

FLIGHT LINES

GLIDING CLUB OF VICTORIA

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BBQ – Friday, 17 Oct

Come meet Mandy Gruber, our first Team Germany volunteer and new midweek Duty Pilot. Mandy will be here Oct 2025–Mar 2026. Enjoy Pete's BBQ and give her a warm welcome!

Confirm your attendance

[CLICK HERE](#)

UPCOMING EVENTS

* Midweek operations

October 20, 2025

Midweek operations are starting soon, get ready!

* Saturday Night Meals Begin

November 1, 2025

Join us every Saturday for good food and great company.

* Khancoban Camp

Oct 31 – Nov 4 2025

Contact Mark Goodley directly for information.



Third golf cart

Tim Shirley

On Saturday 11th October our third golf cart will be returned to service. It has been serviced and fitted with new sealed batteries, so that it will operate in the same way as the others.

However there are now only two chargers for the three carts. They are interchangeable, so you can charge any cart with any of the chargers.

If you take a cart in the morning, please use one that has a charger connected, and transfer the cable to the cart that is not plugged in. That way we will make sure that we always have carts when we need them.

Please also look after them. They are not toys either for adults or (especially) children. If looked after they will be an asset to the club for many years.

Message from the office

Key Register – We now have a key register for the workshop key held in the office. You cannot miss it. It is stuck to the storeroom door your need to open to get the key. Please sign the key in and out. This will save many phone calls chasing missing keys.



President's report

Andy Davison



It's been another busy month for committee and club members as we lead into our flying season. I've been somewhat consumed by a new day job (shock horror), and running the first Oceania Qualifier for the FAI Virtual Gliding Grand Prix, which saw around 12 pilots over 6 races compete for the right to compete in the World Series event coming up. Congratulations to our own Craig Blunt for some outstanding performances over the series. We will look forward to seeing members start to join in the fun. If you want to get involved in Virtual Gliding, get in touch with Craig or I and we'll help you get started.

On another note, we have broadened our range of courses for this year. Our legendary "Flying Start" is a proud front-and-centre again, and we will again be offering "First Feathers" to full time students as an affordable flying experience. New to the stable are the "Gliding Intro" which is a similar concept to First Feathers pitched at working adults.

And, fresh off our presses, we are just finalising the details for "Stop Stalling", an unusual attitudes experience aimed at powered pilots to help them establish a connection to what correct recovery attitudes feel like. If you know anyone who might be interested in these courses, we will have course collateral on our website shortly to share.

The public responses to the YBLA Airport Masterplan will be heard on Wednesday this week and we have been invited to provide a 3-minute response to our submission, where I'll be summarising the view we have formed on the report. In particular the likely impact of large aircraft on the airfield and its neighbours which seems to be largely unappreciated by others in the area.

The fleet AIs are well progressed now, so if you haven't already started planning when you want to use the club ships, now is the time. Bookings are open to the public, and there is a lot of interest particularly in January, so don't miss out! And keep an eye out for the new ship on the block...

Last, but not least, a huge thank-you to everyone involved in the two recent working bees and also those who have been at work outside of these events. The club facilities are in much better shape as a result, providing an experience for members and visitors we can be proud of. As always there is more to be done, so if you want to clock up those volunteer hours check in to see what needs doing.

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LAK17A review – James Nugent



The privately-owned LAK17A, VH-OBH, has recently joined the GCV fleet under a hire agreement with the owner. The LAK was recently at the front of the hangar, was clean, and ready to go, so I took the opportunity to push it out and try it. Here is what I found.

The LAK is a Lithuanian glider and its design and features are noticeably different from its German counterparts. It was designed to be competitive in the 18m class, though it went up against stiff competition in the ASG29 and Ventus 2c.

The cockpit ergonomics are very good. Large pilots will be well accommodated with room for all their gear. The cockpit weight range is placarded at approx. 60kg - 110kg. I flew the glider at around 80kg cockpit load and would not recommend going much lighter, as the glider showed signs of a rear CG. By the way, it is generally considered good airmanship to ballast gliders forward of their AFT CG limit for conversion flights.

On tow, the LAK handles normally. Changing flap settings during the take-off roll is worth practising before you launch, because the detents are small and can be hard to find...

Once off tow and climbing, the LAK has no surprises. The cockpit is well sealed and the structure seems quiet and efficient.

The aileron and rudder are pretty well matched, though the 18m wingspan and small tail will get the feet moving. The nose attitude is quite low while thermalling, so monitor the ASI until you get the hang of it. The elevator had plenty of control margin, though heavy pilots might find different.

Pilots will enjoy the cruise performance of the LAK, and the feel while thermalling is solid enough with reasonable feedback. The instruments in OBH are simple, intuitive, and work well.

It is worth remembering that the LAK is a high-performance glider designed for cross-country and competition. It is designed to be flown "in the envelope" and simply will not put up with sloppy handling at low speed. It starts losing stability below about 45kts. If the speed is further reduced, and the AoA held high, the LAK shows all the signs of impending stall. High nose attitude, low cockpit noise, ineffective controls, heavy buffeting, low IAS. Yes, the LAK will then rapidly depart in to a spin if further provoked. Dangerous? Not really - the LAK tried warning me, and standard recovery actions are effective right through the spin. Think of it like a child playing with a dog. The child provokes the dog, and the dog gives warnings by barking and growling. Eventually, if the tail-pulling continues long enough, the dog might bite.

Landing the LAK is straightforward. The airbrakes are adequate. Any side-slip with airbrakes open will send a solid shudder through the back end of the glider, which the flight manual talks about. It is easily fixed by bringing the yaw string straight again. Speaking of the yaw string, please don't ever fly the LAK without one. Coordination is key. Keep the yaw string on the outside of your turn and you will be fine.

Ground handling the LAK is a breeze, it weighs only 250kg. Please recall that despite being a single seater, the 18m wings require additional clearance when towing. GCV has decided that the outboard wing panels are to be removed for hanging, which is straightforward to do.

In summary, moderately experienced pilots will enjoy flying the LAK. It is a total breeze when it is flown in the envelope - at safe speed - and offers additional performance and features over the other club gliders. Current conversion requirements set by the club are 200hrs experience + written CFI approval. Consideration should be given to converting to flaps on WUS first. Fabian and myself are available to do conversions, and more instructors will be able to assist in the future. Arrange your time to give it a go.

Save the date! Become part of "Team inspire"

On Sunday 9th November from 10:00 am - 3.00 pm, GCV will be hosting an Information Day "Take the Pilot's Seat!" in line with the last day of the Benalla Festival. [Gliding Discovery- Love Local, Live in the Sky | Benalla Festival](#)

Ground-Based Activities will have an emphasis on fun, gliding aviation education, and hands-on experiences. Members are invited to join "Team Inspire" to assist on the day of the event.

Flights on the day may be purchased, if requested, dependent on weather and availability. Gift vouchers will be available for purchase.

Ground Activities will include:

- Build a Glider Zone - "Design, Build, Fly (Test), Flight Simulator Experience - "Take to the Skies—Virtually!" (Using two Flight Simulators)
- Gliding Discovery Zone - Interactive Education & Inspiration
- Cockpit Selfie Booth utilising Junior - VH-XOB
- "Ask a Pilot" Lounge

Mini Competitions & Prizes to be won for the Longest Paper Glider Flight, the Best Decorated Glider and the Flight Simulator Champion (landing challenge).

A BBQ will be held from 12.30 - 1.30 pm

JOIN "TEAM INSPIRE" BY COMPLETING THE FORM VIA THE [LINK](#)



Roger on duty last weekend — photo by Zero Partos.



Outstanding checks

Outstanding checks with Kirk in the Dimona will be available starting next week. Members who wish to complete their outstanding check please book through the Office in advance. This is a great opportunity to stay current and ensure you're well prepared for the season ahead.

Saturday Meals



Kaylene has let us know that, for personal reasons, she'll need to delay the start of catering until the first weekend in November. She understands the impact this may have on the club and appreciates everyone's understanding. In the meantime, we'll be organising another "Gerry BBQ" to fill the gap. Kaylene also sends her apologies for any inconvenience.

Get Involved!

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



Claire, thank you for the scones!

Office updates

BBQ and Pizza Ovens – Andrew our friendly plumber noticed there is a panel missing from one of the pizza ovens and a control missing from the BBQ. If anyone knows the whereabouts of these parts please can you contact the office to let us know where they are.. Also if there are any issues with the BBQ or Pizza ovens not working please let the office know so we can arrange for someone to have a look and repair.

Commercial Kitchen – As Kaylene will be using the commercial kitchen for Saturday meals (from 1st November) the commercial Kitchen is now out of bounds.

Freezer in the Club Kitchen – this is full. Please can you have a look to see if you have any items that may be used/thrown out.

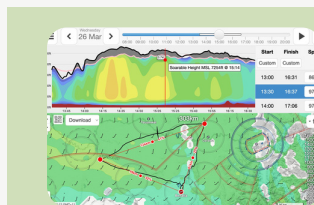
Ice cream in the Commercial kitchen Freezer – Someone has placed ice cream in the commercial kitchen freezer. There is not enough space to move it to the club kitchen freezer. Please claim it before 20th October, otherwise, it will be discarded.

Days are getting warmer and the club is getting busier!

This weekend, we'll be welcoming Mandy Gruber, the first member of our midweek crew arriving from Germany. Join us for a BBQ on Friday night to welcome her to the club.

Crew

- Duty Pilot:** Andrea Tondini
- Instructors:** Neil Williams, Steve Hobby, Phil Henderson, James Nugent
- AEI:** Ralph Boehmer, Mark Bland
- Tug Pilots:** Leo Canteri, Sonja Fabig, Louise O'Grady



Please attend the 9am briefing Saturday and Sunday at Club house

This Week in Pictures



Friday night dinner with the A-Team at the Golf Club – good turnout, the soaring season must be about to start!



James and Belen getting ready for a flight in GCV!



Tom and Rob



Greg Hammond with a happy passenger

