

## Appendix 3

### Mount Beauty Gliding Club Operations Brief For Visiting Pilots

Welcome to the Mountain Flying Week hosted by the Mount Beauty Gliding Club for the VSA.

The intention of these briefing notes is to acquaint all pilots with procedures so as to ensure that we have a safe operation and an enjoyable time.

#### Permission to fly

Alpine flying is scenic and exhilarating but also demanding and potentially hazardous. Accordingly solo flying at Mount Beauty requires that pilots:

- are relatively experienced,
- in current practice including aero-tow / Winch,
- understand ridge-soaring techniques,
- are competent on radio calls,
- able to handle circuits and landings into the Mount Beauty strip especially with other traffic,
- and, have knowledge of emergency landing areas.

A local site check for pilots new to the area is mandatory and will cover the above competencies. For the early solo or pre-solo pilot you are most welcome to participate in alpine flying by sharing a flight with an experienced pilot.

If any pilot is overdue on annual check, these must be completed first.

#### Organisation

Mount Beauty Gliding Club:     Mark Bland – CFI, 0417 565 514  
  Ian Cohn – Instructor 0408 379 939  
VSA                                     Ian Grant – 0418 271 767  
Coaches

#### Morning briefing

Daily briefing will be held each morning by 10.00 am. Attendance at the briefing is important to ensure that daily processes and safety issues are communicated to all pilots. If unsure about anything, please ask.

#### Radio Communications

Mount Beauty CTAF 126.00 (5nm radius up to 3000' AGL ie: 4100 QNH)

Gliding operations including tugs will be on **126.0** MHz. Winch launching gliders and Tugs will make departure calls and all aircraft must radio their intentions to join circuit. Outside the CTAF general communication between aircraft should be on **122.7** MHz in order to keep the operational frequency clear. The local area frequency for power traffic is **125.2** MHz. Note that Porepunkah CTAF frequency is also **126.0** MHz if you happen to be over there. There is a CTAF centered on Mount Hotham Airfield. Frequency is **126.75** MHz.

---

# Mount Beauty Gliding Club Manual

---

## Operations

Only one aero-tow line will be used for safety reasons. Mount Beauty Gliding Ground will monitor both 126.0 and 122.7 frequencies.

## Circuit procedures

The strip is at an elevation of 1,100 ft. However, it is relatively short (900 m) and narrow, therefore good ground crew is essential for safe operations. At all times there must be sufficient ground crew to cover two simultaneous landings therefore your launch will only be permitted if these conditions apply.

All take-offs are towards the North, away from the town (Runway 32). Unless there is a very strong wind, landings are normally in the reciprocal direction, **towards** the town (Runway 14). Normal circuits are left hand for landing and right hand for launching. Launching will be held if there are aircraft in the circuit.

Near the end of your ground run you must steer the glider to the side of the strip in order to clear it for the next glider. However, try to avoid stopping on the winch path on the NE side. Think of how you would feel if you had a parked glider in the middle of the strip as you turned on final!

Safe circuit flying relies heavily on good lookout and radio procedure. Every pilot must notify Mount Beauty Traffic when joining the circuit to alert the tug and ground crew. In the case of a wind change, everyone will be notified on both 126.0 and 122.7 MHz regarding the landing direction or circuit direction. Special care is required when approaching over the town, due to the high ground and power pylons plus the need to keep the landing area clear

## Procedures for Tow Planes Landing on Runway 32

The following procedure is to be observed when a Tow Plane is landing on Runway 32.

- Due to the hazards associated with the final approach over the raised embankment of the Mount Beauty Pondage, and the associated risk to members of the public walking along its path, Tow Pilots using runway 32 to land must first drop their tow rope inside a safe area of the airfield boundary before proceeding into circuit for Runway 32.

## Winch launching

The local Mount Beauty club will be operating its winch during the camp when conditions allow.

The winch is located on private land off the northern end of the field and the cable is laid along the eastern edge of the strip so not to restrict movements on the runway. The glider winch launch point is adjacent to the operations tent and parallel to the aero-tow line. **When the cable is laid out strict vigilance needs to be observed when moving between the glider tie down area and the aero-tow line** as the cable does cross the south east corner of the strip. When a launch is in progress expect a cable to be up to 2000 ft AGL. Typically a winch launch takes up to 40 seconds and the cable and drogue chute remain in the air for a further 30 seconds during retraction. All pilots need to be aware of the winch wire DANGER area in the event of the need to land if a launch was in progress and have an alternate plan.

The winch will only launch when there is no circuit traffic. Winch launch radio communications are done on UHF channel 14. It is strongly recommended that glider pilots monitor this channel as part of their situational awareness.

## General Mountain Flying Notes

**Ridge-soaring** is allowed only for experienced pilots. Keep the following points in mind:

- When ridge-soaring, never fly closer to the hill than two wing spans, but only in steady lift and when the hill is clear of obstructions such as pylons. Remember that while ridge-soaring you are always flying close to the ground so ignore indicated altitude and always fly at 1.5 times stalling speed!

# Mount Beauty Gliding Club Manual

---

- Only overtake between the other glider and the ridge. Remember any glider must be free to turn away from the ridge at any time. Don't box anyone in!
- Don't thermal close to the side of a hill as it is easy to misjudge the turn. There is not a second chance!
- Maintain a good lookout as the other pilot's attention may be fixed on the ridge or on the ASI.
- Do not join another glider at the same height thermalling close to the hill as neither of you can take avoiding action, should the need arise.
- Evaluate conditions on every launch and landing, i.e. check wind direction and strength as these can change rapidly in this locality.
- When flying across a valley into a head wind have lots of height as the lee wave may force you into the ridge very quickly as you approach it.
- Always approach a ridge at a gentle angle and expect turbulence near the end of the ridge.
- When venturing further into the hills you must plan your escape route beforehand in case of heavy sink.
- Thunder storms, even a long way up the valley, will produce a large cold air mass, which will move quickly down the valley destroying all lift. If you see a storm developing, head for home.
- Hailstone damage can be severe. If the storm threatens the airfield, de-rig ASAP or arrange temporary shelter in the hangar.
- Around sunset the katabatic winds can flow down the valley, creating strong wind shear.

## Outlandings

There are very few big flat paddocks in the hills, so any outlanding is difficult and is a potential accident. Most paddocks are small and some have tall crops. Most paddocks have slope. If out-landing, look for tell-tale signs on the ground to determine wind direction. Generally the wind will be along the valleys but at the valley junctions it can be from any direction and can change very quickly. If you are forced to outland and the only suitable paddock has **a detectable slope, then the landing MUST BE UPHILL irrespective of the wind.**

## Airfield usage fees

Mount Beauty airfield, like everywhere else, costs money to maintain so please understand the need for all of us to contribute to operating costs. A \$20 donation per aircraft is requested by the Airfield Committee from aircraft owners.

## Social activities

Most evenings we aim to organise some social activity such as a barbecue or counter tea. Arrangements for each evening will be discussed at the morning briefing.

## Briefing notes on Hang Gliders and Paragliders

### Thermalling

Glider pilots should be aware that hang gliding, and, paragliding pilots cannot see above them as the parawing obscures their vision. Accordingly their rules for thermalling reflect this limitation and these are:

- The hang glider/ paraglider joining beneath you sets the direction for circling.
- You give way to the hang glider/ paraglider beneath you.

Keep in mind that the hang glider/ paraglider, with its slower speed, is turning closer to the centre of the thermal than us and achieving a higher rate of climb. Therefore you will have to give way to them as they overtake you.

# Mount Beauty Gliding Club Manual

---

## **Communications**

Hang gliders and paragliders operate on CB frequencies, not VHF aircraft bands and you cannot communicate with them directly. So allow for this when you approach the circuit with a hang glider/paraglider and do not assume they know of your presence.

## **Co-existing together**

Hang glider and paraglider pilots are frequently concerned that the glider pilot has seen them as we approach with our much higher flying speeds. They find it comforting when we acknowledge their presence with a wave of the hand - they may not reciprocate as they need both hands on the controls. Be courteous and considerate by not rushing up too close behind them but rather join where they have you in full view and observe a comfortable separation distance from them.

## **Hang glider/ paraglider launch**

Hang gliders and paragliders are concerned that glider pilots pass over their ridge launching sites too close when launching is in progress. The concern is due to the very high initial climb rates which the hang glider can achieve - a large surge could put them directly in the path of a glider close to the ridge.