

Glide Angle

March 2024



Editor: H. Chapman

Welcome to the second issue of Glide Angle for 2024. A reminder that the Easter Camp at Raywood is coming up which is a great opportunity for some cross country flying at the end of the soaring season. There's some great input from various contributors in this edition – a report on Wings, Wheels and Coffee, a midweek flying adventure from Bacchus and a report on Horsham Week. Thanks to all the contributors to this edition – if there is something else you'd like to read about, or if you've got an article or trip report you'd like to share, please email me.

Flight Ops – From the CFI: Mark Hunt

While the weather hasn't been perfect, there have been quite a few long flights out of Bacchus Marsh this soaring season with three 300KM + flights in one day. Take a look at WeGlide and you can see that Melbourne Gliding Club (MGC) is racking up many points on WeGlide from Bacchus Marsh and other sites this soaring season.

For those of you who don't know, our very own Jason Tang took the club's Discus CS (VCS) and went to Joey glide at Narromine in January and qualified for the Junior World Championships. Well done Jason. Additionally, Jason flew with his team mate - Josh Geerlings, in the 2 seat nationals in Tocumwal and came 5th. We wish Jason good luck in Poland...

I'd like to welcome all of the new students that have started their gliding journey with MGC from the beginning of this year. At last count there are about 14 new members, some just starting out, some returning to gliding and some visiting pilots from overseas. I look forward to meeting you all at the airfield over the coming months, or better still at the Easter club camp in Raywood, where you would have seen the details via email from our Club President recently.

Congratulations to Alexey for converting to the single seat Junior, I see you're enjoying the freedom that solo flying provides and getting plenty of flying in XOA.

Just like Alexey did, I encourage all students to set themselves goals and let your instructor know what your goals are. We are here to help. In a previous Glide Angle last year, I wrote a piece on the benefits of getting your Glider Pilots Certificate (GPC) and the independence that brings eg: taking gliders away to camps, or to a site that offers different soaring opportunities, flying your family and friends, flying on the Independent Operators only days etc. Please speak to me or the duty instructors on the day you're next out if you want to know more, or need help to achieve your goals.

Finally, a photo from your truly last month flying above the Otways near Apollo Bay.



New Club Phone Number:

The club has a new phone number which helpfully triages calls:

1. Membership enquires
2. AEFs
3. All other enquires

The new number is: 03 7074 8118

From the President: - Nick Callegari

To all our cherished members of the gliding community, the skies above Bacchus Marsh are calling! Today presents itself as the perfect canvas for an exhilarating adventure with the Melbourne Gliding Club (MGC), where the horizon is not just a boundary but a gateway to endless possibilities. As the sun smiles upon the vast, open landscapes, it invites us to spread our wings and glide through the serene air currents. It's a day filled with promise, ideal for both seasoned gliders and those new to the cockpit, to explore the beauty that our spectacular surroundings have to offer. Our club, a hub of passion for aviation dreams, is buzzing with excitement and ready to support your journey in the skies.

Here at MGC, we pride ourselves on our community of exceptional instructors who are the wind beneath your wings, committed to enriching your gliding experience. Whether you're looking to brush up on your skills, achieve new certifications, or simply enjoy the freedom of gliding, our team is here to guide you every step of the way. Each flight is a new chapter in your gliding career, filled with opportunities to learn, grow, and share unforgettable moments with fellow enthusiasts. So, seize the day, embrace the adventure that awaits at Bacchus Marsh and the Melbourne Gliding Club, and let us help you soar to new heights in your gliding journey. Today is your day to shine with the clouds!

Enclosed are a selection of photographs from my flight on Saturday 9th March 2024, shared with the hope of inspiring an array of stunning images from everyone.



Congratulations and Other News

Leonard Freitag on his private passenger rating



Leonard and his first passenger – his Mum – Anita!

Alexey Koloskov – Conversion to the Junior



Alexey after his first flight in the Junior – Photo - unknown

Welcome to Mandy, Sebastian and Julius – visiting Germany pilots – Mandy will be with us for around 6 months, so say hello if you see her out at the field!



Mandy, Sebastian and Julius – photo - unknown

Winner of the Max Hedt Award at Horsham week – Steve Coulton



Steve Coulton accepting the award at Horsham Week – Photo - Unknown (*ed: see later in this edition for a report from Steve on flying at Horsham week*)



As promised – a gratuitous Pawnee photo (with bonus gliders) – H. Chapman

Bacchus Marsh Wings, Wheels and Coffee *by Anita Freitag*

The annual Bacchus Marsh Wings, Wheels and Coffee car and airshow was back on again!

A unique experience featuring a diverse selection of cars, motorcycles, and airplanes organised by the Bacchus Marsh and District Holden Car Club.

Who would have thought it would be summer's hottest day with the forecast to reach 38°C!

A few of us volunteered for the day and we arrived at Bacchus Marsh Airfield at 8am to help set up the static display. We displayed a single seater (VCS) and twin seater glider (VWR) as well as a tug (BCK). After taxiing the aircrafts along runway 27 to the setup area near the flight school, we were among other aircrafts displays lined up along the taxiing strip on runway 27. We had QR codes for the public to scan in order to book an AEF flight or connect them with our Facebook page to stay updated with what the club gets up to on the weekends.

Most of us spoke to interested spectators, answered questions about the aircraft and explained gliding in general. Many of our guests - especially the children - had the opportunity to sit in the gliders to get a feel of what it's like.

The classic cars, JDM machines, hot rods, super cars, motorbikes and everything else in between were displayed to the north of the aircraft. There were no barriers around either the planes or the cars and one could get a closer look at all the machines with permission of the owner.

The aerobatic airshow started at after 10am with running commentary from Trevor Oliver, a member and organiser of the Bacchus Marsh Holden Car Club and an aviator himself. He took us through the non-stop sky show and provided interesting facts and background on each aircraft as they stirred up the abundance of white cabbage butterflies on the airfield.

The first to be showcased was the Cessna A152 Aerobat (rego VH-UNP) owned by Gerard Lappin, followed by the Silver Sharks, an aerobatic team from South Australia that specialise in formation aerobatic displays. The team of some of the best formation aerobatic pilots in the world showcased their talent in their RV aircraft. This jaw dropping talent was a first for the annual air and car display and we do hope they come back next year!

We then had the pleasure of witnessing resident pilot Lachlan Tu, an aerobatics instructor in his Laser 230 (rego VH-ZIT). The 2019 Australian Advanced Aerobatic Champion has worked tirelessly not only to display his aircraft and talent but also in organising this wonderful event.

Ben Hooke, one of Lachlan's students has also worked hard to display his Christen Eagle II (rego VH-SUQ), a yellow two-seat high-performance aerobatic biplane and helped organise this event that attracted 636 cars and 41 aircraft last year.

As the Christen Eagle II was landing the North American AT-6C Harvard War plane (rego VH-NZH), polished immaculately, was ready to take off and looked beautiful against the bright blue sky. VH-NZH is an ex New Zealand Air Force Harvard as its registration suggests. It was built as an AT-6C Harvard Mk II for the USAAF as 41-33767, for forwarding to the RAF as EX794. It was, however, shipped to New Zealand in August 1943 and became NZ1051. It served with the RNZAF until 1978 when it was sold. It flew for a time in fake Japanese markings before being repainted into its now non-authentic but stunning US Navy colour scheme.

All eyes were on the Microflite's Helitak 338 (VH-JJR) as it demonstrated its ability to pick up water from the dam at the end of runway 01 and dump it on the airfield. The Water Bomber is based at Bacchus Marsh Airfield over this summer to combat nearby fires. The pilots of the Bell 212 Twin Huey are on standby during the day in our clubhouse, with three pilots on a rotating roster. They work ten days straight with five days off. So be sure to say hi to them next time you are at the airfield.

The aerobatics continued with the majestic North American T-28 Trojan (rego VH-NAW). The North American Aviation T-28 Trojan is a radial-engine military trainer aircraft manufactured by North American Aviation and used by the United States Air Force and United States Navy beginning in the 1950s. Besides its use as a trainer, the T-28 was successfully employed as a counter-insurgency aircraft, primarily during the Vietnam War. It has continued in civilian use as an aerobatics and warbird performer.

The CA25-39 Winjeel A85-439 took the place of the CA-18 Mustang and flew in directly from Point Cook. The CAC CA-25 Winjeel (from a Victorian indigenous word for "young eagle", an alternate spelling of Bunjil) is an Australian-designed and manufactured three-seat training aircraft. Entering service with the Royal Australian Air Force (RAAF) in 1955 as a basic to advanced trainer, it served in this role until 1975. Later, it was used in the Forward Air Control (FAC) role for target marking until 1994, after which it was

retired from RAAF service. It is now housed at the RAAF Museum, Point Cook and is operated by No. 100 Squadron RAAF. Its civil registration is VH-FTS.

While there were plenty of snap rolls, barrel rolls, spins and rolls from the top that kept the adrenaline going all day, I managed to have a quick wander to see all the cars on display. On the side there were plenty of food trucks, including four coffee vans along with Timboon Fine Ice Cream, The BBQ Shack, and the well known favorites such as twisted spuds, hot dogs, fairy floss and popcorn. The Lions Club of Bacchus Marsh also had their famous sausage sizzle as a fundraiser. While it was far too hot for coffee, I opted for an iced coffee and the mango lassi from Mehak Indian food truck was a tropical delight!

The event ended just before 2pm and not the 4pm as advertised. No one was complaining that the event was compressed due to the rising temperatures. The wind had also picked up after lunch and the 23 km/h NNW winds with gusts up to 44 km/h started to make it unpleasant as well. Once all the gliders were towed back in the hangars and the tug and bus were also put away, we all farewelled each other with lots of ideas on how to improve next year's event.

You can find a few impressions of the day here: [Bacchus Marsh Wings Wheels and Coffee 2024](#)



The MCG presence at Wings, Wheels and Coffee – Photo by Anita Freitag

Seeing the Elephant – Richard Trill

Glider pilots often tend to be 'weather watchers', keeping an eye on the soaring forecasts for good days ahead. This season hasn't seen too many good days where it has been possible to fly cross country from

Bacchus Marsh, but looking at the forecast a few days out for Wednesday Feb 21 suggested it would be a cracker. A few emails back and forth, Peter Kingston agreed to tow, and a number of pilots expressed interest in taking a launch.

As is the way, the spectacular forecast for Monday (dreams of 600K + flights) had softened by Wednesday, but it still promised to be a good soaring day. Predictions were that cumulus would appear to the south about 12:30, followed by a good area of clouds to the west. There was a possibility of overdevelopment and storms around Ballarat late in the day. Mark Hunt (JS3), Nick Callegari (Ventus C), Paul Spooner (Mosquito), Iain Gilmore (LS4) and Alan Payne and yours truly (DG1000) all decided to roll the dice and hope the storms or overdevelopment didn't ruin the day. Jarek Mosiejewski from Geelong was also tempted and gridded with the rest of us.

Bacchus Marsh can be a tricky site from which to fly cross country. Getting away with the 4500' airspace restriction and rising ground to the west is not ideal. It's sometimes worth considering heading south before west. Alan Payne and I launched first at just after 12:30. Alan found a steady climb in the blue to get us up to the airspace step. Heading south we worked a couple of bubbles before getting a climb under cloud south of Anakie to 6,000'. We worked a few more clouds on the southerly track, before deciding to head west. Conditions were OK, with regular climbs to 7000', but the higher than forecast wind strength made them broken and tricky to work. We persevered, turning north at Glenthompson near the southern end of the Grampians, running north about 40 klms from Ararat, we jagged a good climb to cloudbase (9000') before deciding to run home under the (overdeveloping) clouds. Alan picked a good line under the clouds, and around Ballarat we had a nominal final glide. Working a few more clouds got us home with an 'inefficient' final glide. Final result was 400 klms and a very pleasant afternoon.

Mark Hunt took a different approach, again departing to the south, he worked the line of cumulus along the coast before heading north past Ballarat. He picked the best of the energy lines and was rewarded with the fastest speed of the day. The JS3 with an L/D northwards of 50 obviously helps in this regard as well

Nick Callegari stretched out to Colac and Beaufort, while Iain Gilmore wasn't quite as adventurous as the others. Jarek certainly puts in the hours, he landed an hour or so after the last of the MGC crowd had touched down. He had a good day, after a slow start notching up 360 klms.

Flying midweek is often an option, but you need to be flexible and move quickly to take advantage of the good days. I'd recommend giving it a try if you can. You need to be able to operate independently, or fly with someone who can. If you're interested in giving it a go and are not an independent operator, get in touch with someone who is and they may be able to come along for the ride. Getting a nice climb up to 9000' with the Grampians as a backdrop is much more rewarding than a few circuits around the home airfield.

Why is this article titled 'Seeing the Elephant'? After the flights were loaded onto the OLC and WeGlide, a little trophy appeared beside the DG1000s flight. Apparently, this flight completed the 'Seeing the Elephant' segment on WeGlide. In certain locations around Australia, WeGlide has 'segments', these don't seem to have any rhyme or reason other than perhaps if you know about them it encourages you to collect them. There are two from Bacchus Marsh, one from BM to Ararat, and another from BM to Lismore which is the one we completed. Why is this segment 'Seeing the Elephant'? Mt Elephant is not far from Lismore, and so can be 'seen' after completing the segment.



Alan Payne in the backseat of the DG1000 – Photo – Richard Trill



Ballarat from Final Glide – Photo – Richard Trill



Picking the line – photo – Richard Traill

AEF Report – John Fawcett

In 2023 our treasurer smiled for a moment.

Due to the efforts of a number of people AEF pilots, tuggies and ground crew we have flown 72 AEFs on our weekends, not including RMIT students.

This generates substantial revenue, and I would think helps keep membership fees down.

The responses I have witnessed from our visitors has been overwhelmingly positive.

Another positive thing is, that a number of these pilots live locally, have seen us flying around and decided to give it a go.

Interestingly, several AEFs are using this experience to get over a fear of flying, and so far, each has landed with a smile on their face. Maybe glider pilots are not that scary after all.

Since November last year we have sold 41 flights, and we have a backlog of about 30 people who have bought flights but are yet to schedule their flight. We already have people booked in April running up to Easter.

This year I would still like to keep the AEFs each day to a small number so that it does not interfere with training, but occasionally it may be possible to book several of these flights on the one day. You may have noticed that on some non-instructional days there have been several AEFs flown.

So, if you are interested in helping spread the word, talk to an instructor or myself, about getting involved with this aspect of our sport.

Who knows, maybe the treasurer will smile again.

Horsham Week 2024 – Steve Coulton



For the benefit of members who don't know me, I'm one of the clubs level 2 instructors and tug pilot.

I have been flying gliders since the nineties and have competed in several competitions over the years.

Late last year I decided I would travel to Horsham in Victoria with a group from the Bendigo Gliding Club and take part in the 58th Horsham Week Gliding competition which is held in February each year.

[Home - Horsham Week](#)

Horsham week remains the longest running regatta held in Australia and attracts glider pilots from around the country with a variety of gliders and pilot experience.

The competition welcomes pilots that have little to no competition experience as well as pilots who have flown in major competitions in Australia and overseas.

If you have a GPC and perhaps a 300 km flight in your logbook, you could give it a go.

The organizers have a very strong focus on safety and go to great lengths to remind pilots that we are not competing for sheep stations.

There is plenty of accommodation in Horsham. This year I shared a house with two pilots from Bendigo Gliding Club. The accommodation for the week cost each of us about \$600.00.

Arriving on the Friday we rigged our gliders in the late afternoon ready to fly the following day.

Saturday morning what would become our routine for the next six days of flying began. Up at 0700, breakfast, shower, out to the field by 0800, glider daily inspection completed by 0900, at this point the glider is ready to be towed to the grid.

Morning Briefing:

Morning Briefings , each day always started with some general housekeeping items, a general safety briefing on the first day, which then went on to review events from each day of racing in some detail.

I was personally impressed with the competition directors and Horsham Aero Clubs approach to safety.

The day's task was supplied on a printed A4 sheet complete with both an A task and B task for each day.

The weather report detailing the conditions expected in the task area including the expected first launch time that day.

Marshaling instructions, with three separate glider classes, Club, Standard/15m class and open class made up of thirty-seven gliders it is not a trivial exercise getting the grid ready each day, although the competition director and team at Horsham Aero Club made it seem effortless.

What's on for dinner that night.

The briefings ended at around 1100 most days.

The Tasks:

Knowing that we could expect a mix of both racing tasks (speed Tasks) and area assigned tasks (AAT)

I immediately had a problem – I had never flown an AAT. With this in mind prior to attending the comp I set up my flight computer with a new profile to manage the AAT. See tutorial link below.

[AATTutorialForTheNaviterOudie.pdf \(craggyaero.com\)](#)

First day – Nav Problems:

Club Class launched about 1330 on the first day of the competition with conditions looking okay for the planned three-hour AAT.

Although my flight computer (Oudie 2) has never given me a moment of grief in the air, today was going to be that day.

About five minutes after launch, I began to get low battery warnings from the oudie. The Oudie is powered by the glider's internal battery, so I'm beginning to think I'm having a power failure.

About three minutes before the task gate opened and about sixty minutes after take-off the computer simply shut down.

Landing about fifteen minutes later, my first race was over before it had begun.

Receiving a did not start for the day was not how I thought the day would pan out.

Day two - The big winds:

Looking at Skysight weather for the next day it was clear that thermal heights would be going to 9000 this promised to be one of the best days of the comp, however the forecast was also predicting very strong winds.

This was confirmed by Tim Shirley at the morning briefing, 20 to 25 knot winds on the ground with stronger winds at the top of convection around the time we would be launching. Then 30 knot winds on the ground associated with the arrival of a front around the time we would be arriving home.

I weighed things up and decided not to launch that day – DNS

Day Three – The AAT learning curve:

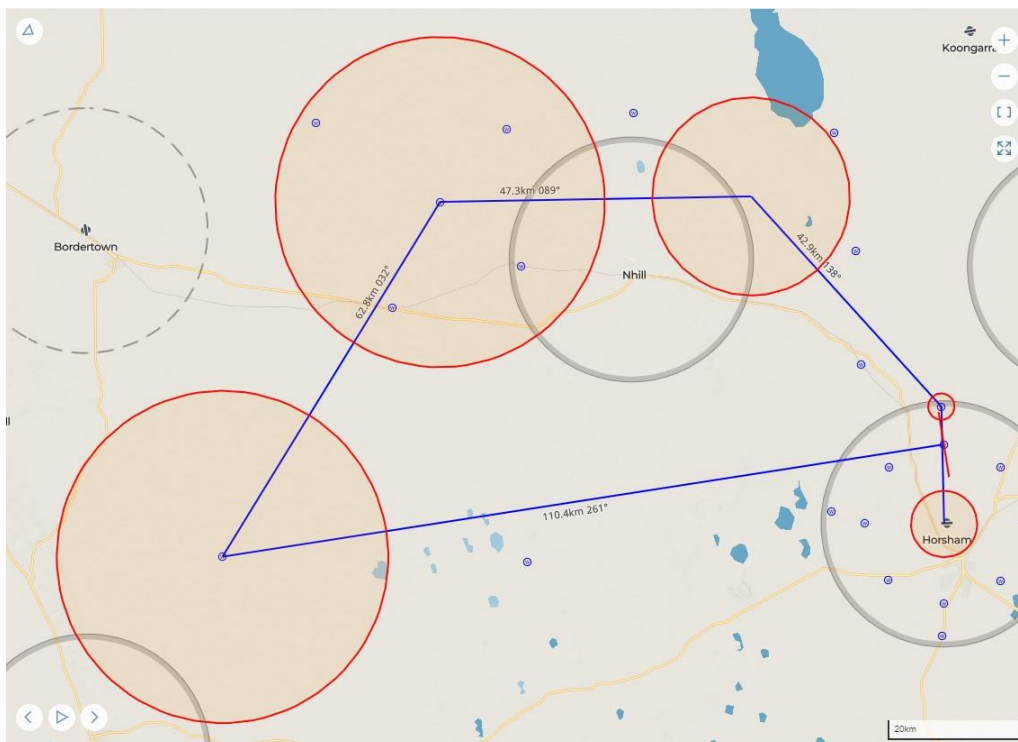
I did say that I hadn't flown an AAT task before so it was odds on that this task could go pear shaped.

To simply describe the AAT task below, the aim is to fly the greatest distance you can in the allotted time 3 hours and 30 mins. Flying slowly, you may only just enter the assigned areas, or if you are flying fast you may need to fly further into assigned areas to avoid arriving home early.

The glider that has flown the furthest distance in 3.5 hours will have achieved the highest speed on the task.

The principle of the AAT gives the pilot the flexibility to exploit better conditions on one or more legs of the task while possibly avoiding poorer conditions elsewhere.

Day 3 AAT – 3 hours 30 mins. – Max distance 362 km



Before leaving the start line, I had a pre-planned idea how I would fly this task. The first leg of this task turns out to be the only leg of the whole competition that we would fly under cumulus cloud (Cu) at times getting good climbs to 5000 feet. I found myself making pretty good time under the Cloud, turns out this would be some of the best conditions we would see at Horsham 2024.

Did I employ the flexibility of the AAT to change my original turn point to extend well into the first sector and stay under the Cu. No of course not! I was about to make a poor decision. When the computer told me it was time to turn, I did. Now flying Northeast over Victoria's little desert completely in the blue, alone, I'm thinking where are all the other gliders. I began to get the feeling this was a mistake. Way to go Steve.

That poor decision was reflected in the results. I finished seventh.

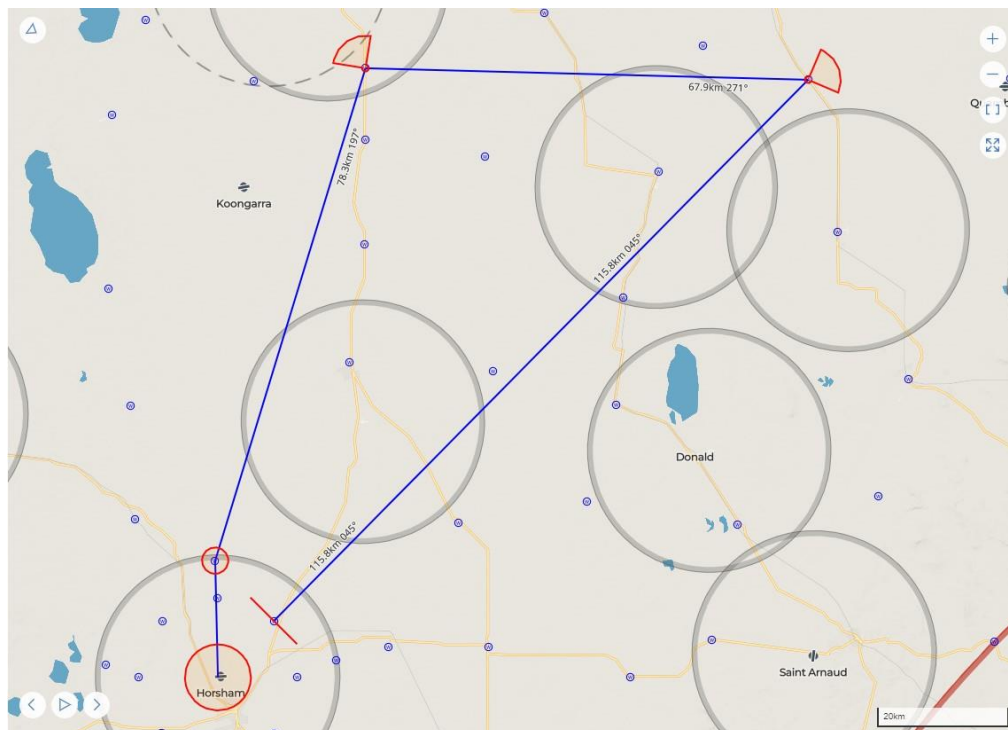
Ground Hog Day:

The next day was almost a repeat of the last, once through the start line, on a westerly heading cruising at 4000 to 5000 feet along the southern edge of the little desert telling myself okay Steve, you've got this AAT business sorted.

Nope! I finished ninth, clearly there's still some more work to do.

Finally! a speed task:

Day 5 275 km Racing task:



Day 5 and we are set a speed task, the speed task or racing task is much simpler, through the start gate around the turn points and then home.

The day was forecast to be a little lower than the previous day with thermal heights predicted to only reach 4500 feet. The first 50 km of the first leg proved tricky, at one point I found myself at 2000 feet with a paddock picked out before finding a 6 to 7 knot climb that put me back in the race.

For the first time in the competition, I found myself up front with the leaders, at times leaving climbs ahead of the gaggle. Approaching the first turn point it began to get busy I watched about six gliders make the turn ahead of me and press on. After making the turn myself I took a climb that took me to 5500 feet, the highest I had been that day. Leaving this climb I spotted several gliders down quite low well ahead of myself, I decided not to fly through the air they had just flown through and took a track further to their south. I rounded the second turn point at almost 6000 feet. The conditions on the way home were getting weaker, and I began to hear several gliders reporting that they were out landing.

Climbing in weak lift the glide computer finally indicated that I had final glide. I landed back at Horsham at around six thirty.

I had finished in third place.

BOOM!!:

Looking at the weather before leaving the house we were not sure if we would be flying today.

The predicted thermal heights were around 3500 feet at around 3 o'clock that afternoon. On the way to the field, we received a WhatsApp message from the comp director - tasking today briefing at 1000 o'clock, the day was on.

Club Class were on the back of the grid today, last to launch, I remember thinking this was the day to be on the back of the grid.

15-meter class began launching ahead of us, we could see some of the water ballasted gliders taking a while to climb away.

I finally took off on what turned out to be the last flying day of the competition at two thirty in the afternoon on a two-hour AAT task.

I won't bore you with the details of this flight, but I remember thinking, having had time to ponder my earlier AAT efforts, on entering the first sector, hey I'm doing quite well here I might need to extend this leg.

I Completed the 2-hour task with a task speed of 86.11 kph, with a task time of 2 hours and 20 seconds.

Once back at the house I submitted my trace to the scoring officer online, then jumped in the shower.

About 30 mins later I received a one-word text from Steve Jinks that simply read – **BOOM!**

I had won the day.

Official results for Club on task 6 (9 February 2024)

◀ Previous day Next day

Task												
Meteo												
Daily												
Total												
Turnpoints: 007StartPointWest - 113Rainbow - 017Aregra - 009ControlPointNorth - 008HorshamAD Task distance: 128.01 km / 319.12 km (219.45 km) Task duration: 2:00:00 Task info: Maximum Points: 602, Pymax: 368, Pdmax: 234; f=1.000, N=12, Nd=11, Nv=11												
#	OP	CN	Contestant	Club	Glider	Handicap	Start	Finish	Time	Speed	Distance	Points
1.	~2	GY	Steven Coulton	Bendigo Gliding Club	STD Libelle	980	15:21:51	17:22:11	2:00:20	86.11 km/h	172.70 km	602
2.	~1	NS	George Schuit		Cirrus Std	1000	15:22:56	17:33:42	2:10:46	82.11 km/h	178.95 km	530
3.	~1	Q1	David Nugent	Sunraysia Gliding Club	LS3 (WL)	1075	15:20:36	17:23:43	2:03:07	86.04 km/h	176.56 km	454 ▲
4.		QN	Steve Jinks	Bendigo Gliding Club	Mosquito	1070	15:16:22	17:29:58	2:13:36	80.11 km/h	178.38 km	439
5.		IZI	Robertson & Nakamura	Beaufort Gliding Club	Janus B	1055	15:16:48	17:21:28	2:04:40	76.75 km/h	159.47 km	412
6.		WOF	Jaroslav Mosiejewski	Geelong Gliding Club	PIK 20B (WL)	1055	15:16:54	17:32:58	2:16:04	75.95 km/h	172.24 km	403
7.		DB	David Booth	GCV	Standard Cirrus 75	1000	15:17:14	17:25:29	2:08:15	70.10 km/h	149.83 km	379
8.	~1	ZT	David Meredith	Geelong	Jantar Std 2	1010	15:17:02	17:38:02	2:21:00	70.71 km/h	166.16 km	378
9.		I	John Spronk	WAIKERIE	ASW20	1080	15:16:08	17:37:28	2:21:20	74.92 km/h	176.48 km	370
10.		SG	Terry Cubley	GCV	Mosquito	1070	15:16:54	17:31:44	2:14:50	72.48 km/h	162.88 km	349
11.		GWQ	Bueller & Weijens	Bendigo Gliding Club	Janus 18m	1055	15:15:50	17:35:08	2:19:18	69.69 km/h	161.79 km	328
12.		COX	Wayne Mackley	Geelong Gliding Club	Jantar Std 2	1010	15:17:27				19.45 km	25
DNF	~1	DJ	Arnold Niewand	Horsham Flying Club	Pegase (WL)	1035					0.00 km	0
DNF		SOJ	Phil Organ	Bendigo	SZD 55	1070					0.00 km	0
DNF		EJ	Heinz de Chelard	Grampians Soaring Club	Standard Cirrus	1000					0.00 km	0
DNF	~2	ER	Dean & Cashmore	Adelaide Soaring Club	DG 505 Elan Orion (WL)	1075					0.00 km	0

DNF = Did not fly
Q1 - Missed 009ControlPointNorth < 500m

Packing up and the presentation dinner:

On Saturday morning, we received a message from the competition director – No task today, given the forecast was not suitable for soaring we made our way out to the field to de-rig the gliders.

That night we attended the presentation dinner hosted by the Horsham Aero Club.

Drinks and dinner

The guest speaker and presenter for the competition awards for the night was James Nugent, the current club class world champion.

Early next morning, it was time to head home.



Horsham Week 2025:

Mark Hunt, Steve Trone and I were the only MGC members there this year, interestingly our gliders represented both ends of the spectrum for composite built glider design on the grid at Horsham, Std Libelle VH-GGY representing the beginning of truly modern sailplane design and VH-WIS Marks JS3 representing the cutting-edge of glider design today.

I'm planning on competing in next year's event, it certainly would be good to see a larger group from Melbourne Gliding Club taking part in next year's event.

Along with single seat gliders there were several two seat gliders on the grid being flown by an instructor or coach teaming up with a low time pilot for the competition.

You don't need to be a hotshot pilot or be flying the best glider to participate in an event like Horsham Week or the like. You just need to give it a go.

If you think you would like to attend an event like Horsham week, I'm sure the club would be able to assist you with some guidance and assist with your plans.

You might surprise yourself, I certainly did.

Glider VH-GGY



Safety Moment – Paul Spooner

MIDFIELD CROSS WIND JOINS

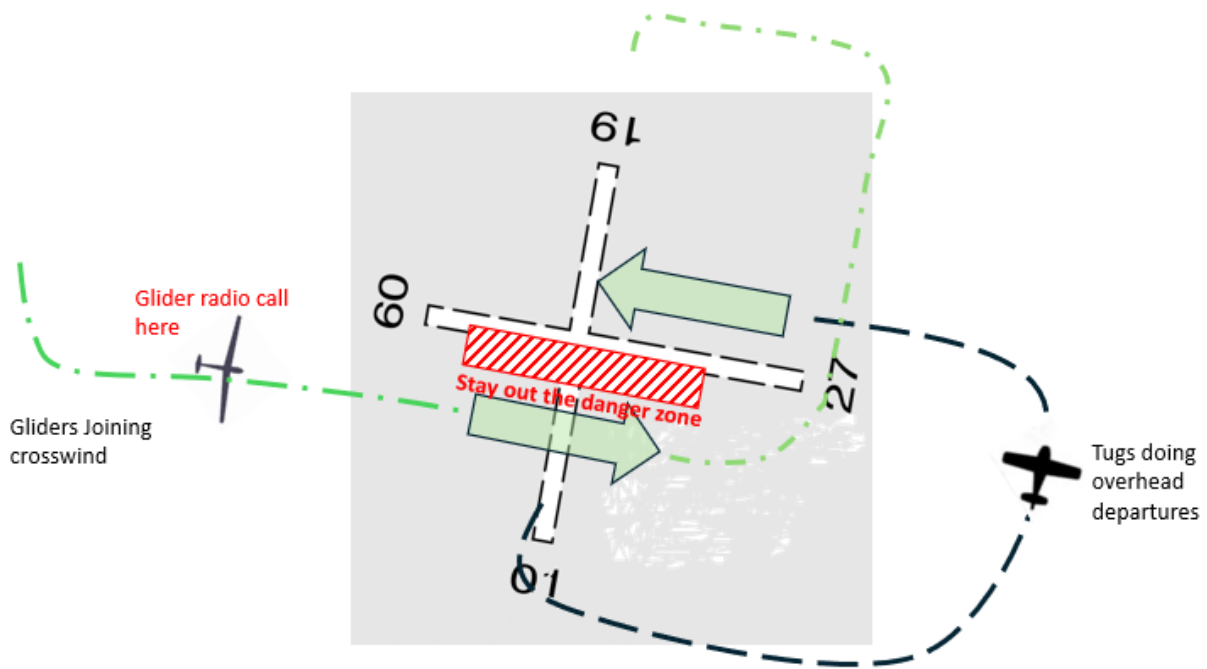
There have been a few events reported of gliders and tugs with head on tracks, when a glider is doing a midfield crosswind join and the tug, with glider in tow, is completing an overhead departure. Most events occur on Runway 19 and 01.

Below is a picture of the track's gliders use for midfield crosswind joins and tugs follow when doing an overhead departure. Tracks for glider and tugs vary for many reasons but **STAY OUT THE DANGER ZONE** – where gliders and tugs can end up in a head on situation.

DO make a midfield crosswind join before you are over the airfield – the earlier the better this alerts aircraft doing an overhead departure to your presence.

DO listen for radio calls from tugs and other powered aircraft so you know if they are doing an overhead departure.

ABOVE ALL – Look Out – and adjust your heading early to keep well clear of each other.



Maintenance Corner – Richard Trill

In the past couple of months, as always, there have been a few defects on the club gliders that have needed maintenance. These have not always been reported, which means delays in getting them fixed, and inconvenience for the next people out to the field who want to fly.

What should you do if you find a defect? Write minor or major defects into the maintenance release so everyone knows they are there. If in doubt, ask an instructor or Form 2 rated inspector to determine if the defect is major or minor. In this context, a major defect is one that prevents safe flight. A glider must not be flown if it's carrying a major defect. A minor defect is one that doesn't prevent safe flight of the glider, but is a loss in functionality. Minor defects should be inspected at each daily inspection to see if the condition is still 'minor' and not prevent safe flight. The maintenance release has a section at the front for recording and clearing the defects.

If you find a defect, in addition to writing in the Maintenance Release, please also send an email to airworthiness@melbourneglidingsclub.com.au with a description of the problem. Support with photos if you can and don't forget to say which glider. Someone can then arrange to fix the problem. If you don't have a maintenance rating, but want to help, you'll be more than welcome to assist in solving the problem. Most of the defects will need a F2 inspector to sign them off as 'cleared' in the log book. Even if you can physically do the work, it needs to be checked and signed off by an appropriately qualified person.

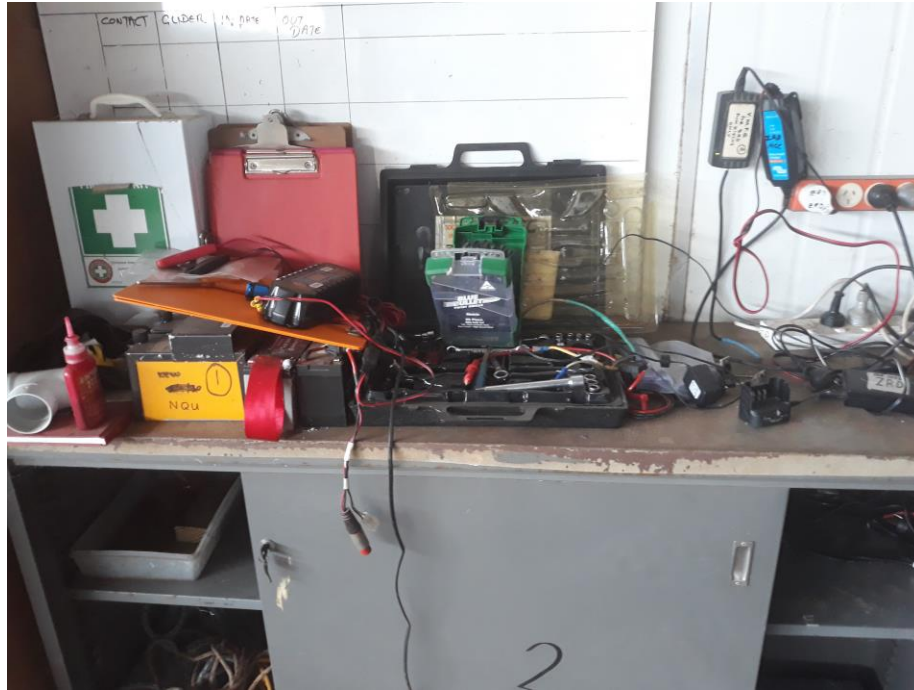
Some recent examples:

1. The pedal adjust cable 'balls' in NDG and VWR have both recently failed. Instead of the black ball being secured to the pedal adjust cable, it failed which means the rudder pedals can't be properly adjusted. Thanks to Alan Payne and Steve Coulton, a temporary repair was incorporated, and new parts will be fitted during the winter maintenance period. The first failure was not reported, and the crew that arrived on Saturday morning discovered the broken ball in the cockpit side pocket.
2. A pilot, some time after the apparent incident, reported difficulty in operating the undercarriage operation in the Discus CS. The glider had been flown several times after the pilot experienced their difficulty. The report, not to Airworthiness, but to the Instructor Panel, suggested there was a problem with the glider that prevented the wheel to be lowered. This should have been reported to the duty crew on the day, and the system inspected prior to further flight. The weekend after the report was received, Steve Coulton inspected the gear, including multiple actuations but no defect was found.
3. Another club member reported that some tow out gear was damaged and needed replacement of some felt. Again, no report was made and no record provided of the corrective actions made.

Reporting these defects is important so please make the time to report. In the cases (1) and (3) above, inspections will be made of other equipment, including tow release balls/toggles to make sure we are not likely to have failures.

Last comment is to please keep the workshop hangar neat and tidy. This is a photo taken recently of the battery bench. It's a complete mess with tools, chargers, batteries and other items randomly arranged

on the workbench. There are metal items on the batteries that could potentially cause a short circuit. The tool kit was donated by a club member, and is now only about half there. Please use the equipment, but leave it like you'd like to find it.



From the Archive – Murray Stimson

Bacchus Marsh Airfield and the move from Berwick

The Victorian Motorless Flight Group (VMFG) had moved completely from Berwick airfield to Bacchus Marsh airfield by early 1965 after the North Hangar was built in 1964 as a joint effort with the two other gliding clubs. The Geelong Gliding Club had been operating at Bacchus since 1961 after the Department of the Interior cancelled their access to the Little River airfield GGC had been using in addition to the Belmont Common in Geelong. Two private syndicates of VMFG had been using Bacchus Marsh since 1962 and the move was approved at the club AGM in 1963. VMFG changed its name to Melbourne Gliding Club in 2014, but some time elapsed before the name change took full effect.

These pieces of our history have been pieced together from several sources, including the 1999 “History of VMFG” written by former instructor Ian Salter. Former VMFG club president Tjaco Boersma passed on a collection of historic photos to Cliff Pritchard, former editor of Glide Angle for over 4 decades, from which these pictures were scanned. In addition, Cliff managed to scan in and archive all the available copies of Glide Angle and other VMFG/MGC news from 1944 through 2019. And some of these photos are from Alan Patching’s collection. Drawing on those photos and newsletters provides a fascinating

historical look at the transition of the club from Berwick to Bacchus Marsh. Unfortunately, there were no labels on the back of the prints, so the definitive metadata, such as names and dates, was lost.



Bacchus Marsh airfield looking SE across the approach end of Rwy 27. Hard to be sure, but the North Hangar appears to be finished and a gliding operation appears to be in progress on grass left. Note the absence of Jensz Rd. and much of the current farm infrastructure. But the airfield caretaker's cottage (P.K.'s house) is

there with the sheltering pine trees. Bacchus Marsh airfield was created in 1942 as a military airfield and by 1965 regulated closely by the Department of Civil Aviation. A secure lease agreement to use the airfield wasn't signed with DCA until 1964, allowing the investment of nearly £5000 into building the North Hangar with club labour and then buying land around the airfield to house the three clubs, including the Beaufort Gliding Club. (Boersma).



A closer view of the East end of Rwy 27 at Bacchus Marsh, soon after the construction of the North Hangar (larger building) which was opened in Feb 1965. The North hangar allowed 13 gliders and towplanes to be housed out of the weather without having to rig and derig gliders each flying day.

Also now evident is Jenz Rd in its original course that came up

to the Southern boundary of the airfield. A Pawnee tow plane can be seen towing a glider on grass left, with possibly a Super Cub (from 1968) or Auster (from 1969) taxiing beside the glider line-up for the next launch. (Boersma).



The location for this photo from the Patching Collection is unknown, but it may well have been taken from a Slingsby T-31 two-seat trainer owned by VMFG until 1967. It is clearly not Bacchus Marsh airfield or Berwick, since there are two grass runways used only for winching and Berwick only had a single grass

runway. It may be Belmont Common in Geelong, where VMFG occasionally operated in concert with GGC. But the club operated from several other locations around Melbourne before the move to Bacchus Marsh. Suggestions welcome. (CA Patching)



This is another photo from possibly the same location as above, with gliders winch launching from next to a road lined by some eucalypts, but again the location is not known. (CA Patching)



Possibly a club owned Libelle followed by a Super Cub make final approaches to Rwy 27 at Bacchus Marsh with the unmistakable Z-section cloud of an approaching sea-breeze front almost upon them. Another famous Standard Libelle, "75", was owned by a VMFG syndicate involving the Patching family and other prominent club

members from around 1975. (Boersma)



An Es-59 Arrow in front of the VMFG (L) and Geelong "Piecart". Piecart were a location for timekeepers at the launch point, as well as equipment required for operations, like ballast weights and cushions. They also doubled as a dispensary for hot pies or cold drinks brought out in an esky from the clubhouse on gliding

days. (Boersma)



The new VMFG piecart complete with original club logo based around the Golden Eagle. Date uncertain, but likely in the early 1970's. (CA Patching)

I wonder who this student (below) was resting outside the much older piecart on a winter's day? Watch out for Redbacks in the tyres! (CA Patching)



Below is an extract from the VMFG newsletter from January 1963 and another from Mar 1965 showing the pre-amble and immediate consequences of the move to Bacchus Marsh. Note that no newsletters were archived for all of 1964 and only 2 from 1963.

"The Gliding Angle – Newsletter of the VMFG", January 1963 – Editor: Wally Burgess

Recent Committee Meetings: October to February – by J.R. Fowler, Hon.Sec.

...

Bacchus Marsh Airodrome [sic]

Our committee, for some months, has been in close contact with the Geelong Gliding Club which operates from Bacchus Marsh Aerodrome. David Rees of that club has been endeavouring to obtain land for the erection of a hangar and clubhouse. These negotiations have been followed closely by our

committee, and financial backing has been obtained to enable us to purchase land should it become available.

Dave is at present awaiting D.C.A. approval of the proposed hangar, and it should be erected in the near future. (Our committee will shortly have to consider its policy regarding transfer to Bacchus Marsh, and members should be giving this subject some consideration. The Skylark Syd Syndicate has flown regularly at Bacchus Marsh this season and can recommend it as an excellent soaring centre. The airdrome is large, and can be used all year round. Conditions encountered have ranged from hill lift to good wave lift and strong thermals. The surrounding countryside is excellent for early and advanced cross countries). [sic]

...

Airspace Problems

Consideration of D.C.A.'s latest manouvres has again occupied the committees time. At present the airspace requirements are - 7,000' ceiling within a 2 mile radius of Berwick and Air Traffic Control approval required above 7,000'. However 2 miles East of Berwick is by regulation clear air and no height restrictions apply. No clearance is required for co cross countries to the East.

The Gliding Angle, Mar 1965. Editor: Wally Burgess

FROM THE PRESIDENT

The V.M.F.G. has now operated solely from Bacchus Marsh airfield since the hangar was opened by the Director General of Civil Aviation, and the committee is well satisfied with the current trend of events. As all pilots who have flown at Bacchus know, we have been most successful, for the average flight times have increased greatly, and all pilots are enjoying high launches and good soaring. The club treasury is now receiving substantially increased returns from daily operations, generally at a rate twice that normally received at Berwick.

I believe that Bacchus is now fulfilling all our expectations, and promises to become a major soaring centre. As club President, I would like to express the committee's appreciation to all members for their considerable effort and enthusiasm during the construction of the hangar, and during the subsequent transfer from Berwick to Bacchus. I hope that you are all obtaining your reward through the soaring that is now readily available to all.

In order to exploit the potential of the site to the full, the committee has taken the following steps:-

- 1) Resolved to increase the club fleet to a minimum of five aircraft, and has purchased the V.M.F.G. Syndicate Skylark, fully instrumented and with trailer, for £1425.*
- 2) Authorized purchase of a tow vehicle to speed up cable retrieving, and to allow auto-tow launching at anytime, by a minimum crew.*
- 3) Sold the Buick winch for the sum of £100.*

- 4) *Authorized sale of the Jeep.*
- 5) *Is endeavouring to obtain D.C.A. approval for temporary erection of our Berwick club house. Ron Geake proposes to convert it into a considerably more comfortable unit. It will ultimately become a workshop.*
- 6) *Has examined the club's financial position, and using a minimum income level equal to last year's operations at Berwick for the next three year period, we believe that our development will be along the following lines.*
 - a) *Repayment of our bank overdraft of £2500.*
 - b) *Allocation of £500 for additional launching equipment, either winch or tow car or both.*
 - c) *Allocation of £1000 to £2000 on construction of a new, residential club house (subject to satisfactory tenancy at the Airfield.)*
 - d) *Replacement of the ES 56 within three years by an advanced single seater. This step may require the raising of £1000 in loan money either from members or through a new bank overdraft.*

Strong and rapid financial growth of the club is assured whilst we retain occupancy of Bacchus Marsh. Unfortunately our tenancy is subject to D.C.A.'s pleasure, and we will not please either them, or our fellow clubs, unless all pilots strictly obey the daily flying clearances. We therefore require all pilots to determine (and understand) the clearance prior to take-off, remembering that these clearances are stated in relation to sea level, and Bacchus Marsh is 500 feet higher. The clearance usually states an operational radius; this can only be exceeded by pilots operating in accordance with D.C.A.'s Visual En-Route Charts.

If you wish to go cross-country you are required to advise D.C.A. of your intent, even though you cannot be precise about time, direction, or distance.

Any pilots exceeding the clearance height will be grounded, for the club cannot jeopardize a flying income of over £2000 per annum to appease some members' indiscretions.

All pilots are reminded that should they go cross-country, the committee expects the aircraft to be returned directly to Bacchus Marsh so that other members may obtain the maximum utilization on the next day.

Flying after last light is not permitted, nor are aerobatics permitted below 1000 feet. Flying across the strip below launch height and extended circling over the strip are frowned on by all the clubs.

We expect, and will demand, a greater sense of responsibility from all club members whilst we operate at Bacchus Marsh.

The Hangar Trust, which is presently flat broke, hopes to finalize the hangar lighting and seal the floor over shortly, using conscript labour.

In view of the greatly increased income we are now receiving, I hope to see development of the club within the space of three years to the following level:

- 1) *Minimum of five modern aircraft.*
- 2) *Launching equipment of double the present capacity.*
- 3) *A residential clubhouse of Benalla standard.*
- 4) *A flying membership of 150 members.*

- 5) *Fulfillment of Past President Ted Hurst's hopes for a club offering each member training to world competition.*
- 6) *Employment of a full time Manager, whose duties would include –*
 - a) *Maintenance of all Club aircraft and equipment.*
 - b) *D.I. and C. of A. inspection of all equipment.*
 - c) *Conducting two ab-initio training courses annually.*
 - d) *Operation of club house on profitable basis.*
 - e) *All club executive functions, namely acting as Secretary, Treasurer, Senior Duty Officer.*
 - f) *Collection of all flying fees.*
 - g) *Rostering of all duties.*

Hopeful as this may now appear, present indications are that our new level of income, and possible membership level, make it realistic.

J. R. FOWLER, Hon. President.

Other Items

Free Gliding Books for download: (thanks to Alice Berriman for the tip!)

<https://www.facebook.com/share/p/eP1989qSKfyTgdvp/?mibextid=qi2Omg>

And check out our Facebook page - <https://www.facebook.com/MelbourneGlidingClub/> - some great videos from various club members.

Upcoming Events

Easter Camp – Raywood – 29th March to 2nd April

You can Contribute

Please send any photos / articles to Glide_angle@fastmail.fm