

FLIGHT LINES

GLIDING CLUB OF VICTORIA

+61 (0) 3 5762 1058



GLIDINGCLUB.ORG.AU



GLIDING@GLIDINGCLUB.ORG.AU



Awards Night

21 March 2026

Come and join us in congratulating our fellow members on their 2025 achievements and for a great feed.

Don't miss out!!! Book early through Club's Gliding App or let Kaylene know at any briefing.

Awards Dinner

MAIN

- Honey mustard chicken with chat potatoes and vegetables;
- Beef schnitzel with gravy potatoes and salad

DESSERT

- Banana split
- Chocolate cake with raspberry coulis and ice cream



Tree Pollarding

John McWilliam

Ron Grant, with his great experience of Aeropark tree management, kindly advised and supervised their pollarding over the last two days.

The job was completed a day ahead of schedule so say thanks to Ron next time you see him.

The smaller timber was mulched and removed by John Maher and various members and the BVA have taken the larger timbers for firewood. As a result the Aeropark walkways and lanes are clear and the job is done.

Banking - Aeropark

John McWilliam

Greg Atkinson met me today to initiate the first payments out of our new Comm Bank account today. We paid all seven current bills, including the tree cutting bill.

We are very fortunate to have Greg's expertise handling the banking. In addition he has corrected the wrongly marked and leaking taps in the toilets. Ron Grant very kindly came back to supervise the Aeropark tree trimming and they're all safe now.

Thank you Ron.

GCV towing operations on hot days

Roger Krueger



Hot weather and the resulting increase in density altitude has a direct impact on the performance of the tug and glider combination. Increasing density altitude results in longer ground runs and reduced climb rates. Heavy gliders (greater than 650kg) and high tow speeds (greater than 65kts) farther increase the length of the ground run and farther reduce the climb rate once airborne. The combination of these factors compounds to diminish safety margins for the initial stages of an aerotow. The following guidance (page 3) has been developed for hot weather operation at Benalla.

Notes

1 In light and variable winds, the preferred runway is 08L.

2 Do not launch from a runway if it has a steady tailwind component.

3 Left hand circuits from 26R are not permitted.

4 Northerly or southerly winds requiring RWY 17L / 35R also result in turbulence off the factories to the north, or turbulence and down wash off the hills to the south both of which will reduce climb out rates.

5 Climb performance for the Pawnee is set out in the Take-off Weight Chart (P-chart), see below.

6 Pawnees need to be leaned at full power to account for the higher density altitude seen at higher temperatures.

Gliders

It's not just the glider weight we need to consider. Modern gliders can be significantly heavier resulting in slower acceleration and longer ground runs but they also can have a much higher wing loading of up to 60+ kg/sq.m. This significantly increases the glider's stall speed and requires corresponding higher aero tow speeds.

This is a catch-22 situation as increased tow speed beyond 62 knots results in a decreased climb rate. As a reference the Pawnee P chart is based on achieving a 6% climb rates corresponding to tow speeds would be at 65 knots - 390 fpm, 70 knots - 420fpm, 75 knots-450 fpm. Experience shows that the target climb rates are not possible at higher speeds.

Conclusion

We have successfully aerotowed heavier and higher wing load gliders, but in doing this we have seen longer ground runs and lower climb rates. There are lots of anecdotal stories about low departures over the fence and trees that are a result of density altitude effect on hot days. Consideration must be given to the actual performance being achieved by the tug and glider combination. This guidance is provided to ensure that an adequate safety margin is achieved.

GCV Hot Weather Towing Guidance

Temp at time of launch	RWY 17L/35R	RWY 08L/26R
Under 30	Limited to gliders requiring 65knts or less. Consider using 08L/26R if within crosswind limits.	Operations can be conducted from the bitumen take-off strips
30-35	Limited to gliders at 650kg or less, and only requiring a tow speed of 65knts or less. Consider using 08L/26R of within crosswind limits.	26R for gliders >650kg or requiring >65knts , push back and launch from the end of runway gable markers.
35-40	Do not launch at these temperatures!	HEAT STRESS RISK! DENSITY ALTITUDE EFFECTS! 26R for ALL GLIDERS push back and launch from the end of runway gable markers.
40-45	Do not launch at these temperatures!	HIGH HEAT STRESS RISK! SIGNIFICANT DENSITY ALTITUDE EFFECTS! For ALL GLIDERS ON BOTH ENDS push back and launch from the end of runway gable markers.
45-50	Do not launch at these temperatures!	Do not launch at these temperatures!

Saturday Meals Menu

Saturday Feb 27th

Rissoles in onion gravy with mash potatoes & vegetables

Creamy Tuscan chicken with chat potatoes & vegetables

Sticky date pudding with caramel sauce & icecream

Peaches and icecream

Weekend crew / Feb 28 - Mar 1

Duty Pilots: Tony Vost, Scott Vost, Javier Rebage.

Instructors: Garry Cropley, Jon Blacklock, Peter Demeo, Tom Spiesser, Ed Bishop, Ian Shadbolt
AEI: Greg Hammond

Tug Pilots: Zero Partos, Roger Krueger

Get Involved!

Have something to share? Get in touch with us to contribute to the newsletter
newsletter@glidingclub.org.au

Classifieds

For sale - VH-GMX Glasflugel H 401 Kestrel 17M single seat sailplane serial No86 – \$15,000

Price includes glider, equipment, and trailer.

Log Book: 8376 hours. Nil accidents. Original gel coat surface finish good condition.

Pilot weight min 91.0 kg, pilot weight plus cockpit load max 96.9 kg.

GFA Form 2 maintenance release valid till 24/04/2026.

Included equipment:

Lithium main battery & charger, Naviter S7 Electronic Variometer, Winter mechanical vario, X-COM Radio with dual channel function, OUDIE 2 GPS Moving Map navigation, Airspeed indicator new face, Altimeter, Magnetic compass, Memory foam safety seat cushion, 8 kg lead seat with canvas cover, Mountain High oxygen system with large cylinder, FLARM, Parachute, Cotton covers for whole aircraft.

Accessories:

Tail dolly, Tail parachute, Ground towing drawbar, Wing walker, Spare trailer wheel, Wheel jack, Wrench, 2 adjustable tripod trestles for de-rigging, Comprehensive maintenance history aircraft log book, Flight manual.

HANGAR SPACE FOR SALE – Private allocated space at Benalla Aerodrome, \$23,000

Hangar space will be available for sale after Kestrel is sold.

Contact:

Charles Day

Phone: 0438 341 876

Email: Charles.Day@bigpond.com

Hangar space For Sale Benalla

Hangar space in Goodley manor for sales. Price is \$15,000. First to respond can secure this good spot in an easy to use hangar.

Phone Terry Cubley 0408085988.
terrycubley@bigpond.com

For sale - Great on sight van for the aero park - \$21000



Comes with Honda generator, air con. Shower, toilet etc. Contact Laurie McKinlay 0458311862.

