

# FLIGHT LINES

## GLIDING CLUB OF VICTORIA

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### Volunteer required

Margaret Bradshaw

We're looking for a volunteer to help Kaylene in the kitchen this Saturday 6 pm.

Please let me know if you wish to volunteer on [mfourfun@gmail.com](mailto:mfourfun@gmail.com)

### UPCOMING EVENTS

#### \* Introduction to Winch Launching webinar

October 30, 2025 7PM

the webinar will be led by James Nugent and Mark Bland. Zoom meeting details has been sent to all members.

#### \* 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.

#### \* Flying Further course December 8-12

The focus of this course is to support members to achieve their Glider Pilot Certificate (GPC)



## The Benalla Festival is only 2 weeks away!

To emphasise our community involvement, GCV is participating at the Clubhouse with Ground Activities on Sunday 9th November from 10:00 am - 3.00 pm

To this end, helpers are needed for 5 hours, to be part of "Team Inspire" and assist with the activities.

We would ask if you would please volunteer some of your time to make this a memorable event. Join "Team Inspire" by completing the form via the [LINK](#)

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 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

AEFs will be for purchase on the Day

A simple BBQ will be held from 12.30 - 1.30 pm and open to all.

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## Tug Update

Roger Krueger - Tugmaster



As we head toward the soaring season it's time for an update on the status of our tug fleet. BXP and MCF are both serviceable and continue to operate in accordance with the inspection regime set out in the wing spar AD. ALD is grounded as the existing wings have failed the AD inspection. GAus has expended a considerable amount of effort on developing Alternate Methods of Compliance that helped get us back into the air and continues to work on trying to get the AD inspection interval increased from the current 100hrs to something more reasonable and this is still a work in progress.

There are two options to get ALD airworthy again. One is that the current wings are rebuilt with new spars which is a \$100,000\* per aircraft cost. This gives 5yrs/500hrs before the wing again needs to apply the wing spar AD inspection regime, and this also leaves the wing exposed to any future Pawnee wing ADs.

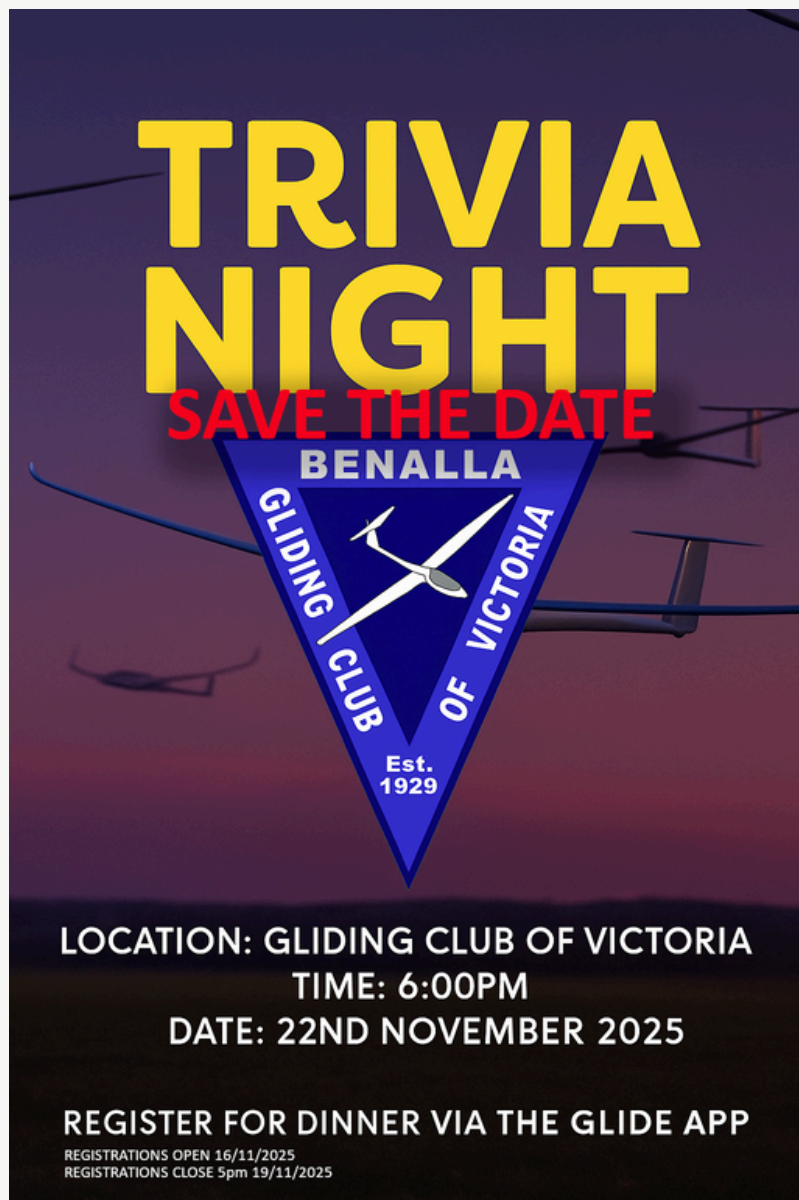
Another option is to replace the original wings with a set of new Gippsland Aero GA200 wings which is a \$200,000\* per aircraft cost. This option removes a number of existing Pawnee based ADs and removes the risk of future Pawnee wing ADs. As a reference point, a single new Eurofox is \$400,000\*. Unfortunately there are no fast, cheap or easy options. At this point the committee is working to get to the next level of modeling to identify the path that best supports the GCV's long term needs.

Hence, we go into the coming soaring season with only 2 tugs. One of the enhancements done over winter was to take the 260hp engine out of ALD to replace MCF's 235hp engine. The extra horsepower has effectively removed the towing performance difference between BXP and MCF. To support the peak season we will also focus on the efficient use of the tugs, including rotating pilots through the tugs to keep launching rates high for Great White Flock peak periods.

*\* prices based on either quotes where available or estimated costs and both cases include a contingency of 10% on quotes and 20% on estimates.*

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**TRIVIA NIGHT**  
**SAVE THE DATE**

**BENALLA  
 GLIDING CLUB  
 OF VICTORIA**  
 Est. 1929

**LOCATION: GLIDING CLUB OF VICTORIA**  
**TIME: 6:00PM**  
**DATE: 22ND NOVEMBER 2025**

**REGISTER FOR DINNER VIA THE GLIDE APP**

REGISTRATIONS OPEN 16/11/2025  
 REGISTRATIONS CLOSE 5pm 19/11/2025

Get ready for a fun evening of friendly competition and good company – the Gliding Club of Victoria is hosting a **Trivia Night & Dinner on Saturday, 22nd November at 6:00PM!**

Whether you're a trivia whiz or just in it for the laughs, this will be a great chance to relax, socialise, and enjoy a meal together (and show off your trivia skills) at the GCV Clubhouse.

**Event Details:**

**Location:** GCV Clubhouse

**Time:** 6:00PM, Saturday 22nd November 2025

**Dinner:** Prepared by Kayleen – bookings will be essential via the Glide App

Can't book through the app? No problem! Please email the office at [gliding@glidingclub.org.au](mailto:gliding@glidingclub.org.au) before **5:00PM Wednesday 19th November.**

**NOTE:** The dinner booking system gets refreshed weekly, so dinner bookings for the trivia night open Sunday 16/11/2025 and Close 5PM Wednesday 18/11/2025.

Start thinking about your best trivia team (or simply form / join one on the night) and test your knowledge across a mix of fun and quirky topics. There'll be prizes, good food, and plenty of laughs!

We look forward to seeing everyone there for a great night at the club.

## Introduction to Winch Launching

We will be running an Introduction to Winch Launching webinar via Zoom on Thursday 30th October commencing at 7:00pm,

The webinar will be led by James Nugent and Mark Bland.

Topics to be covered include

- Winch launching rating briefing
- Winch launching theory
- Winch launching emergencies
- Member Q&A

Zoom meeting details has been sent to all members



## Flying Gliders in Sicily

John Switala



I recently visited Sicily and as a glider pilot I was keen to understand if glider flying was available there. I travelled over 500 kilometres by car across Sicily and I saw one paddock that was large enough and flat enough to land a glider in. It did have long grass in it so it could have been covered by rocks, who knows.

There are some large flat areas, as shown above, the view from the "Balcony of Sicily", but these areas are occupied by industry or farming in very small allotments. Many of the farms are covered by olive trees. You can't walk three steps in the island without hitting a bloody olive tree!

But enough of that; what you really want to know is how to act European in Europe. This is vital to avoid the overcharging by toll operators, ticket sellers and bazaar workers. A few simple things to do as judged by me by observation during the recent trip.

When in a group of two or three and travelling, say on a train, it is vital when you alight the train to stop dead and consult each other on the next move. This should take at least 30 seconds or longer if you really want to upset the people behind you hanging in the air unable to take the last step onto the platform. Alternatively, you can make your way down a corridor and as you get to the choke point, say between the wall and an impromptu café, stop there and consult; twenty second minimum.

If you come across such a group (you will at least four times in any train station) don't come up to them and say, "excuse me" (in any language you want) possibly with the tone of the irritated. Don't do it! If you do you will be met, especially by the women in the group, with a stare and facial expression that turned Lot's wife into salt (look it up in the bible – old testament – good read). What you need to do is fire the Lot expression first and silently. A raising of the eyebrows is a good additive.

Quite a bit of the island is not serviced by regular public transport so you may have to drive. Driving in Sicily is tricky. Driving on the right side of the road is going to be the least of your problems. My understanding, by observation, is that speed signs in Sicily (and probably though out Italy) are treated as mere suggestions. So, you need to "go with the flow" to be treated as a local.

Sicily is quite mountainous and many of the towns and villages are perched on the sides of steep hills. This means that the roads are steep and have many hairpin corners, blind hairpin corners! Now, I mentioned roads; that was optimistic. Flinders Lane in Melbourne would be considered a highway with two-way traffic, parking and a speed limit of 130 kph. Some roads in Sicily as noted in google maps have a highway number associated with them. You would think they would therefore be highway like. No. Most are unmade tracks that a goat wouldn't consider using!! BTW always take the option of paying to remove the excess on a hire car. The car we hired, a small SUV, would cost about 15,000eur new; the excess was 3,500eur!! Most cars we saw had scuff marks on the corners of the car – some worse than others. Petrol also was not cheap.

So, with small crappy roads and expensive petrol quite a bit of road travel is done on scooters or motorbikes. The drivers of these modes of transport are called kamikazes! There is no more an accurate word for them. *(Continued on next page)*

They will overtake a line of cars in front of them by crossing the unbroken centre line onto your side (the opposite side) of the road with the apparent belief that you'll move over to let them pass – to avoid a head on crash!! I can prove that their behaviour is suicidal as most of them don't wear helmets and dress in shorts and T-shirts and drive like it's stolen. What could possibly go wrong.

Now, if you're driving, making a turn and concentrating on all the drive on the right-hand side rules and confirming the turn with your GPS you may have inadvertently forgot to use your indicator. Horror! No. You are now a local. I don't know why they're installed on Italian cars; no one uses them. But they are essential in hazard flashing mode. This is used when parking. Parking is not the right word. Stopping is the right word.

To drive like a local, you must arrive at your destination (don't use your indicator, just don't) and either double park or just nose the vehicle towards the kerb (if there is one) leaving the car's rear end hanging in the street and apply the hazard flashers. Apparently then all is forgiven.

At this stage I must pay compliment to Italian drivers. In the narrow streets when there is high traffic volumes cars attempting to merge will take the first opportunity to shove their cars nose into the traffic and merge. This stunt on wide and (relatively) traffic free Melbourne streets will most likely initiate a road rage incident with the possible use of a tie iron to inflict some retribution for the miffed driver. In Italy they shrug – it's just a part of their day. Very patient are the Italian drivers.

One last thing about driving in Italy. The primary instrument when driving you would think is perhaps the brakes, indicator (covered that), or concentration.

No. It's the horn. Whenever you have to apply the brakes, the horn must be used first.

I must admit to thinking that Italian waiters have been trained in Melbourne. They have that same "look away" skill endowed to all Australian waiters. That's where they walk into the restaurant and look the other way from where you are seated. They can be walking straight and looking right and attempting to act busy (which they're not). I suggest a pair of semaphore flags may do the trick – or not. They're really, really good at the "look away"!

Finally, don't outland in Sicily. If you do some errant olive tree will see to it that you don't have a wing, or two. If you have to get over that next ridge, be prepared to go to oxygen because every ridge is higher than the next one. The cu's are nice though.

## Kaylene's Kitchen opens 1st November!

The GCV commercial kitchen – now Kaylene's Kitchen – officially launches this Saturday, 1st November!

 You must book!

To reserve your spot, head to the Glide App:

👉 <https://glideapi.glidingclub.org.au/Glide-V5-Links/index.html>

Select LINKS, then choose Meal Bookings and follow the prompts – easy!

Any problems with the app contact the office before 9am Friday 31<sup>st</sup> October.

Not an app person? No worries! You can book your meal with Kaylen at the 9am Saturday morning briefing to secure your place.

We're looking forward to delicious food, great company, and a crackling fire to kick off the season in style. 🔥

Don't miss out – book now and join us for a fantastic evening!



# A Pilot's Guide to Flight Computers for Cross-Country Soaring

Craig Blunt

This guide is for cross-country (X/C) glider pilots who are ready to expand their horizons. If you've ever felt the need for a dedicated flight computer because "everyone else has one," this is for you.

A Word of Caution for New Pilots If you are still learning to fly or are newly solo in a single-seater and not yet venturing far from the airfield, do not install a flight computer yet. Your instructors will not be teaching you about them at this stage. Your primary focus must be on developing your fundamental skills, especially your lookout. Introducing a screen too

early will distract you, slow your progress, frustrate you, and increase your training costs. Most importantly, it can make you a hazard to other pilots. Your time for advanced avionics will come.

## Why Use a Flight Computer?

Virtually all high-performing competition and X/C pilots use a screen in their cockpit. The advantages are significant:

- **Customisation:** They display a vast array of information in a format you design, tailored to your needs.
- **Reduced Workload:** They automate complex calculations (e.g., final glides, wind components), freeing up your mental capacity for critical decision-making.
- **Situational Awareness:** A well-configured screen allows you to absorb key data at a glance, enabling you to spend more time with your head out of the cockpit, scanning for traffic and observing the weather.

Choosing, setting up, and effectively using a flight computer is an ongoing process of refinement and self-analysis.

## Initial Considerations

Before diving into specific products, you need to answer two fundamental questions about your intended use, as this will influence your hardware and software choices.

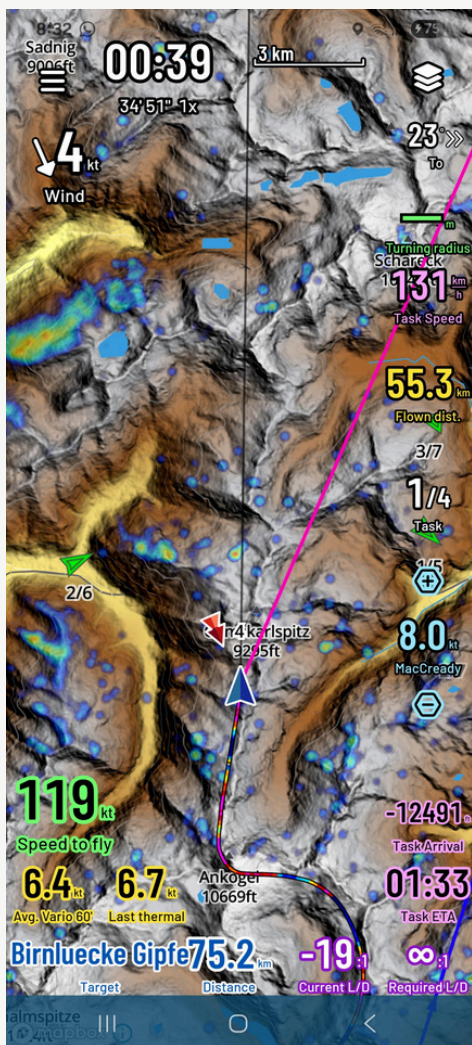
- Will this be for your private glider that you fly exclusively? A permanent, panel-mounted installation might be ideal.
- Will you be flying multiple aircraft, including club gliders? A portable, easily mounted solution is necessary.

## Flight Computer Software

There are three dominant software systems in the gliding world.

- **LXNAV Systems:** This software is integrated into LXNAV's dedicated hardware. These are premium, panel-mounted units that are highly integrated with the glider's instruments.
  - Cost: High initial investment (often in the range of \$8,000 AUD).
  - Pros: Powerful, all-in-one, brilliant system.
  - Cons: High complexity and a steep learning curve. Requires significant time and dedication to configure and master.
- **SeeYou Navigator:** A popular software package often found on Oudie N devices.
  - Cost: Subscription-based (approximately \$100 AUD per year).
  - Platform: Runs on both Android and iOS devices.
  - Pros: User-friendly interface, excellent feature set, cross-platform compatibility.

(Continued on next page)



- **XCSoar:** A powerful, open-source project maintained by a community of pilots and developers.
  - Cost: Free (Open Source).
  - Platform: Runs on any Android also dedicated hardware from various vendors (e.g., XCNav, Kobo e-readers, specific devices).
  - Pros: Highly customisable, extensive features, no cost.
  - Cons: Can have a steeper learning curve than Navigator; Android-only for mobile devices.

### Hardware and Installation

Once you have an idea of your software, you need to consider the physical hardware.

- **Mounting:** Will you panel-mount your device or use a portable mount? In club gliders, suction cups on the canopy are typically prohibited as they can cause damage. The standard is a RAM ball mount, which provides a secure and flexible mounting point.
- **Power:** Your device will need a reliable power source. This may involve wiring it to the aircraft's main battery or using a separate power bank for portable setups.
- **Interfacing:** You may want to interface your device with other instruments, such as your variometer or FLARM, to receive integrated data.
- **Mobile Data:** A device with a SIM card can provide invaluable real-time information, such as weather radar overlays and OGN position data for other aircraft.

### Developing Your Screen Philosophy and Setup

Your flight computer is a tool to provide you with the information you need to make better decisions. The goal is to achieve quick acquisition of essential data with minimal distraction.

**Starting with the Basics** When you first start, master the fundamentals. Configure your screen with only the essentials and practice using them until they become second nature.

- **Moving Map:** Learn how to load and modify a task quickly and efficiently.
- **Wind Information:** Display a wind arrow and/or numerical data. Practice interpreting it at a glance.
- **Airspace:** Your device will provide visual and audible alerts for airspace. Understand what these alerts mean and how to react.
- **Traffic:** The traffic display (FLARM/OGN) is a vital tool. Remember, it shows the last reported position of other aircraft, not necessarily their current position, and it does not display all traffic. It is an aid, not a replacement for a vigilant lookout.

Fly with just these basics initially. Train yourself to find the information you need and get your eyes back out of the cockpit as fast as possible.

### Advanced Customisation and Refinement

Once you are proficient with the basics, you can begin adding more information through "navboxes."

- **Group and Differentiate:** Use grouping, colouring, and sizing to differentiate navboxes. Information related to a specific phase of flight (e.g., final glide) should be grouped together.
- **Use Multiple Pages:** A cluttered screen is a dangerous screen. Set up different pages for different phases of flight (e.g., Cruising, Thermalling, Final Glide) and switch between them as needed.
- **Avoid Redundancy:** Do not display the same piece of information in multiple places unless you have a specific, well-considered reason.
- **Declutter:** Be ruthless. If you find you aren't using the information from a particular navbox, remove it for a flight. If you don't miss it, leave it off.

### The Path to Mastery: Self-Analysis and Simulation

The final step is continuous self-analysis. Ask yourself: "What mental calculations am I performing repeatedly? Is there a navbox for that? Will automating it help me fly better?" This iterative process will help you refine your screen layout and your flying.

A final, crucial note: The best place to learn your device is on the ground. All three major software systems can be connected to the Condor Soaring Simulator. You can gain an enormous amount of experience and build muscle memory in the comfort of your home, all year round, ensuring you are proficient with your system before you get in the air.

# Summertime Sunscreen Time

Tom Spiesser

There has recently been much press coverage of sunscreens. Not quite accidentally. It's the time of the year where UV ratings are dangerously high for large parts of the day, something which is important for glider pilots who spend many days in the sun every summer.

CHOICE recently tested 20 popular sunscreens, from a range of widely available and commonly purchased brands at different price points, to see whether the sun protection factor (SPF) claims made on each product are valid. Choice tested 20 sunscreens where the manufacturers claimed an SPF of 50+. Only 4 products delivered on the claims, the remainder ranged from "Almost There" or SPF 40-50, to "not even Close" or SPF 10-20.

Three interesting observations:

1. Two Nivea products were tested, both were in the 40-50 range, i.e. no bad results.
2. Three Cancer Council products were tested, with results in the 20's, 30's and one of 50+, i.e. don't assume that the name guarantees top quality.
3. One Coles home brand was tested. It delivered an SPF 50+.

Here are all the results

**50+**

			
50+ 51	50+ 52	50 56	50+ 72
<b>Mecca Cosmetica</b> To Save Body SPF 50+ Hydrating Sunscreen	<b>Cancer Council</b> Kids Sunscreen 50+	<b>Neutrogena</b> Ultra Sheer Body Lotion SPF 50	<b>La Roche-Posay</b> Anthelios Wet Skin Sunscreen 50+

**IN THE 40s**

			
50+ 40	50+ 40	50+ 41	50+ 43
<b>Sun Bum</b> Premium Moisturising Sunscreen Lotion SPF 50+	<b>Nivea</b> Sun Protect and Moisture Lock SPF 50+ Sunscreen	<b>Nivea</b> Sun Kids Ultra Protect and Play Sunscreen Lotion SPF 50+	<b>Coles</b> SPF 50+ Sunscreen Ultra Tube

**IN THE 30s**

			
50+ 32	50+ 33	50+ 35	50 38
<b>Bondi Sands</b> SPF 50+ Fragrance Free Sunscreen	<b>Cancer Council</b> Kids Clear Zinc SPF 50+	<b>Banana Boat</b> Sport Sunscreen Lotion SPF 50+	<b>Invisible Zinc</b> Face + Body Mineral Sunscreen SPF 50

**IN THE 20s**

			
50 24	50+ 24	50+ 26	
<b>Neutrogena</b> Sheer Zinc Dry-Touch Lotion SPF 50	<b>Cancer Council</b> Ultra Sunscreen SPF 50+	<b>Aldi Ombra</b> Everyday Sunscreen Lotion 50+	
			
50+ 26	50+ 27	50 27	50+ 28
<b>Bondi Sands</b> SPF 50+ Zinc Mineral Body Lotion	<b>Woolworths</b> Sunscreen Everyday Tube SPF 50+	<b>Cancer Council</b> Everyday Value Sunscreen SPF 50	<b>Banana Boat</b> Baby Zinc Sunscreen Lotion SPF 50+

**0-10s**

	50+ 4
<b>Ultra Violette</b> Lean Screen SPF 50+ Mineral Mattifying Zinc Skinscreen	

● Claimed SPF  
○ Measured SPF  
○ Exceeds SPF 50

## Weekend Operations

This weekend will be a busy and exciting one, with double operations taking place, one in Benalla and another in Khancoban. A tug and a double seater will be making the trip to Khancoban to support flying activities there, while the team in Benalla keeps things running at home base.

We're also thrilled to welcome Paula to the team! To celebrate her arrival and mark the start of a new season, we'll be getting together on Saturday night for a welcome dinner, our first meal of the season.

### Welcome for Paula on Saturday Evening



**Name:** Paula Winterstein.

**Role:** Instructor Nov/Dec.

**Home Club:** Luftsportverein Albgau and Fliegergruppe Gaggenau.

**Experience:** Gliding 15 years, Instructor since 2018. Instructor gliders/motogliders/ultralights.

**Additional:** Paula is the president of one of her clubs, LSV Albgau and she enjoys aircraft maintenance work.

## This Week in Pictures



Mandy helping with XCL Form 2 on Saturday



Mark flying in his backyard.



## XCL Form2

Big thanks to Andy and Roger for all the hard work they put into XCL Form 2, they spent the entire weekend on it.

After Saturday's operations, a few others dropped by, some to lend a hand, and others just to distract them a bit 😊. Either way, it was great to see everyone's enthusiasm and teamwork.

### Weekend crew Benalla

**Duty Pilots** – Andy Blair, Pete de Haan  
**Instructors in charge L3** – Fabian Gaida  
**L2** – Peter Demeo and Kirk Amos  
**AEIs** – Dieter Liebrich, Neil Campbell  
**Tug Pilots** – Bruce Salter, Daryl Bishop

## Get Involved!

**Have something to share? Get in touch with us to contribute to the newsletter**  
[newsletter@glidingclub.org.au](mailto:newsletter@glidingclub.org.au)