



## **ALPINE FLYER**

### **Mt Beauty Gliding Club Inc.**

#### **“The friendly club”**

**September 2014**

Website: [www.mtbeautygliding.com](http://www.mtbeautygliding.com)

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President - Andrew Evans

Vice President - Ian Cohn

Secretary - Peter Demeo

CFI - Mark Bland

TO Ops / Airworthiness / Radio - Terry Knight

Treasurer - Steve Bradbury

Alpine Flyer Editor - Andrew Evans

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## **MBGC Acting President's Report**

### **Vale Dave Harley**

This month we farewelled a friend of Mt Beauty Gliding Club, Dave Harley. Dave was an expert mechanical genius who was always ready to help us out with his encyclopaedic knowledge of things practical relating to winch and car repairs.

Dave was a trained Fitter and Turner who commenced his career with the RAAF and was then seconded to the Aeronautical Research Laboratories where he worked with another friend of MBGC, Alan Patching, a metal fatigue expert, on the Mustang Fighter aircraft fatigue project.

Dave made breakthroughs in working out how to extend the Mustang fatigue life by correctly tensioning bolts holding the Mustang wings together, for which he received a Queen's commendation.

After leaving the RAAF he moved to Bogong village to work for the SEC and then to Simmonds Creek Rd, Tawonga South, to be engaged in various rural enterprises.

Dave occasionally took flights with the club, generally in Manfred Rueff's IS28m2 motor glider. Dave had a somewhat difficult life including being severely injured in a fall from a horse. His legendary grit and determination helped him recover from this.

He was a foundation director of the Mt Beauty Community Bank which has been a generous supporter of our Club.

Thanks Dave - RIP.

### **Vale MacArthur (Mac) Job, OAM**

Sadly, Mac passed away recently. After an extensive career including flying *DeHavilland Dragons* on Air Ambulance duties, Mac joined the Department of Civil Aviation as Editor of "The Air Safety Digest" which became a highly respected, even renowned, air safety publication during the 1970s and 1980s.

As an Airworthiness and Flight Test Engineer with DCA during the 1970s, I had quite a lot of contact with Mac. Mac was an expert tail wheel aeroplane pilot and he enjoyed flying DCA's Cessna 170, VH-CAS (nicknamed "Leaping Lena" due to its difficult ground handling characteristics) as did I.

After retiring from DCA, Mac went on to be a highly regarded aviation journalist, air safety consultant and author of books regarding air safety and the analysis of specific air accidents.

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It was another excellent month of flying in September. We flew our ASK21 for 32:24 hr and 79 flights and ended up at 12<sup>th</sup> in the world on the OLC after the new OLC year started. Keep those OLC points coming.

We congratulate our most recent soloist Carrick Gill-Valance and five hour specialist, Dave Ross. We also welcome new member Howard Sharp from Melbourne.

Thanks is due to Kitty Vigo for acting as Editor of "Alpine Flyer" in the absence of Andrew Evans.

Ian Cohn

Acting President

## CFI Report



*This month Mark Bland has been in Charters Towers training Air Force Cadets in gliding. He has sent the following safety information to be included in this issue of Alpine Flyer.*

### **Measuring a glider's performance**

Knowing the best [speed to fly](#) is important in exploiting the performance of a glider. Two of the key measures of a glider's performance are its minimum sink rate and its best [glide ratio](#), also known as the best 'glide angle'. These occur at different speeds. Knowing these speeds is important for efficient [cross-country flying](#). In still air the polar curve shows that flying at the minimum sink speed enables the pilot to stay airborne for as long as possible and to climb as quickly as possible, but at this speed the glider will not travel as far as if it flew at the speed for the best glide. When in sinking air, the polar curve shows that best speed to fly depends on the rate that the air is descending. Using [Paul MacCready's](#) theory, the optimal speed to fly for best cross country speed may often be considerably in excess of the speed for the best glide angle to get out of the sinking air as quickly as possible.

### **Glide Ratio**

The glide ratio is expressed as the ratio of the distance travelled to height lost in the same time; it is expressed as the number of feet (or other length units) travelled horizontally during the time that one foot (or other length unit) of vertical distance is traversed. The ratio of the horizontal speed versus the vertical speed gives the same answer. (If the glider flies at 40 [knots](#) for an hour and experiences a 2-knot (4 km/h) sink rate, it will travel 40 [nautical miles](#) and descend 2 nautical miles (4 km). The glide ratio is 20 using both methods.

### **Effect of wind, lift and sink on best glide speed**

The effect of wind, lift and sink on best glide speed is to move the curve within the plot by the amount of each component. That is, if flying into a headwind, with no vertical air movement, the curve would move left toward the origin by an

amount equal to the velocity of the wind. The effect is the tangent line for best glide speed

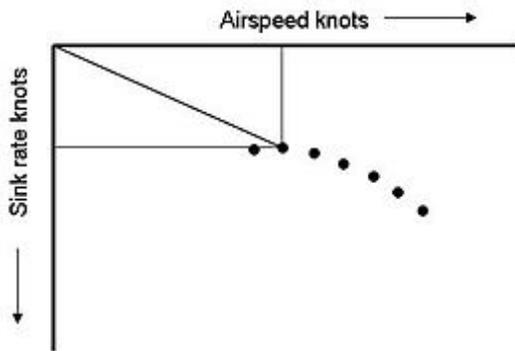
moves further down the graph for an increasing best glide speed but a lower best glide ratio. Thus, when flying into a head wind, the best glide speed is higher but the best glide ratio is lower. Conversely, for a tail wind, the polar curve moves away from the origin so that best glide speed is lower and the effective glide ratio is improved. In lift, move the curve up for a lower best glide speed and better glide ratio. In sink, move the curve down for a higher best glide speed and a worse glide ratio. The effect is that when flying between thermals, you would slow down in rising air and speed up when encountering sink. Wind with lift/sink would simply move the plot the according amount for each component.

### **Plotting the curve**

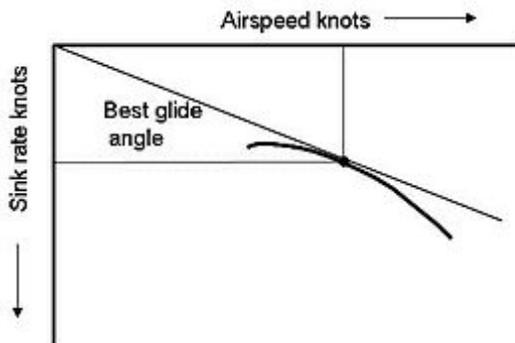
By measuring the rate of sink at various air-speeds a set of data can be accumulated and plotted on a graph. The points can be connected by a line known as the 'polar curve'. Each type of glider has a unique polar curve. The curve can be significantly degraded with debris such as bugs, dirt, and rain on the wing. Published polar curves will often be shown for a clean wing in addition to a dirty wing with bug splats represented by small pieces of tape applied to the leading edge of the wing.

The [origin](#) for a polar curve is where the air-speed is zero and the sink rate is zero. In the first diagram a line has been drawn from the origin to the point with minimum sink. The slope of the line from the origin gives the glide angle, because it is the ratio of the distance along the airspeed axis to the distance along the sink rate axis.

A whole series of lines could be drawn from the origin to each of the data points, each line showing the glide angle for that speed. However the best glide angle is the line with the least slope. In the second diagram, the line has been drawn from the origin to the point representing the best glide ratio. The air-speed and sink rate at the best glide ratio can be read off the graph. Note that the best glide ratio is shallower than the glide ratio for minimum sink. All the other lines from the origin to the various data points would be steeper than the line of the best glide angle. Consequently, the line for the best glide angle will only just graze the polar curve, i.e. it is a [tangent](#).



Polar curve showing glide angle for minimum sink



Polar curve showing glide angle for best glide.

## Safety matters

Lasham Gliding Club in the United Kingdom has some excellent mandatory safety notes for people wishing to fly a glider for the first time.

Editor's Comment - The notes are detailed and it might be useful to read them and think about whether it would be useful for the Mt Beauty Gliding Club to adapt them.

You can find the Lasham notes at [http://cdn.shopify.com/s/files/1/0118/6842/files/Mandatory\\_safety\\_notes\\_for\\_trial\\_lesson\\_participants.pdf?239](http://cdn.shopify.com/s/files/1/0118/6842/files/Mandatory_safety_notes_for_trial_lesson_participants.pdf?239) but you can also read them below:

### **“MANDATORY SAFETY NOTES: 11 December 2006**

#### **“Your trial lesson**

“You will fly in a dual control two-seat training glider with a British Gliding Association rated instructor. As well as looking after your safety all our instructors are keen that you should enjoy your lesson, but please note that this is not a passenger flight.

“Gliding is one of the safest of the “adventurous aviation” sports. Accidents, although they do happen, are extremely rare. It is important that you are aware that gliding is an adventurous activity and therefore flying in a glider is not as

safe as flying in a commercial airliner.

#### **“Age ranges**

“Anyone under 18 years old will require the written consent of a parent or guardian. Children under 16 must be accompanied by a parent or guardian while at the airfield. Children over 12 years old will be able to fly at the discretion of the instructor conducting the lesson. Children under twelve years old are unlikely to be within the height and weight limits and will usually not be mature enough to benefit from the trial lesson.

“There is no upper age limit.

#### **“Sizes and weights**

“If you are heavier than 16st 4lb (228lb, 103 kg), you will not be able to fly in our gliders as most gliders have a weight limit of 242 lb (110 kg) for each seat. The pilot's weight must include the weight of a parachute (15 lb or 7 kg).

**“If you weigh more than 103kg or 228lbs then you cannot fly in a glider.**

“People over 6' 4” (193cm) may not be able to fly in our gliders. The lower weight limit is approximately 44kg (7 stone or 98 pounds). The minimum height for pupils is approximately five feet (152 cm).

#### **“Medical declaration**

“You will be asked to sign a medical declaration before you fly to confirm that you are fit to fly.

“Please ask your own doctor to sign the form if you have any concerns about your fitness.

“The following conditions may cause difficulty while flying. Sufferers from any of these you are advised to obtain medical opinion. Bronchitis, asthma, sinus disease, ear disease, defective vision (eg, inability to read a car number plate at 25 metres - corrective glasses may be used), migraine, diabetes of any form, kidney stones, psychiatric disorders, severe motion or travel sickness, any condition requiring treatment with drugs of any kind. You are further advised that:

• If you normally wear spectacles, you should always carry a readily accessible spare pair.

• Minor illnesses, some prescription drugs and the donation of blood will probably make you temporarily unfit to fly.

### **“Mandatory safety notes: 21 December 2006**

#### **“Parking and Alcohol**

“Please note that you use the car park at your own risk and that Lasham Gliding Society does not accept any liability. Vehicles are restricted to the visitors' car park outside the airfield. In special circumstances a disabled person may take the vehicle inside the airfield perimeter. Be aware that

it unlikely that your normal vehicle insurance will then cover you and the club will accept no liability.

### “Arrival at Lasham

“On arrival at Lasham, report to the office or to your trial flight organiser who will look after you.

“Remember that Lasham is an active airfield. For your own safety please do not proceed beyond the fenced area around the club house without permission and without being accompanied by a member of the club. Dogs (except guide dogs) are not allowed to go beyond the fenced area outside the club-house and must be kept on a lead at all times. If necessary, please clear up after your dog!

“Aircraft are allowed to use any part of the airfield at any time for take-offs and landings. They fly almost silently and so you may not hear them coming. Therefore do not cross any part of the airfield without authorisation (and this will mean that a club member escorting you).

“Even the most moderate drinker should be aware that the Railways & Transport Safety Act makes it an offence for pilots, including glider pilots, to fly whilst over the prescribed limit for alcohol. The law is very clear on this, and even as a student you may not consume ANY alcohol within the eight hours before flying. This applies to you EVEN for a trial lesson flight.

“1. You must have consumed **NO** alcohol in the 8 hours before your flight.

“2. You must not have consumed more than 5 units of alcohol in the 12 hours before your flight. (One unit of alcohol is a half pint of regular beer or lager, a single measure (25ml) of spirits, or a small glass of wine, or a small glass of “alcopop” such as Smirnoff Ice, Bacardi Breezer.)

“3. You must not have consumed a substantial

amount of alcohol (or “binged”) during the 24 hours before your flight.

**“IT IS AGAINST THE LAW TO FLY IN A GLIDER WITH AN ALCOHOL CONCENTRATION IN YOUR BLOOD EXCEEDING 20mg per 100ml. THIS IS ONE QUARTER OF THE DRINK/DRIVE LIMIT. One drink will take you over this limit. It is effectively a zero tolerance limit!**

**“Mandatory safety notes: 31 December 2006**

### “The lesson

“• Do not touch any gliders or aircraft unless authorised

“• Stay away from towing aircraft. Propellers can

kill

“• Do not go anywhere near a powered aircraft, even when the engine is not running

“• You are not allowed to smoke near aircraft (this includes gliders)

“• Do not stand near a glider about to launch

“• Enter and leave the glider only when instructed. Your instructor will make sure that it is safe for you to do so and will show you where you can safely put your hands and feet

“• In flight do not touch any controls or switches until advised to do so. You will only be able to take control of the glider in flight under the guidance of your instructor

“• Do not hold loose objects such as phones or cameras in flight. If you drop an object, it could potentially jam the controls

### **I HAVE READ AND UNDERSTOOD THE THREE PAGES OF MANDATORY SAFETY NOTES**

**SIGNED** -----  
**DATE**-----

**PRINT NAME**-----

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## **Stick and More Rudder**

### **MBGC Member Mark Lucey's Story of a Private Pilots Journey to Soaring**

In 1994 I obtained my private pilot's licence and avidly flew until for nearly 10 years both in Australia and Papua New Guinea, growing my privileges each year culminating in fixed pitch and retractable undercarriage, night VFR, aerobatics and multi-engine endorsements. During this period I amassed some 450 hours of both day and night flight.

In 2003 I met my wife who didn't have the same passion for flying as me. Even though she trusted my flying skills and ventured into the air on a few occasions, other pursuits including starting a family occupied our free time and flying took a less top of mind presence in my life. Although not top of mind, the passion for flight never waned.

My introduction to gliding was by way of an Air Experience Flight in 2006 at the Sydney Gliding Club based at Camden airport, South of Sydney in a Diamond HK36 motor glider. After self-launching into the aqua blue sky of the Camden Valley and climbing to 5,000ft I took control of a glider for the first time. After the reassuring sound of the engine abated, I found myself engrossed in the surreal experience and enjoyed flying the aircraft around the valley and beyond to the base of the Blue Mountains.



Mark Lucey after converting to the MBGC Pilatus.

As I was starting to feel more comfortable with the aircraft the instructor had me conduct step turns and some stalls. It was then I first heard the term “More Rudder”.

We ventured off in search of some thermals and as we found rising air the aircraft was banked steeply to connect with the air-mass and start ascending. Again I hear “More Rudder” as I circle in the rising air. It was a phrase that would not be heard for the next 6 years as our family started to grow and career demands robbed me of time to get airborne.

Fast track to 2012, we moved from Sydney to the Upper Kiewa Valley town of Mount Beauty. I become aware of the presence of the Mt Beauty Gliding Club after being introduced to the club’s Vice President Ian Cohn. Once we had settled in and completed a season skiing. It was time to get back into the air. I organised with Ian for an Air Experience flight and the journey into the world of Soaring had formally commenced. From that weekend in December 2013, I devoted many weekends in the pursuit of attaining my gliding qualifications. I was issued with my A, B & C certificates in March 2014, after again hearing the term “More Rudder” echo in my eardrums.

The journey wasn’t as simple as one could assume: both powered aircraft and gliders fly and have wings, right? Wrong!! Firstly having been trained in the GA system I found it perplexing that some phrases well known in GA are different in the gliding world. There was a whole set of new signals to learn which were foreign, and new checklist’s which needed to be verbatim rather than just checked. With diligent study all began to fall into place.

Then there is the actual flying. “More Rudder” is the call to action for a GA pilot who rarely uses the foot rests at the base of their legs. Once this concept is understood in gliders and the muscle memory begins to become entrenched in our brains, “More Rudder” becomes an instinctive part of any flight.

From a flying perspective I would call gliding an art form where GA flying is more scientific. In a glider you are one with the atmosphere, feeling

the air around you move up and down by various sensory means, including the seat of your pants. This form of flight to me is more challenging and once on the way to mastering the skills more rewarding.

I look forward to the next part of the journey by consolidating the soaring and thermalling skills I’ve learnt to date to set off and explore the environs of the North East and beyond.

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## Famous women Glider Pilots

As this is the last time I shall be acting as editor of the Alpine Flyer, I thought it would be a good idea to once again think about women glider pilots and their achievements.

Gliding is generally dominated by male membership, and when most glider pilots think about famous glider pilots they think about male pilots such as [Steve Fosset](#), [Paul MacCready](#), or [Ingo Renner](#), to just name a few. However, there are also many notable women glider pilots and it’s worth reviewing some of their achievements:

### Ruth Blaney Alexander

(May 18, 1905 – September 18, 1930)



Alexander was an American aviation pioneer who not only broke altitude records in powered planes but was also the first woman glider instructor in the US. She started flying powered planes in 1929 and went solo after 24 hours. In 1930 she became the second US woman to get her glider licence and shortly after became the first female glider instructor in the country.

On July 11, 1930, Ruth took off at 1:34 p.m. in a *Barling NB-3* light aircraft from Lindbergh Field. After briefly losing consciousness at extreme altitudes, she established a new world record in light planes (both men and women) of 26,600 feet at the apex of the flight. The American record held prior to Ruth’s flight was set by D. S. Zimmerly (male) at an altitude of 24,074 feet over St. Louis, Missouri on February 16, 1930.

### Anne Burns

(23 November 1915 – 22 January 2001)

Burns was a British aeronautical engineer and glider pilot. Some of her aeronautical engineering

achievements included: solving flutter problems and their impact on the measurement of loads imposed on aircraft structures during flight. Other wartime tasks included the development of windscreen wipers for bombers and the double windscreen enclosing a supply of warm air to improve visibility. During this time she made test flights in many types of military aircraft from *Tiger Moths* to *Hawker Typhoons* and *Gloster Meteors*.

In the late 1940s she was the first flight-test observer (FTO) in the UK to use strain gauges in an aircraft in flight. In 1953 she became a Principal Scientific Officer. During the investigation in 1954 into the crashes of the early de Havilland Comet jet airliners, she made many flights as an FTO in unpressurised *Comets*, sometimes up to 40,000 feet. It was known that the aircraft had broken up in flight while flying above 25,000 ft. In her own words "We flew about waiting for the windows to blow out."



She also became an expert on clear-air turbulence the rare phenomenon sometimes encountered by airliners likened to flying into a brick wall. Some of her research into turbulent air was conducted in her *Fournier RF-4* and the *English Electric Canberra* in which she conducted low- and high-level-gust research.

Burns flew military assault gliders during the war and took up gliding as a sport in 1954, winning awards and establishing both national and international records. On her first cross-country flight, from Lasham, Hampshire in an *Eon Olympia* she reached RAF Ternhill, Shropshire in 4hr 55min breaking the British women's distance record. In December 1956, she flew a *Slingsby Skylark 3b* following a bungee launch to 11,890 feet (3,620 m) setting new women's British national and UK absolute altitude and gain-of-height records. Again flying a *Skylark 3*, she became the first woman to cross the English Channel in a glider in 1957.

By 1961 she held 10 of the 11 UK women's records including the current altitude record of 10,550 metres (34,610 ft). In 1963 she claimed the women's world record for speed over a

500km triangular course of 103.33km/h. In 1966 she became British Gliding Champion, the first woman to hold the title. She received many other awards for gliding achievements including the *Fédération Aéronautique Internationale Lilienthal Gliding Medal* in 1966.

In 1977 her glider was hit by a bird and severely damaged. She bailed out but became tangled in the shrouds, nevertheless escaping with only an injured ankle by landing in a sycamore tree. She thus became the first woman since the 1930s to become a member of [Irvin's Caterpillar Club](#) (an informal association of people who have successfully used a parachute to bail out of a disabled aircraft) and, aged 62, she was also the oldest person ever to join this club. She then gave up gliding and took up fly fishing and snooker, again winning awards in both sports.

You can read Anne Burns's biography online titled [Anne Burns titled Clear Air Turbulence. A Life of Anne Burns](#) by Matthew Freudenberg.

### Hannah Reitsch

(29 March 1912 – 24 August 1979)



Reitsch a German aviator and Nazi test pilot who set over 40 aviation altitude and endurance records during her career, both before and after World War II. Several of her international gliding records still stand in 2012.

She started flying gliders in 1933, earning a Silver C Badge in 1934 and flew from Salzburg across the Alps in 1938 in a *Sperber Junior* in 1938. In 1941 she was one of the team that tested the [Messerschmitt Me 321 Gigant \(Giant\) Heavy Cargo Glider](#), which was larger than a Boeing 747. In 1952, Reitsch won third place in the World Gliding Championships in Spain; she was the only woman to compete. She continued to break records, including the women's altitude record (6,848 m (22,467 ft)). She became German champion in 1955.

Throughout the 1970s, Reitsch broke many gliding records, including the "Women's Out and Return World Record" twice: once in 1976 (715 km

(444 mi)), and 1979 (802 km (498 mi)) flying along the Appalachian Ridges in the United States. During this time, she also finished first in the women's section of the first world helicopter championships.

She was instrumental in establishing gliding centers in two Third World countries: India in 1961 and in Ghana in 1962.

You can watch a very interesting *You Tube* interview with her filmed in 1976, titled [Hannah Reitsch: Test Pilot](#).

#### Australian Lisa Trotter



Lisa is well-known to many members of the Mount Beauty Gliding Club. She is a highly respected glider pilot who has broken many national and international records. Her most recent international record was achieved on December 20, 2013 at Tocumwal when she flew 1027 km, breaking 31 world, national and continental records.

In a story she wrote for the May-June 2014 edition of *Soaring Australia*, Lisa said she set out to break just two records: the World Feminine 15 metre triangle distance and the Australian National General Standard class triangle distance which had been held by Andy Pybus since 1986. She was surprised when she broke a record-breaking 31 records in total.

Lisa said, "Many of these records were Feminine records, some of which were not too hard to beat, but six of the records were General records. The most challenging of all the records was the World Feminine 15 metre triangle distance – superior to all the National General records!"

Lisa said she was delighted with her flight because she loves to lift standards for female glider pilots and because it helped her goal of being a role model for female pilots.

Apart from breaking records Lisa has contributed

greatly to Australian gliding through her coaching of both juniors and senior pilots and her work with the Women in Gliding group.

Lisa and her husband glider pilot Peter Trotter are both members of the Kingaroy Gliding Club.

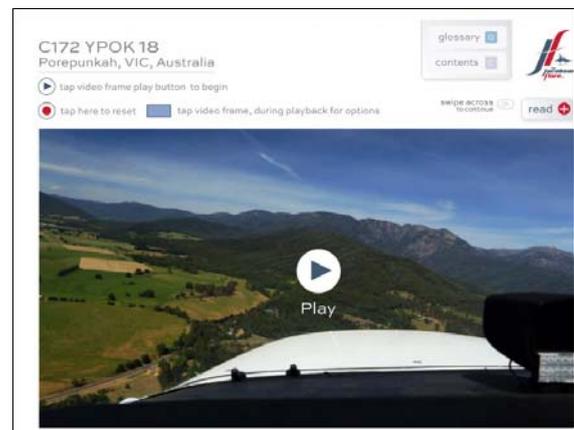
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#### David Jacobson Launches His iPad App

As many of you will know, Mt Beauty Gliding Club member David Jacobson has been working hard over the past year developing his Jacobson Flare app. Finally, this July, David launched his app for use on the iPad for sale through the Apple App Store.

Apple was so pleased with is app that selected by them for inclusion in their featured Best New Apps listing.

The app is well designed, simple to understand and with a host of tools including a set of calculators every professional pilot uses daily, plus great videos of various airplane types using an identical, consistent and quantified technique, at a range of locations.



An image from the Jacobson Flare iPad App

David said that training methods have not evolved greatly since the end of the First World War and they are in no way universal. This is surprising, given over for over 100 years of flying history 40% of safety incidents occur when landing.

According to David, using the app helps the pilot achieve consistency through having simple reference points for executing the landing flare manoeuvre by using simple triangulation principles. This approach builds on the pilot's previous knowledge and experience. "Once we understand how a consistent and proper landing works using the Jacobson Flare then the other benefits become apparent very quickly – much reduced training time at

any level, lower maintenance costs for aeroplanes (tyre and brake wear as an example), runway traffic congestion issues for airport operators and the vital issue of flight safety all benefit from this simple practice," David said.

#### DETAILS

Link

<https://itunes.apple.com/nz/app/the-jacobson-%C2%AD%E2%80%90flare/id881263940?mt=8>

Target Market: Student, recreational, professional pilots, aviation enthusiasts

Cost (RRP):AUD\$29.99 USD\$23.99

Website: [www.jacobsonflare.com](http://www.jacobsonflare.com)

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### September Photo Album

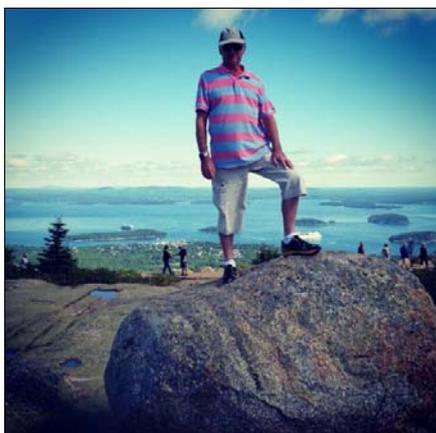
#### Featuring Andrew Evans

What a glider simulator this is - the Atlantis space shuttle simulator at Kennedy Space Centre. Managed to land it OK after two failed attempts. With a landing speed of 200 kts and not as responsive as an ASW19, it was a bit tricky. An awesome place.



*Andrew and Kerrie in front of Atlantis simulator at the Kennedy Space Centre.*

Heading for Miami now after starting in Toronto and working our way down the east coast. Fantastic trip and really enjoyed five days exploring New York.



*Andrew stands tall in front of a big lake*



*Andrew at Niagara Falls*

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*Ian Dealy prepares his Jabiru before flying out of Mt Beauty*



*Mark Bland at Charters Towers with his students pointing the way to the skies.*



Some of Mark Bland's students from Charters Towers line up their gliders. Picture: Detlev Rueff



The luxurious accommodation used by Detlev Rueff while on the road to Charters Towers with MBGC CFI Mark Bland. Picture: Detlev Rueff



Graham Levitt at Charters Towers with one of his Air Force Cadet students.



Mark Bland gives Carrick Gill-Vallance a pointer.



Ian Cohn congratulates David Ross on achieving his five hour flight on Monday 29<sup>th</sup> September. Photo Susie Cohn



Mt Feathertop from VH-EAT on 28<sup>th</sup> September. Photo – Ian Cohn

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## Upcoming Events

**1<sup>st</sup> to 8<sup>th</sup> November** - Bendigo Regatta and Coaching week, Raywood.

**9<sup>th</sup> November to Saturday 15<sup>th</sup> November** - SpeedWeek14 at West Wyalong.

**Date to be advised in November** - Leeton camp.

**22<sup>nd</sup> to 29<sup>th</sup> November** - Benalla Coaching week.

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## Interesting Internet Links

OLC first solo

<http://www.onlinecontest.org/olc-2.0/gliding/flightinfo.html?dsId=4056524>

Morning Glory

<http://www.abc.net.au/news/2014-09-23/morning-glory-clouds-roll-in-over-northern-australia/5762388>

Mac Job

[http://en.wikipedia.org/wiki/Macarthur\\_Job](http://en.wikipedia.org/wiki/Macarthur_Job)

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## Instructor & Duty Pilot Roster

The duty roster is published in "MBGC Update".

Don't forget to contact the Duty Instructor to book your training or check flight requirements prior to the weekend to assist with planning of instructing resources.

Don't just turn up on the day expecting to receive instruction without prior notification.

If you are unable to be Duty Instructor or Duty Pilot on your rostered day, it is up to you to arrange a replacement and let Peter Demeo know who you have swapped with.

Contact Peter at [p.demeo@telstra.com](mailto:p.demeo@telstra.com) or 0428 264 110.

**Duty Instructor contact details**

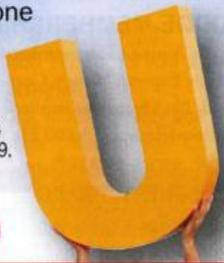
Mark Bland	0417 565 514
Ian Cohn	0408 379 939
Bernie O'Donnell	0432 529 633
Andrew Evans	0418 377 146
Mike Pobjoy	0402 075 131



Don't forget to nominate MBGC when you purchase items from Foodworks.

**U can find out more at**  
**Mount Beauty Community Bank®**  
 Branch, 28 Hollonds Street,  
 Mount Beauty or phone  
 5754 4484.

Bendigo and Adelaide Bank Limited,  
 ABN 11 068 049 178, AFSL 237879.  
 (69378-v2) (2/09/2008)

It starts with 

 **Bendigo Bank**

**Mt Beauty Gliding Club is sponsored by  
 the Mt Beauty Community Bank**

**Winch Driver Tally**

Winch launch tallies for the calendar year from 1<sup>st</sup> January 2014 are shown below:

<b>Driver</b>	<b>Launches</b>
Mark Bland	200
Detlev Rueff	170
Mark Lucey	117
Reuben Lane	109
Bernie O'Donnell	65
Andrew Evans	62
Ron Boxhall	55
Graham Levitt	52
Atila Kerestes	48
Ian Cohn	30
Mike Pobjoy	29
Laura Sullivan	26
Duncan Robertson	20
David Ross	12
Scott Anderson	11
Phil O'Bryan	11
Terry Knight	10
Mart Bosman	9
Andy Smith	8
Scott Lennon	7
Ben Talbot	7
Steve Bradbury	7
Ollie Barthelmes	6
Gary Mason	5
Craig Collings	5
Peter Demeo	5
Richard Todd	5
Bernie Hochwimmer	4
Brendan Judd	4
Kenton Ford	4
James Rowe	2

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