

Glide Angle

May 2024



Editor: H. Chapman

Welcome to the third issue of Glide Angle for 2024. We start this edition with the tragic news of the accident at Mount Beauty and the death of long standing club member Greig Wanless and his passenger, Kate Callingham. I've included a letter of condolence to the club from the GFA and note that details of Greig's memorial service have been sent to club members in a separate email.

On a more positive note, the soaring season might be over, but the maintenance season has begun. Gliders are certainly fun to fly – it's even better if you actually know how they work! I encourage all members to volunteer some time to keep our fleet airworthy over winter this year – see Richard Traills article later in this edition.

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

Once again, I am very pleased at the number of new students I am meeting when I'm out on the field. It's great to see and meet so many new faces and this serves as a testament to the fabulous nature of our sport.

Regarding our recent accomplishments, I would like to extend my congratulations to Rewa, who has soared to new heights as our latest solo pilot. I saw your first solo landing, captured in a video that crossed my path, and it was perfect!! Well done.

As you may already be aware, our instructor training panel dedicates their valuable time to support and train our members, both in terms of practical glider flight and theoretical knowledge. This means that even on days when the weather Gods do not favor us, we can capitalise on the opportunity to engage in ground school training sessions, delving into the depths of GPC theory lessons, or, if operational, harnessing the power of the flight simulator. I want to make it clear that we are here to help and if at

any time you want some specific training to advance your piloting journey, please reach out directly to me, or any other members of our instructing team.

Another aspect of the instructor panel you may not be aware of is that we have two instructors who are level 3 instructors. Level 3's, not only train our members, but also train pilots to become instructors via instructor training courses that are run throughout the year. Additionally, we recently ran some mid week flying for a cohort of power plane pilots from one of the flying schools operating from Bacchus Marsh. This not only fosters a healthy relationship with our fellow airfield users, but also serves as a bridge for them to understand the nuances between the world of gliding and powered flight.

We have in the coming months a large cohort of Engineering students from RMIT that we will fly mid week, and additionally, a squadron of Air League members will also partake in some midweek flying. We are flying these cohorts mid week so that we do not interrupt our normal weekend training for our members. Another takeaway here is that we do have the ability to fly and train mid week and you will hear more about opportunities for mid week training shortly.

Finally, here's a photo from a recent flight of just over 300km that I did last month out of Raywood where I used the lift from a "Mega Stubble Fire" to climb around 2,000' in 2 turns. It was rough and smokey, but what an experience!! (you can find the video of it here: [\(4\) Mark David Hunt - MEGA STUBBLE FIRE THERMAL - Here's 11 minutes of... | Facebook](#))



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

We are deeply saddened about the passing of Greig Wanless, a cherished member and instructor of the Melbourne Gliding Club (MGC). Greig's tragic loss in a recent airplane crash at Mount Beauty has left us all with heavy hearts. Known for his unwavering friendship and commitment to nurturing the next generation of pilots, Greig was a beacon of support and guidance within our community.

Greig's presence extended beyond mere instruction; he was a friend who was always there in moments of need. I remember a particular incident about two years ago on the Geelong-Bacchus Marsh Road that encapsulates his caring nature. After a heart-stopping near miss with a truck, Greig was the first to check on me, sharing relief and laughter in a tense moment. His words, "Are you OK?... Geeze, it looked like you were about to have a big accident!" followed by our shared laughter over my "lucky I wore my brown pants," are memories I cherish. Greig's spirit of camaraderie and his quick smile will be profoundly missed.

As we come to terms with this immense loss, please hold Greig's and the Callingham's families in your thoughts. We will share details of the memorial service as soon as they are available. Greig's legacy of kindness and mentorship will forever remain a part of MGC.



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1 May 2024

Mr Nick Callegari
President
Melbourne Gliding Club
GPO Box 1096,
Melbourne, Victoria 3001

Dear Nick,

On behalf of the Board, the entire team, and the members of Gliding Australia, I wish to express our profound sorrow and extend our deepest condolences following the tragic accident at Mount Beauty Aerodrome on April 27th, which claimed the lives of Greig Wanless, and his passenger, Ms. Kate Callingham.

Greig was an integral part of our Australian gliding fraternity given his years in the sport, and his loss is felt deeply by all who knew him, especially within your club. I'm advised, his enthusiasm and dedication not only enriched the Melbourne Gliding Club but also inspired a passion for flying that touched everyone he met.

During this incredibly tough time, our thoughts are with you, the committee, and all members of the Melbourne Gliding Club. We share in the profound grief that you are experiencing and are here to support you and Melbourne Gliding Club in any way we can.

Please let us know if we can assist during this difficult period.

With deepest sympathy,

A handwritten signature in black ink, appearing to read "Doug Flockhart".

Doug Flockhart
Chief Executive Officer

Congratulations and Other News

Leonard Freitag on his GPC & Silver C



Leonard holding his “wings”!

Rewa Phypers on her first solo



Rewa being congratulated by Steve Coulton – Photo - unknown

Winner of the Narromine Cup – Richard Trill



Richard Trill accepting rather impressive trophy from Beryl Hartley – Photo - Unknown (*ed: see later in this edition for a report from Richard on flying at Narromine*)

Steve Trone took ZRD to the 2-seat Nationals at Tocumwal



Steve Trone ready for launch in ZRD – photo – unknown



View of Kosciusko National Park from ZRD – photo – Steve Trone



Four Flying Instructors from TVSA getting a taste of Gliding – photo – H. Chapman



And the obligatory Pawnee photo – cruising TNC back from Raywood – photo – H. Chapman

New Merchandise – Celebrating 80 Years of MGC

In the next month, we will be receiving an order of bucket hats (two sizes available) and caps (one size) which will be available for purchase in the bus using the existing QR codes displayed.



We will also be getting sample shirts in a range of sizes for you to try on to ensure you get the right size. If you are interested in purchasing a shirt, there will be a tab in the glider booking sheet where you can specify what you would like to order (quantity, men's/women's, sizing). Towards the end of winter,

there will be another communication to let you know when orders are closing so we can order the shirts in time for summer.

MENS



WOMENS



Welcome to the following New Members!

Mandy Gruber



Flight Background - Gliding for around 10 years in Germany at LSV Degerfeld in Albstadt.

What made me chose Melbourne Gliding Club? – Although a minimum 1 hour drive from Melbourne (I heard for Australian conditions this is considered ,close') Bacchus Marsh seems to be the closest gliding site to the city. When I visited during my first days in Australia it was a beautiful summer day, and I was

able to enjoy some pretty good thermals during my flight with Marc in the DG 1000. It was super exciting, and it was clear from the first moment that I would definitely come back here again if possible.

How was the experience so far? – Great!! I would have never imagined that gliding outside of Europe is THAT easy (well, I didn't do my research either, I guess) but I would like to thank everyone who helped me convert my license so quickly and easily, making it possible for me to fly all the single-seaters straight away and even enabled me to take part in Easter Camp at Raywood which was the most wonderful experience of my time here so far! Even my last concern, the remoteness of Bacchus March plus me not having a car, was eliminated by everyone being super easy and nice and picking me up in Melbourne or any train station to take me to the airfield.

At what stage are you in your training? –The last years I have mainly focused on cross-country flying, and I guess there is always a lot of room for improvement. I probably missed the best days for this as I only arrived in February but I'm happy that I could start gliding this early in the year (I just got photos of fresh snow from home ...) to maintain a safe training level and I used a few good days for longer flights around the airfield. When I return to Germany it will be the middle of summer with hopefully some good days left, so I better be prepared. 😊

A Few Facts –I study Aerospace Engineering at RMIT on exchange for one semester, so sadly I will only be here for a few more months 😞 - I started out gliding because I wanted to become a pilot at Lufthansa when I was a child. I abandoned this idea fairly early as I realized that gliding was a much more exciting, pure and adventurous way of flying.

Tristan Mair



1. Do you have any previous flying background?
 - I did a little bit of powered flying a couple of years ago but nothing major
2. What made you choose Melbourne Gliding Club
 - Steve recommended the club after I told him I had an interest in flying
3. How was your experience so far?
 - So far my experience with the club has been great, everyone is very friendly and easy to get along with. I've been enjoying my introduction to the world of gliding and had some amazing flights already, I wish I had joined sooner! It's great as a student to see just how dedicated the instructors and the ground crews are and how much effort everyone puts in every weekend to help students achieve their goals and keep everything running smoothly.
4. At what stage are you in your training?
 - I am starting to do take-offs and landings, as well as learning the circuit pattern, working towards my first solo flight.
5. 3 facts about you people most probably wouldn't know
 - In my spare time I enjoy working on and modifying cars and motorbikes -I love spending time outdoors either ridding my dirtbike, 4-wheel driving, or camping -One day I would like to do a road trip up the east coast of Australia to Cape York.
6. Anything else you want to add
 - I'm looking forward to getting to know everyone in the club and helping out where I can!

Chris Sutton



1. Do you have any previous flying background?
 - I flew hang gliders for a long time in my twenties in the UK and Europe. I also worked at a hang glider manufacturer for several years, so I learnt a lot about the design, testing and construction of new wing designs and did a lot of test flying.
2. What made you choose Melbourne Gliding Club
 - The people. Everyone I have met has been warm, respectful, helpful and encouraging. Marc was my initial contact and has been very supportive. It also feels like there is a good culture around safety which is important to me. The equipment seems to be of a good standard and well maintained. Plus everyone seems to be enjoying themselves.
3. How was your experience so far?
 - Really good and very much enjoying being in the air again and learning something new. The booking system has worked well so far, and even on a day with five students the instructors were mindful of everyone getting their flights in, which impressed me.
4. At what stage are you in your training?
 - Just starting out, and have only ever flown weight shift before, so lots to learn. I have about 10 flights so far.
5. 3 facts about you people most probably wouldn't know
 - I've worked with 3D technologies for 30 years and run my own business selling solutions to those industries. So I know a lot about things like 3D printing and scanning, which might be useful to the club at some point.
 - My first degree was Zoology and I spent a lot of time studying ants and butterflies in the jungles of Borneo.
 - My most memorable flight on a hang glider was in the French Alps: a 150Km triangle which topped out at 10,000 ft.
6. Anything else you want to add
 - Thanks for the warm welcome into a great club. Very much looking forward to spending more time with you all. I did a fair bit of XC in my previous flying, so I would love to get into a position to start doing that in a glider, and going a lot further than I'm used to.

Narromine Cup Diary – Richard Trail

The Narromine Cup is an event organised by the Narromine Gliding club to promote cross country flying. It is normally held on the last full week of November, but due to the 2023 World Championships, it was moved to March 2024.

While there is a 'competition' element, the main focus of the event is encouraging people to fly cross country. 'Small' achievements are celebrated just as much as 'big' achievements. There is no task set each day, it's up to the pilot to decide how far they want to fly. It's a really good opportunity for less experienced pilots to fly cross country in a friendly and inclusive atmosphere, and a really good opportunity for those with more experience to set themselves more challenging goals. The event lasts a week, running from Sunday to Saturday and Narromine weather normally delivers at least a few good days each week.

The Narromine Club make it really easy. Turn up, register and fly. There is a briefing each morning and meals available at the clubhouse. Breakfast, lunch, in-flight snacks and dinner are all available at the clubhouse. What's not to like?

This year, three pilots from MGC made the trip up to Narromine for the Cup. I ventured up north to the middle of New South Wales with CFI Mark Hunt and Jason Tang in the hope of some good flights.

Sunday:

The first day of the event, the forecast was for a challenging windy blue day, and so it was. Thermals were narrow, broken and only going to 5,000'. Given Narromine and much of the surrounding country is about 800' AMSL, it didn't give the biggest working height range. Mark electric self-launched in his shiny new JS3, but couldn't make it stick and needed a relight. Unfortunately, battery temperatures meant he had to wait at the back of the queue for a tug.

Jason and I launched without needed to worry about the self-launch option. I headed up past Gligandra and got some paddock selection practice in between climbs, bouncing along between 2-4000' AGL. After about 195 klms, I found myself at 1500' AGL over not very promising looking lush green paddocks, I couldn't find any lift so reluctantly maintained currency in engine starts. After a short engine run, I found a thermal and gained enough height to make it home. Not an auspicious start.

Jason had sourced an ASW-20C for the week and flew a similar route to Gilgandra. He also found the conditions tricky and found himself low on a number of occasions. He found an airstrip near Eumungerie and was about to land out, when salvation appeared in a good climb back to 5000'. He had to work hard to make it back home with a couple more low spots, but Jason didn't have the easy option of the engine so persevered and made it back home.

Mark started from the back of the grid, but had a good run up to Coonamble. He almost made it back, but the late start meant a late finish and he just couldn't find the last climb to get home. Another technical outlanding, but this time the engine worked and propelled the JS the last 8 kilometres home. Mark's flight though, was the best of the day.

Not the best of days for team MGC with a relight, two technical outlandings and some skilful low saves. The week was but young, and things could only get better.

Monday:

The weather models promised a better day, and so it was. I decided to head south east from Narromine, as this is where conditions were forecast to be strongest. Forecast and reality are often different, particularly early in the day. I struggled to get about 4000', and got perilously close to engine start height again. At one point, 1500' above the potential paddock, fuel and ignition were on. I blundered into a weak bubble and managed to work a weak climb to just hold on before climbing away at a couple of knots. To add insult to injury, Mark had launched much later but joined the thermal over

the top of me and got a better climb. It can be a cruel sport. About this time, I abandoned my original task and headed north where some nice looking clouds had formed. After the low spots, climbs to 8000' under cloud up to the Warumbungles was a very pleasant way to spend the rest of the afternoon. Mark also headed north, and made Coonamble his turnpoint again. I was beginning to suspect his waypoint file only had Narromine and Coonamble in it!

Jason headed to Parkes and had a few low spots on the journey. Luckily he's got a low level aerobatic endorsement and was un-phased by the challenge. Getting back to Narromine, he got a sample of the better weather that was on the way.

Mark and I had good days, but we were pipped for the 'day win' by Niall Doherty from the Bathurst club flying his LS10. The prize for coming first or second on the day was a bag of lollies!

Tuesday:

The weather kept on getting better. Forecast was good conditions to the north and east, with cumulus and a cloudbase of 8000'. Continuing my suspicions that Mark didn't have many waypoints in his flight computer, he again nominated Coonamble as a waypoint. This time he also selected Come-by-Chance as another waypoint. Narromine or waypoints starting with c? The day started slowly, but eventually picked up as predicted. Mark flew his out and return task, and I decided to deviate and have another look at the Warumbungles.

Jason had a character building day. He struggled to get away from Narromine and needed a relight or two. Eventually he got away, but time got away from him and he couldn't do a big distance.

The end result of the day was that WeGlide scored Mark 541 klms at 107 kph for 510 points and me 539 klms at 99 kph for 527 points. Mark was not happy to have flown further and faster only to have less points and miss the day 'win'. As a consolation though, we both got bags of lollies.

Wednesday:

Another day with convection to 8000' and cumulus clouds. Did I mention that Narromine is an excellent cross country site? It's a decent drive for us Victorians, but if you can stay for a week it rarely disappoints. Today's forecast also had a trough line to the south. Troughs can often provide great soaring conditions, particularly on their forward/leading edge. In this case, the trough was moving towards Narromine, to the forward edge was the one we'd contact first.

Mark had a tricky start, after self-launching, he needed a couple of relights. Luckily the technology cooperated and he could use the on board electrons to gain altitude. After the initial hiccoughs, he had a good flight of 478 klms at 97 kph. I flew a 485 klm triangle at 102 kph with the second leg taking advantage of the trough, and Jason did a nice 350 klm flight with the obligatory paddock selection low point and recovery.



Thursday:

The best day of the week. The trough to work with, 10'000ft convection, clouds. What more does a glider pilot need? The forecast also showed the chance of overdevelopment and storms. Perhaps not what a glider pilot needs.

After launch, Mark and I got good climbs up to 6,000' and headed off on task. Jason took a bit longer to get away, but no relights. About 70 klms south west of Narromine I contacted the trough line. There was a large band of promising looking clouds aligned with the trough, but there was also some overdevelopment and showers. I abandoned my original task and started working the trough running out to the west. A nice 7 kt climb to 8800' followed by a run down the cloud line. 75 kilometres and no turning later, I was up to 9400' and times were good. After a run of over 105 klms without turning, I was back down to 6000' and reluctantly looking for a climb. The thermal gods delivered a 10 knotter. Back to cloudbase and set up nicely to run the trough in the opposite direction. About this time, I met up with Mark and we ran together for a little while. We overflew Jason who was having a tougher time of it with his smaller wings. We found a climb, but unfortunately Jason couldn't connect to a climb, and about 15 minutes later had to outland. Jason picked a really good paddock and safely landed the ASW20. The paddock was good enough for an aerotow retrieve and he was back to Narromine in good time.

After hearing Jason outland, Mark and I ran the trough to the southwest, Mark did a better job of finding the climbs, and he pulled a few kilometres ahead. Taking different routes, we ended up meeting at Parkes, and flew the rest of the flight together. The clouds delivered the goods for a fantastic run north to near Gilgandra before a comfortable final glide back to Narromine. Results were 1st and 2nd on the day, with a 600 klm flight at 119 kph for me, and 580 klms at 112 kph for Mark.



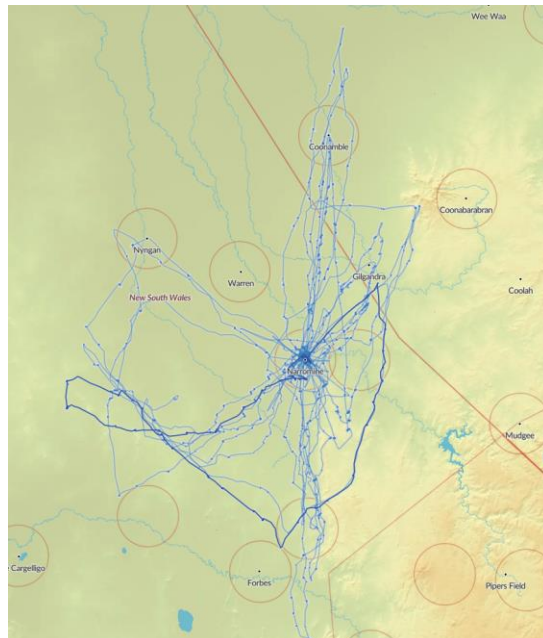
Friday:

Sadly, all good things must come to an end, and Friday saw a softening of the weather. Forecast was for relatively poor conditions near Narromine, but good conditions to the south (8000' and clouds). After the excellent conditions the previous three days, the energy and enthusiasm was missing from the grid. The MGC contingent launched anyway, and set off in search of the clouds. As is often the case in low blue days, it was difficult to make rapid progress. Eventually the three of us connected with the clouds down near Parkes. Mark again made the best use of the conditions and pushed further from Narromine than me or Jason. Mindful that Friday would be our last flying day, and the traverse through the blue that awaited us, a cautious return to Narromine followed. Scrappy climbs in the blue got us onto marginal (efficient?) final glides before the brown paddocks south of Narromine gave a bit more altitude to comfortably make the aerodrome. While the event continued onto the Saturday, for a range of reasons associated with other commitments and poor weather forecasts, we chose to de-rig on the Friday rather than fly again on Saturday.

Summary

Narromine Cup 2024 was fantastic week of soaring. The MGC contingent flew nearly 7,000 cross country kilometres, and flew all six days. We had clouds to play under more often than not, and a number of flights more than 500 klms. For March, that was much better than expected. If you want to check out the flights in more detail, [WeGlide \(Link\)](#) and the OLC have all the detail you could wish for.

If you're looking for some early season soaring, the Narromine Cup will be run the last full week of November later in 2024. It's a great event for all skill levels, so arrange a glider and give it a go. It's a long drive, but normally worth the effort. I'm hoping to get back, and it would be great to have a larger contingent from MGC representing Victorian honour at the cup. You never know, you might win a bag of lollies!



MGC Easter Camp at Raywood 2024 *by Anita Freitag*

Leonard and I had been watching the weather forecast for the Easter long weekend and were quite thankful that warm days were predicted for all four days! We were looking forward to making new memories and hoping to achieve new first experiences.

We picked up the Discus CS trailer at Bacchus Marsh on Thursday after school/work after spending the weekend prior derigging and ensuring the lights on the trailer were working. As the sun dipped behind the horizon, we made our way up to Raywood, taking the back roads out of Melbourne due to the heavy traffic.

On Good Friday, all 11 members from Melbourne Gliding Club had arrived and we spent the morning rigging all three club gliders that were brought up from Bacchus Marsh - Discus CS (VCS), SZD-51 Junior (XOA) and DG-1000S (VWR). The weather report during the morning briefing, confirmed that soaring height would not be more than 2000 ft, so the time was used for site checks and local soaring. Leonard took the opportunity to have his inaugural flight in the Bendigo Gliding Club's SZD-48 Jantar Standard 2 (CQZ). A single seater glider that had been restored after sitting in its trailer for 18 years, owned by the club's president and on the flight line for members to fly. Thankfully Leonard's arms were long enough to reach the controls and the laid back design of the seat is something he actually felt quite comfortable in and prefers.

After a great day of flying for those who were new to the airfield and for those who were reacquainted, we all enjoyed the Good Friday dinner Bendigo Gliding Club provided. In keeping with Easter traditions, baked salmon on a bed of rice with an Asian cucumber salad was served as the main dish was so delicious that seconds were sought after. The rest of the evening was spent catching up with old acquaintances and making new ones over a bottle of red wine, before we headed to our tent on site for a restful night under the stars.

Saturday had an early morning start, as always to prepare the gliders for a day of cross-country soaring. An impressive sunrise was admired by many over their first cup of coffee for the day before the daily briefing, where we discovered the day wasn't going to be as good as we originally thought. The willy willies, also known as dust devils, started kicking up the dust around 1pm and was a sign for everyone to start gridding. Some did really well with the thermals and others didn't. A few took a relight after only being in the air for less than an hour and had more luck in staying up as the day progressed. It was noted at the end of the day that the thermals started later in the day as originally predicted by SkySight.

The interesting flying conditions on that day were discussed over dinner hosted by Bendigo Gliding Club again. This time the highlight was a slow cooked brisket in the smoker, in fact there were three smokers to feed the huge crowd! We had worked up a huge appetite over the day and everyone found the sweet chilli prawns for entrée and the delicious berry pie with vanilla ice cream just as good. We were all delightfully rolling out of the clubhouse, with our tummies full by the end of the night.

Easter Sunday was another eventful day! It was a hot day with a top of 33 degrees and another late start due to thermals developing later on in the day. Launching started at 2pm, everyone was ready to go and make the most of it. We had learnt from previous days on how to read the weather and predictions better. Leonard was successful in the Jantar (CQZ), his second flight in this glider type. He flew out to

Elmore, then on to Dingee before heading out west and returning back to Raywood. During his 100km / 125min flight he enjoyed soaring with the eagles as well as observing the stubble burning of farmers in their paddocks.

Meanwhile back on the ground, the DG-1000 (VWR) suffered a flat tyre after landing, with it coming off the rim while being towed back to the flight line. So a few members spent the afternoon fixing the tyre and then derigging the glider as there were thunderstorms predicted for the next day.

We all deserved a great meal that night at the local Raywood Pub. Hosted by Amy and her crew, they are always flexible on glider pilots coming in dribs and drabs especially if someone is making the most of the last thermals for the day as the sun sets. There were 17 of us from both Bendigo Gliding Club and Melbourne Gliding Club who enjoyed the authentic country hospitality. Some of us even had the pleasure of chatting with the famous former Australian rules footballer, Nicky Winmar!

Easter Monday was to be the last day of the camp. As the predicted thunderstorms were on their way and could be seen on the horizon, we derigged all three club gliders to make our way home before the rain arrived. Many hands made light work and we had everything packed by 10am. After a quick second coffee with the group at the Bendigo Gliding Club clubhouse, we all set off home before the rain arrived.

It was another great camp with lots of laughs and fantastic memories!

You can find a few impressions of the camp here:

[MGC Easter Camp 2024](#)



Safety Moment – Paul Spooner

With colder weather approaching there will be times in winter when you get a glider out in the morning and frost or ice will form on the wings and tail surfaces. This is very bad for the wing and tail aerodynamics, however smooth it looks. Also don't think "its okay it will blow off on the take-off roll"it doesn't.

The effect on the aircraft is the stalling angle of attack is lowered, which means the stall speed is increased and you may stall on tow with disastrous consequences for you and the tug.

Aircraft icing accidents have claimed enough lives for CASA put it in the Regulations, so it is not only extremely risky to fly with ice or frost on the glider – its against the law.

The best way to get the frost or ice off, is leave the aircraft in the sun until it melts then wipe it off with a cloth. Don't use hot water as the thermal shock will likely damage the gel coat.

CASA REGULATION: 91.705 Flight in icing conditions—adherence of frost, ice or snow

- (1) The pilot in command of an aircraft for a flight contravenes this subregulation if, when the aircraft begins the flight, frost, ice or snow is adhering to any of the aircraft's wings, flaps, control surfaces, rotors, propellers, horizontal stabilisers or vertical stabilisers.



Maintenance Corner – Richard Trill

Firstly, a big thank you to Alan Payne who has done some organisation in the hangar. Shelves have been set up at the rear of one of the bays, and Alan has organised some of the ground support equipment and some documents from the estate of Roger Druce. The hangar is much tidier and ready for the winter maintenance which is almost upon us.

During the winter, the annual inspections of the gliders are carried out. For those who are not familiar with this activity, the GFA 'Form 2' inspection is a detailed look at the glider and systems. The inspection is done in accordance with GFA requirements, supplemented by manufacturer's maintenance data and other airworthiness requirements. The main purpose of the inspection is to make sure there are no defects/issues that are not found by the DI process. It is also a time to fix up any minor defects found during the course of operations, and of course repair any issues found during the inspection. A generic 'Form 2' is attached to this Glide Angle so you know what one looks like.

The F2 inspection follows a standard flow of rigged glider checks, de-rig and inspection, defect rectification, re-assembly, re-rig and some rigged glider checks. Easy!

Apart from a brief summary of annual inspections, this is also a request for help. The annual maintenance is typically done by a small group of volunteers who have Form 2 ratings. It doesn't need to be the case, anyone can help out. There is no special training or tools needed for most of the tasks. Please plan to spend some time helping out this winter. Many hands make light work. If you have basic tools (spanners, screwdrivers, inspection mirrors etc) that's a bonus. But if you don't have them, you can borrow some from others.

How to help? Send an email to airworthiness@melbourneglidingclub.com and let me know what you can do to help. There will be entries on the booking sheet for maintenance so you can let everyone know when you can help. Having a bit of notice of who is coming out helps with planning the day. If you've helped out in the past and know how to do a particular check (such as ASI/Altimeter validation, water ballast leak check, control surface deflections etc) then let the airworthiness team know.



SAILPLANE/POWERED SAILPLANE INSPECTION SCHEDULE GFA FORM 2

TYPE		S/NO:		REG: VH-	
AIRCRAFT FILE NO	C of A/ EC EXPIRY DATE:				
TOTAL HOURS FLOWN	TOTAL LAUNCHES:				
TOTAL ENGINE HOURS	TOTAL PROPELLER HOURS:				

ITEM	CHECKED	REMARKS	
Rigged Aircraft			
	INITIALS		
1. Wing Frequency check.....		Wheel / Dolly	Cycles per minute
2. Flight controls free play.....			
3. Control Deflections.....			
4. Control Stops.....			
Wing Group			
	Left	Right	
5. Spars.....			
6. Torsion Box.....			
7. Skin Condition (fabric, wood, Al, FRP).....			
8. Wing to wing connections.....			
9. Wing to fuselage connections (incl. struts).....			
10. Ailerons & hinges.....			
11. Airbrakes/spoilers.....			
12. Flaps & hinges.....			
13. Control systems/lubrication/adjustment.....			
14. Cable/pushrod integrity and cable tension.....			
15. Water ballast system. AD 165 checked.....			
16. Dual inspection of control safety locking (Plus Foreign Object inspection check carried out)			To be DI holder or above GFA Mbr No-.....
Tailplane Group			
	Left	Right	
17. Tailplane attachment.....			
18. Tailplane, elevator & hinges.....			
19. Trim tabs & hinges.....			
20. Dual inspection of control safety locking (Plus Foreign Object inspection check carried out)			To be DI holder or above GFA Mbr No-.....
Fuselage Group			
21. Front fuselage structure/cockpit.....			
22. Centre fuselage structure/wing connection.....			
23. Rear fuselage structure/tailplane connection.....			
24. Skin Condition (fabric, wood, Al, FRP).....			
25. Ventilator.....			
26. Skids, shock absorbers, wheels.....			
27. Retraction system.....			
28. Wheel Brake including controls.....			
29. Rudder & hinges.....			
30. Rudder controls & Stops.....			
31. Elevator controls & Stops.....			
32. Aileron controls & Stops.....			
33. Trimmer controls & Stops.....			
34. Flap controls & Stops.....			
35. Airbrake controls & stops.....			
36. Tail Parachute/Tail Tank installation.....			

37. Cable / pushrod integrity and cable tension..... Aft fuselage pushrods checked for corrosion.....	
38. Canopy: Lock, Jettison, Clarity of Perspex.....	
39. Harness(es) inspection.....	Date/s on webbing tags.....
40. Release Hook assemblies	Sect 16 BSE checked.....
41. Seat cushions secure.....	
42. Seat pan assemblies.....	
43. Cockpit floor structures.....	
44. Removable ballast.....	
45. Dual inspection of control safety locking (Plus Foreign Object inspection check carried out)	To be DI holder or above GFA Mbr No-.....
Systems	
46. Instruments and panels.....	
47. Pitot static system including ASI calibration.....	
48. Electrical system: Fuses & master switch.....	
49. Battery: Corrosion, security.....	
50. Oxygen system.....	
51. Radio installation.....	
52. Flarm Firmware checked for updates.....	Firmware Updated.....
General	
53. Bonding, vents, drains.....	
54. Colour coding of controls.....	
55. Cleanliness, loose items, tools, foreign objects.....	
56. Specific and General AD's checked.....	
57. Cockpit placarding.....	
58. Empty weight and cg position (record here)..... kgmm
59. Engine & systems (Appendix).....	
60. Logbook entries completed.....	

ANNUAL INSPECTOR'S CERTIFICATION

I certify that I have sighted the current Certificate of Registration for this aircraft. The details given on page 3 (Inspection Report) regarding the Registration Holder & Registered Operator are current. I have verified that a valid Certificate of Airworthiness* / Experimental Certificate* is in force for this aircraft. I further certify that this Form 2 Inspection has been carried out in accordance with the GFA Manual of Standard Procedures OR the requirements listed in the aircraft's current Maintenance Manual, that the aircraft is airworthy and fit for an evaluation flight and the Maintenance Release has been signed to that effect.

* Cross out what is not applicable

MAINTENANCE RELEASE NO:.....ISSUED BY:.....

MAINTENANCE RELEASE ISSUE DATE:.....EXPIRY DATE:.....

SIGNED:..... PRINT NAME..... DATE.....

GFA MEMBERSHIP NO:GFA MEMBERSHIP EXPIRY DATE:.....

THIS INSPECTION SCHEDULE MUST BE SIGNED BY AN APPROPRIATELY QUALIFIED GFA AIRWORTHINESS INSPECTOR

INDEPENDENT CONTROL CHECK

I have independently examined the flight control systems of this assembled aircraft for correct connection, correct safety locking (except where certified above), operation in the correct sense and full and free movement.

Signed:.....GFA Membership No. Dated:.....

(To be a DI holder or above)

THIS INSPECTION REPORT IS TO BE RETAINED BY THE OWNER AND FILED WITH THE AIRCRAFT'S RECORDS



SAILPLANE/POWERED SAILPLANE INSPECTION REPORT

TYPE		S/NO:		REG: VH-	
AIRCRAFT FILE NO		C of A/ EC EXPIRY DATE:			
TOTAL HOURS FLOWN		TOTAL LAUNCHES:			
TOTAL ENGINE HOURS		TOTAL PROPELLER HOURS:			

Following an inspection in accordance with the procedures in the GFA Manual of Standard Procedures a Maintenance Release has been issued for the above aircraft; and defects found during this inspection have been detailed overleaf.

NAME & ADDRESS OF REGISTRATION HOLDER:

.....

NAME & ADDRESS OF REGISTERED OPERATOR:

.....

Mandatory maintenance, component and airframe life specified in the Type Certificate Data Sheet (TCDS) and Airworthiness Limitations Section (ALS) listed in the manufacturers schedules are complied with and listed in the logbook certification	YES	NO
A survey inspection (20, 30, 40 years etc) is required for this aircraft on the following date or, life extension inspection is required at the following hours. Refer MOSP3, Section 14.	DATE	HOURS
If since the last Form 2 inspection the aircraft has been re-finished, repainted or the wings modified in any way please enter wing frequencies in cycles per min. Note: A reduced frequency may indicate structural damage. If so, inspect further and notify the RTO/A.	BEFORE CPM	AFTER CPM
Any unapproved modifications observed during this Form 2? Submit Defect Report.		
Please provide details of any modifications or repairs carried out during this inspection which are not in accordance with manufacturer's manual. Note: this includes any substitution of parts and/or materials used. What data was used to authorize these changes? Please specify in a separate report.		

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Have there been any changes to the weight and balance of the glider or has it been reweighed since the last loading placard was issued? If yes, please detail where applicable:

LAST EMPTY WEIGHT	wt.....kg	arm.....mm
EQUIPMENT ADDED	wt.....kg	arm.....mm
EQUIPMENT REMOVED	wt.....kg	arm.....mm
NEW EMPTY WEIGHT	wt.....kg	arm.....mm

MAINTENANCE RELEASE NO:.....ISSUED BY:.....

MAINTENANCE RELEASE ISSUE DATE:.....EXPIRY DATE:.....

SIGNED..... PRINT NAME..... DATE.....

GFA MEMBERSHIP NO:GFA MEMBERSHIP EXPIRY DATE:.....

**THIS INSPECTION REPORT MUST BE SIGNED BY AN APPROPRIATELY QUALIFIED GFA
AIRWORTHINESS INSPECTOR**

IMPORTANT: Send only this INSPECTION REPORT (page 3) to the GFA office at returns@glidingaustralia.org or submit online at MyGFA within three (3) months.

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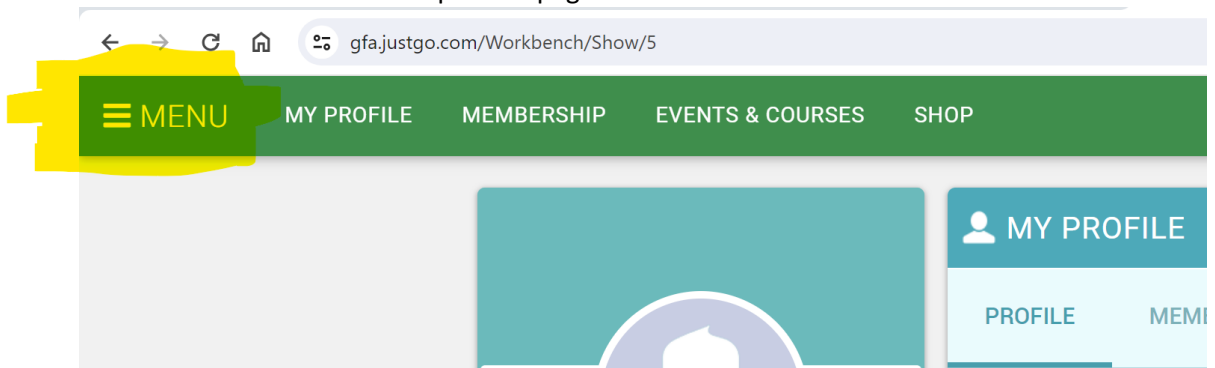
Other Items

Free SkySight!

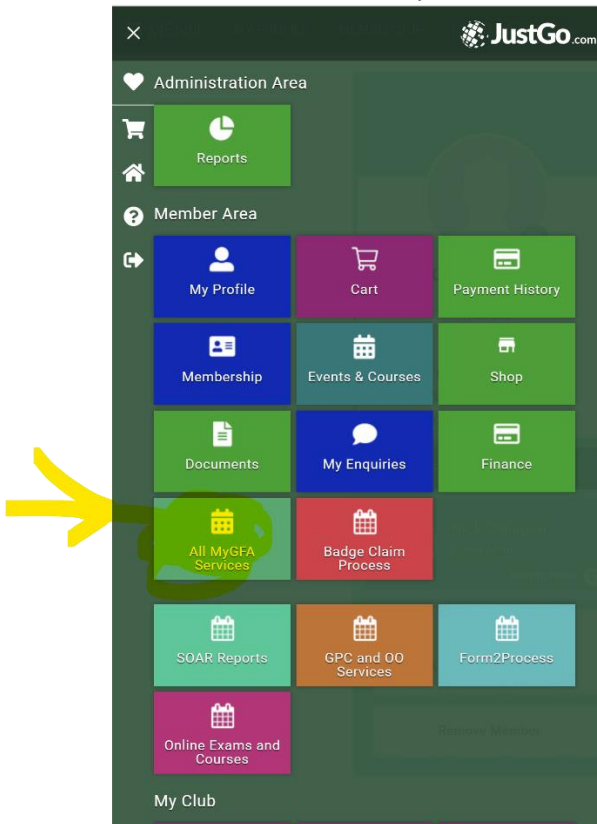
As part of your GFA membership, a cut-down free version of SkySight is available. It's missing route forecasting and some other tools, but retains the weather forecasting which you can use to gauge how the day will develop.

Below is a basic guide on how you gain access to it.

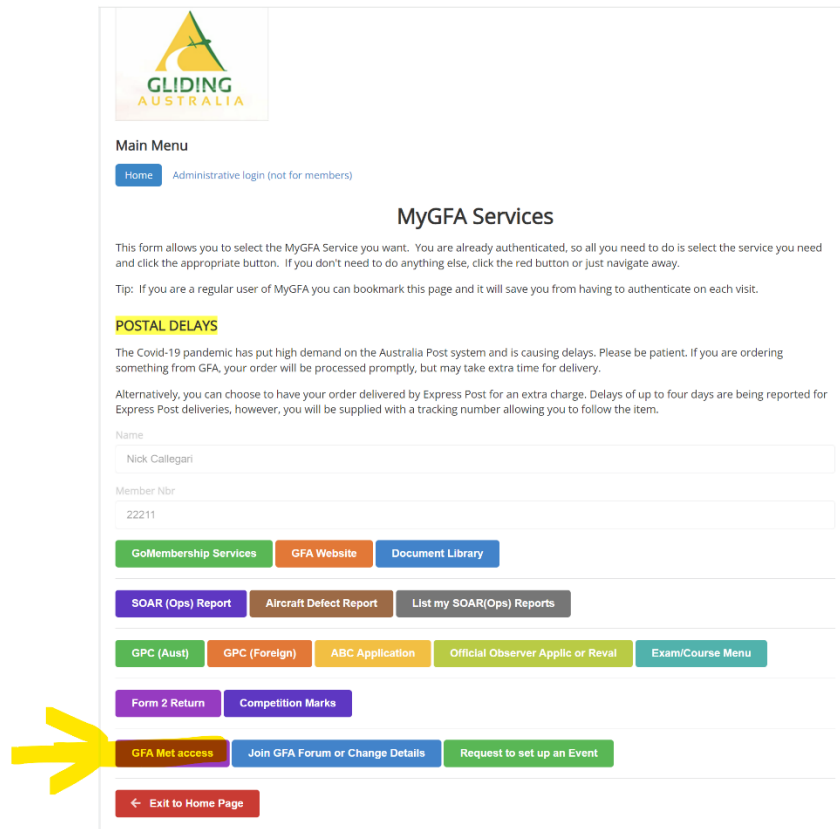
1. Login to the GFA website. <https://gfa.justgo.com/Account.mvc/SignIn>
2. Click on the 'Menu' on the far left top of the page.



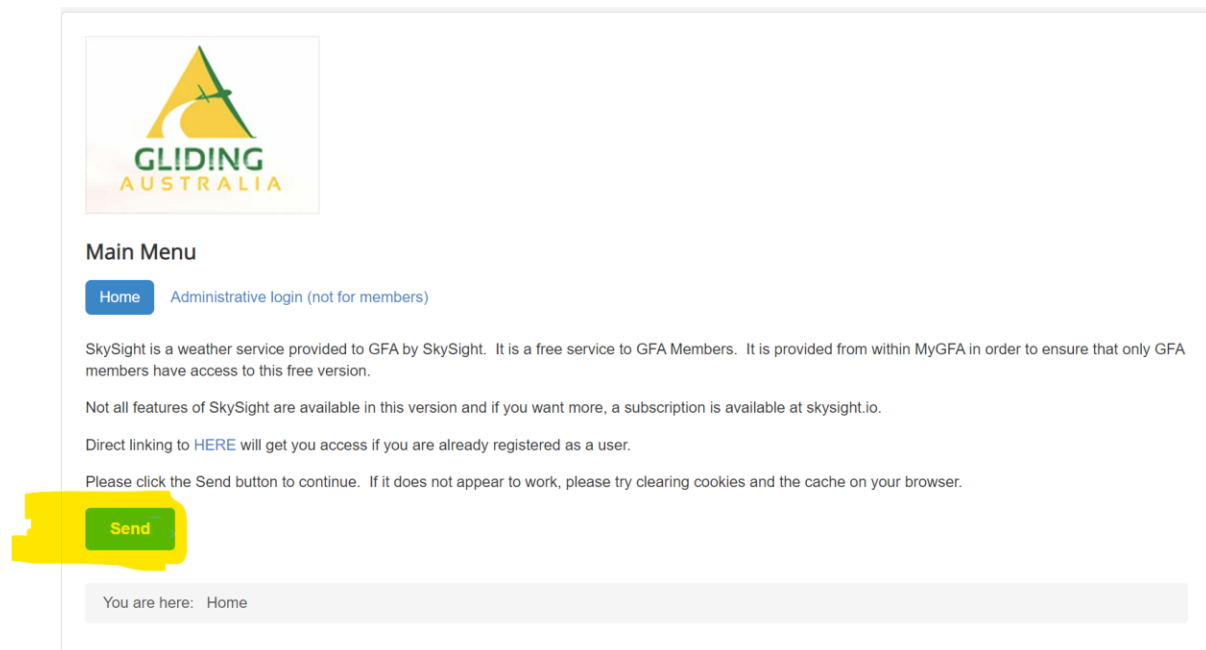
3. From the menu, click on the 'All MyGFA Services'.



4. On the next page, scroll down to the bottom of the page and click on the 'GFA Met Access' .



5. On the next page, just click on the 'Send' button.



6. Your default browser will open showing you the SkySight site. The highlights shows the differences you'll see

Upcoming Events



June 9th - June 18th 2023

**Grampians Soaring
Club Wave week**



Contact Brendon or Heinz to book your spot on

0432 878 852 or 0448 507 374

secretary@grampianssoaring.club

hdechelard@gmail.com

You can Contribute

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