cut the grass and in recent times Mark Ghirardello has taken it on, with a little help from me. As the Gliding Club is probably the biggest user of the airfield it has been suggested that we provide a few extra tractor drivers to help with this relentless task. Those who may be interested will require some training to operate the tractor, but then we can share the load.

Mark Bland
CFI

Treasurer's Column



No messages from our hard working Treasurer Steve Bradbury this week, which must mean that everyone is paid up (including the recalcitrant President) - well done!

Upcoming Events

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/.

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.

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



*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 .

Further details from Horsham Week website at 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/.



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

*Send your editorial or photographic contributions to the
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