



May 2008



Scott flying his Cobra "GJS" over Lake Buffalo. Photo by Scott Penrose

Content

- [New Airflow System](#)
- [Wiki Oxygen](#)
- [Cross-Country Training](#)
- [Phoenix Airlines Fly-in](#)
- [Website Recent Flights](#)
- [Sex Change Saves Backs](#)
- [Dadswells Bridge 2008](#)
- [The Tanks Are Coming](#)
- [New Tug Hangar Floor](#)
- [Where Do We Put The Bodies?](#)
- [Master Class with G Lee](#)
- [TV News](#)
- [Photos](#)
- [Zeppelin](#)
- [Wanted](#)

Airflow

Editor: Amanda Penrose

Email: amanda@dd.com.au

Gliding Club of Victoria

Benalla Aerodrome, Samaria Road

PO Box 46, Benalla VIC 3672,

Australia

Phone: + 61 3 5762 1058

Fax: + 61 3 5762 5599

Email: gliding.net.au

Web: www.glidingclub.org.au

New Airflow System

The new Airflow

Airflow editions have been somewhat sporadic as Amanda and Scott have had a busier [family life](#); so we finally decided to write a brand new system. You have already had the privilege of seeing the first version (last issue), and apart from a few hiccups, the transition has been fairly smooth.

The new service allows us to have multiple editors (yes, even you could be an editor!) by doing it all online. It is also much simpler and faster to use.

Yet more computers

The club computers are slowly being replaced, repaired and serviced. There is a new computer upstairs and to shake things up a bit, it is a Mac OS X box. This winter the Log Computer is being upgraded in both looks and function. Some of the improvements planned will provide easy access to downloading logs, which should encourage uploading logs locally and on the online competitions. If you have ideas or want to participate, please start by looking at our Wiki page http://www.glidingclub.org.au/wiki/Log_Computer

The roster

Do you have some time to help the club but can only work at home? We need some help maintaining the roster. It should only be a small amount of work and can be done at home with an internet connection. If you have ideas or can help please contact Scott Penrose at scott@dd.com.au

Wiki Oxygen

By Scott Penrose

So you have something you want to document? Try putting it on the [Wiki!](#)

For example, recently I needed more information on Oxygen systems, so I put up what I found out onto the Oxygen Wiki page.

Here are some of the other things now documented on our Wiki:

- Workshop, Office, ITS - information and procedures
- Maintenance - such as mowing
- Duty Pilot instructions and advice - see also Roster
- Mentor Programme - details and advice
- Members - all about you!
- Cross Country - a starting place for helpful lists, advice and ideas
- Away Trips - what not to forget, Dadswells Bridge, Khankoban
- Benalla Calendar - what to do when you're not flying
- Airflow - ideas and proposed articles
- Ideas - also includes the PEEST
- Operations - like Lilydale and Benalla
- Maps, Flights and other useful resources for gliding
- Tractor naming - have your say
- Weather - links to weather and the new weather station online
- Renewal - ratings, Form 2, there is lots to renew
- Pod Cast - planned weekly video of a flight
- Projects - like scoring computer, simulator and log computer
- Oxygen - how to handle it, where to buy it

(A Wiki is a website which allows a group of users to edit the content online.)

Cross-Country Training For Soaring Pilots

A theory course will be held at the Gliding Club of Victoria, State Gliding Centre, Benalla on Saturday 2nd August 2008 commencing 0900 hours.

This will be a *PowerPoint* presentation directed at pilots with little or no experience of flying cross country.

The course will be under the direction of Graham Garlick.

Light lunch will be provided. Course and lunch \$10.

To make a reservation: email birdmanoz@bigpond.com or call Graham on 03 9589 9544

Phoenix Airlines Fly-in

By Graham Garlick

On the 16th and 17th of April a group of 60 people, including retired expatriate pilots and their wives assembled at Benalla. The weather was ideal.

18 aircraft including one helicopter flew in, with five aircraft from interstate. On the second day 10 aircraft flew into Milawa.

I was supported by Rhonda, Gerry Hogan who did the BBQ and Ed Bishop and wife Julie who ran the bar. Gerry was very generous with his time and this contributed to the success of the event.

The bare facts for the GCV:

- \$955 raised from BBQ including one donation
- approximately 400 litres fuel sold
- \$850 in bar takings
- 5 aerotows
- all visitors left thinking that Benalla and the GCV are fantastic!

The next meet is mooted for June 2009 at Kingaroy GC.

If you're happy with the above results and I'm being pressed for another at meet Benalla in the Autumn of 1010, I'll give it another go.

On behalf of Phoenix Airlines I thank the committee for their generosity in offering the GCV facilities.

Website Recent Flights

By Jeremy Miller

Whenever possible I add a note to the [Recent Flights](#) section on the website describing activity for the weekend, or simply a nice day of flying. I do this on the off chance that people interested in our club, whether they be current members, prospective members, or potential overseas visitors, look at the website. I think that the Recent Flights section is a good location to show that the club is an active club and that great flying does happen in months other than December - February. It must be one of the best advertising platforms we have.

Recently on the airfield I was talking to a visitor who mentioned to me 'I have been looking at your website and noticed that even at this time of year there is still some great flying going on'. Yippee, I thought, the recent flights section works! Thus I encourage everyone to occasionally submit a recent flight report if for the only reason it shows that the club is active all year and has some great flying/training days on those days without 12000ft thermals. Maybe it will assist in encouraging new memberships, or visitors to come to Benalla and try gliding at our great location.

Note from your Committee

Next season there will be prizes offered for the most entries and the most kilometres entered into our online system. You will also be able to track progress at any time.

Sex Change Saves Backs

By John Switala

We have had at the club over many years a retrieval/towing system for the IS28s based on a yellow wheeled trolley. The device was good but required about three people to be on hand. One to manoeuvre the trolley, one sitting on the nose to provide a counterweight for the last poor bastard who had to lift the tail of the metal glider in the air so the trolley could be positioned underneath.

The trolley 'attendant' would place a long phallic looking shaft into its appropriate hole and then the towing could commence. As fortune or nature would have it, some trolley 'attendants' were good at finding the hole quickly, while others 'mucked about' a bit. It didn't really matter because eventually the hole was found. It didn't really matter except to the aforesaid mentioned 'poor bastard' who was lifting and holding the tail of the glider. Much potential for generating a dodgy back in the arrangement.

Rob Brown thought it wasn't good enough and went about designing and building a revised trolley. Rob's thoughts were to make it easier for the 'poor bastards' of the club and reduce the number of people required to do the job.

The existing arrangement of the phallic spear on the trolley required that some lifting was required. In order to reduce or remove the lifting component of the operation the shaft had to go (ouch). In its place we have a ball (we haven't progressed much have we!) and a 'cup' for the ball to sit in. The IS28s have been modified now so instead of a hole in the tail for the trolley shaft they have a ball – yes, a sex change!

With the new arrangement it is a matter of manoeuvring the trolley, with a 'cup' on it, until the cup is under the ball in the tail of the glider. No one is lifting the glider; it is resting on its tail wheel during this part of the operation. Then, and here's the other smart part about this design from Rob, the 'tail attendant' utilises the leverage capacity of the trolley length and a hinge point on the trolley and the glider is lifted to towing height. But the 'tail attendant' doesn't lift, they push – much easier on the back. And, with the leverage, there's a mechanical advantage so the effort required is much, much less.

The new design was introduced before Christmas for a test run for a few months to work out any 'bugs' in the system. Some minor improvements were discovered, but the principles were sound.

So when retrieving an IS28 only one person is required to get the glider on its trolley and for that one person a lot less effort is required and the risk of a back injury is significantly reduced.

All GCV members should thank Rob Brown for his innovative thinking and determination to find a solution that reduces our risk of injury and makes the process easier.

All our IS28s now have balls.

Dadswells Bridge 2008

Dadswells Time Again

The details have been finalised for the Balanca Scout to launch our gliders at Colefield Airfield adjacent to the Grampian Ranges for our annual “winter” camp. Whilst it is often referred to as a wave camp, the wave is elusive and is rarely experienced. The main joy of this venue is to experience fantastic ridge soaring and magnificent scenery. Good thermals off the rock faces on sunny days, are also something you will not get at Benalla during the winter.

We have commitments from our regular Dadswells participants but would like to encourage others to attend and enjoy the flying commensurate with your experience level. The Horsham club usually bring over their Twin Astir (Grob 103) and sometimes the Janus 2CM self launcher and are willing to do site checks and accompanied flights along the ridges. As there is not always a level 2 instructor present, pilots wanting to fly their own glider will need an independent operator’s endorsement issued through the instructors panel.

For those who have indicated that they will be coming on some, or all, of the weekends, we need to make it clear that the cost of ferrying will need to be apportioned (as it is with Khancoban and Mt Beauty camps). The cost of the ferry flights will need to be recovered regardless of the amount of flying we do. GCV cannot be expected to carry this risk. Historically we have enough suitable weather to get sufficient launches to cover the cost of the ferry flights, but it is prudent to warn participants of this situation.

If there is anyone wishing to come for the first time we suggest that you contact Peter Martin, Vivienne Drew or John Switala for further information or advice.

- Peter: Peter.L.Martin@bigpond.com
- Viv: vivienned@nuplex.com.au
- John: john_switala@ptp.com.au

The tanks are coming

By John Switala

Well, we could either get a 3 inch armour piecing high velocity gun to defend ourselves ... or ... turn on the tap and enjoy some water! Thankfully it will be the later! Although the former would be fun!!

Here's the thing. If you read the regulations regarding the use of water during stage 3 or 4 restrictions (that we have been on for the past two seasons during summer) it says what you can use water for; and at the end of all the uses of water is this statement: "All other uses are prohibited". It is with great disappointment that we realise that "filling gliders with water" is not amongst the regulated uses. Don't know why, must be a misprint!

Just imagine looking at those cloud bases of 12,000 feet not being able to "load up" with water and blast across the skies setting records!

A solution, though, is in the wind. Let's put in a water tank! We have a large catchment area with our hangar roof area. If we could put it in a tank, we'd be right for the summer.

What to do? What do to? It's water. It must involve a plumber. Phil Henderson should be in charge. And that's exactly how the thinking went!!

A Tank Sub Committee has been formed to work out the ticklish problems of tanking. We don't know where it will lead us, but that's why sub-committees were invented.

Along with Phil comes the able and practical oversight of Laurie MacKinlay and another plumber in Don Ridgeway (someone should tell him he'd on the sub-committee) just in case the first plumber forgets that it's clockwise to tighten (unless your looking down on it – then its not!).

If any of you are reading this and thinking "those lucky bastards", and I know you are, then don't despair, give Phil a call on phenderson@gliding-benalla.org and I'm sure he'll be able to give you a position on the team!

A New Floor In the Tug Hangar

By Robert Dorning

Photos by Graeme Greed and Robert Dorning

Our tug pilots will be very pleased when they see the new concrete floor in the entrance of the tug hangar. No more pulling tugs over pot holes in the old bumpy bitumen floor. The bitumen (and the adjoining broken concrete) has been dug up and replaced with fresh new concrete. Approximately one quarter of the hangar floor has been done.



The immediate cause for the work was a "Request for Corrective Action" from CASA following a quality assurance inspection last November of our CASA certified aircraft maintenance facilities. The RCA pointed out that the condition of the floor was making it unsafe for the jacking of aircraft and we could lose this privilege. The work was organised by Rhonda (with some assistance from Peter Martin) and was done by a local concreter. The photos show the bitumen was completely removed and the concrete pour is of a good thickness.

There are cracks and holes in the remainder of the old concrete floor. Successful trials have been conducted by Peter Martin in repairing the cracks and holes (you can see the repairs near the cage at the rear of the hangar). Repair work to the floor will be carried out in July/August using tried techniques and materials. A working bee will be required, so if you can help please contact Peter Martin Peter.L.Martin@bigpond.com or myself softdawn@optusnet.com.au. A concrete mower will be hired to smooth-off the floor in places.



The CASA inspection also highlighted that storm water was flooding into the hangar. As a result, the Club Committee has approved the replacement of the guttering on the west side of the tug hangar and repair of 2 holes in the guttering on the east side. The guttering work will be done by Don Ridgeway in the near future.

Unassisted, Gerry Hogan has plugged the nail holes in the corrugated iron hangar walls; a good effort. Our work experience lad, James, has since swept the hangar floor and removed the tumble weeds. We should go into the soaring season with a much improved hangar and workshop facility.

Robert Dorning Workshop Co-ordinator



Before and after

See also [Where do we put the bodies](#)

Where do we put the bodies

By John Switala

We had a few extra bodies around this season so we needed a place to “keep” them. Then we had a perfectly brilliant idea - under one of the hangars! No one will look there for years! Which hangar though? The single seater hangar? No, too dusty. The two seater hangar? No, too busy. The tug hangar? Perfect!

As it happens we have the perfect excuse. Around the same time as we accumulated the bodies, CASA did an inspection of the tug hangar and workshop and reckoned the floor was a bit dodgy. There was an 8 metre section at the beginning of the hangar that was all rough and had been filled/repared with bitumen. It seems that bitumen is adversely affected by petrol (Avgas) causing it to break up. That could explain the condition of the floor!

Now we don't want our bodies to re-appear unannounced so it would be better not to use bitumen! Instead, concrete would be best! So we laid a section of concrete 8 metres by 22 metres (don't ask how many bodies we were hiding, we lost count when the bar opened). But let us state that we don't have a member retention problem!

As a completely unexpected consequence, the new concrete section makes it easier for the tug pilots to pull their tugs into the hangar – no more getting stuck in the holes and the steep bits on the edge of the holes. And, because of the non slip surface, the tuggies will be able to wash their tugs daily without the fear of slipping over. It's a win, win, win outcome!

All of this for the convenient sum of \$13,000. Concrete isn't cheap!

Many thanks to Peter Martin who made sure the quote was “up to scratch”. He is in the concrete forming business after all. And thanks to Ed Bishop for supervising the job, although he didn't know about the supervision part until the job was finished. And hard! Rock hard! Thanks Peter and ..umm.. Ed.

See also [A new floor in the tug hangar](#)

A Master Class With George Lee

George Lee is a former world open class champion, fighter pilot, and international airline pilot who after a sterling professional career in aviation retired to the Darling Downs, Queensland. George is likeable and engaging, with a steely intellect. He has generously offered coaching to a chosen candidate whose aim is to advance to the top echelons of the soaring world.

In seeking applicants, national coach Ralph Henderson states that the George Lee courses are not part of any official GFA program. They are provided purely out of George's generosity and desire to give something back to the sport. Ralph intends to give George a list of up to 4 potential candidates from which he will choose only one!

This is not an open or advertised process. Ralph is seeking assistance in finding pilots with the right motivation and potential to succeed as a world class pilot. The maximum age is usually 45.

Ralph adds that if you have someone in mind, please have a very quiet word to them, make sure they would be available to attend a course for 2 weeks in March- April 2009. If selected, Graham can provide a form: have them fill it in and answer the questions, add your own comments on their potential, and send it back to Graham (see below).

This is a rare opportunity! If any GCV pilot is interested please have a "quiet word" with Graham Garlick on 03 9589 5944 or write to birdmanoz@bigpond.com

TV News

By John Switala

Every once in a while I like to see how my football team is going. I know it's unusual for a glider pilot to "endure" football, but some of us do. The frustration at the club has been the TV. Many TVs have been donated to the club. Many TVs. A lot of TVs. However, the donated TVs are usually donated because they have "outdone" their service in their original home. They are then given a new home at the GCV. They last for about 4 to 6 weeks. At which point they have leapt off the edge of consistency and into the realm of frustration. As it was with the last donation, so it will be for future donations. Thus endeth the lesson.

Also, we do, on occasion, host services like the fire-fighters, be it pilots or crews changing over for their next shift. They use the clubhouse. They watch the TV. We also have a group of rats (term used to describe small humans, generally below hip height) and, strangely, they enjoy the distraction of some video entertainments while dad or mum is off flying around the skies.

It was time to bite the bullet and actually purchase a TV that worked and would work for a few years into the future. It was decided that a purchase be made. But who knows TVs well? Ahhh! Gerry Hogan!! He keeps everyone awake with his TV on at all hours, he must be an expert!

It took two weekends and much negotiation to convince Gerry NOT to buy a 50 inch plasma screen. We did have to agree with Gerry that a 50 inch plasma TV would look great and the picture would be fantastic. We could possibly make a mini theatre and sell tickets. But, we should be using the TV for "emergencies only" so only a moderate size TV was all that was required.

It was with much relief that "Gerry's TV" appeared two weeks ago and thankfully was of moderate size, just right for the room. Gerry negotiated a DVD player in the package so the "rats" can play their favourite movies.

Good work, good deal, thanks Gerry.

PS And thanks to the TV Gods for not enticing Gerry into that 50 inch job! He would have done it!! Really!!

Photos 2008 05

Storm



A storm approaches Semaphore South in Adelaide on May 26, 2008. (Now imagine riding THAT front!!)

ABC News Online 26/5/08 c/o Vivienne Drew

Jeremy's Boat



I've had few people ask me how my ships are coming along, so I thought I'd put a photo in the Airflow. This is the first of two Off Shore Patrol Vessels for the Royal New Zealand Navy which completed sea trials in April this year. The second ship is due to commence sea trials in August, and all going well both will be in service at the end of the year. The ships are 85m long, displace 1800

tonnes, have accommodation for 35 crew + 30 passengers, a cargo deck and crane for 3 x 20ft containers, flight deck and hangar, 25mm cannon and are named OTAGO and WELLINGTON. Their primary role is Off Shore Patrol in support of civilian agencies and they are ice capable for patrols to the Ross Sea (Antarctica) in summer. Both are being built by Tenix (now BAE) in Williamstown.

Jeremy Miller

A view of Lilydale Airfield

by Amanda Penrose



Learn to fly here!

From <http://www.icanhascheezburger.com/>



Amanda visits YBLA

... where she sees some great sunsets and her hubby landing.





Zeppelin

<http://www.thestandard.com/news/2008/05/09/look-sky-zeppelin-company-airship-ventures-raises-8m>

"This fall, if our San Francisco Bay Area readers spot a zeppelin overhead, don't worry — you haven't been caught in a time warp. It will just mean that a startup called Airship Ventures has succeeded in bringing the zeppelin (an icon of 1930s aviation) back to the United States. The company just raised \$8 million in a first round of funding."

<http://www.airshipventures.com/>

Wanted

GARMIN GPS 12XL or 12CX
in any condition, working or not.
Contact Stu Smith
Email stu.smith@gm.com
or phone 03 9647 5875 bh