



Mark Bland taking off in Manfred's Motor Glider on 4th August

Mt Beauty Gliding Club, Inc

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ALPINE FLYER

August 2007

President – Rod Harris
 Vice President – Mark Bland
 Secretary – Mike Pobjoy
 Airworthiness Officer – Manfred Rueff
 CFI and Treasurer – Ian Cohn

Editor - Ian Cohn

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PRESIDENT'S COLUMN

Winter has been busy with annual maintenance and aircraft checks and, for the first time, flying in July with the Pilatus flying on several days.

A syndicate of five club members has ordered a well proven two seater, training glider with self-launching capability – the ASK21Mi. Over 900 ASK21 gliders have been built in Germany, it is easy to fly and it is an excellent glider for teaching. Being a self launcher we will not need the winch in the paddock and so will be able to fly through winter. Delivery is expected in January or February 2008.

The club has been given notice to vacate the privately owned hangar we now enjoy, and we propose to build our own hangar to house 6 gliders. The proposal is for a 12 meter by 40 meter hangar,

2.5 meter eaves height, clad in colourbond, with sliding end doors. The gliders would enter and exit on rail dollies.

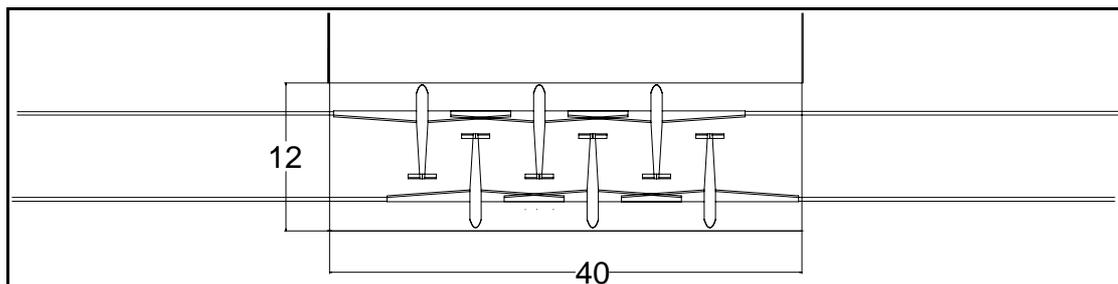
It will be located along the eastern boundary of the airfield, south of the windsock.

The proposal has the support of the Mt Beauty Airport Committee of Management, and we have undertaken to keep them advised of design and appearance details.

The club has formally approached the Alpine Shire, as the land owner and the relevant planning authority, seeking their support; and we await their response.

Finally we give new member, David Jacobson of Porepunkah, a warm welcome.

Rod Harris
 President



The plan of our proposed hangar.

Operations

Pre Pre-Landing Checks

We all know the importance of doing the FUST pre landing check. However, that is not all that we have to do in preparation for landing.

Well prior to joining the circuit and doing the FUST check, it is very important to ascertain the speed and direction of the wind. The consequences of not checking the wind could be a hairy landing with far too much tail wind component, with all the associated problems such as running out of runway and losing control at the end of the landing run.

This is very important for all landings but especially important when you are faced with an off airport landing into a strange field.

So keep in mind all the possible indicators of wind speed and direction while you are flying especially when a landing is imminent. The main indicators are drift of your aircraft over the ground, smoke, ripples on bodies of water, wind patterns on longer grass, and finally windsocks on airfields.

Finally don't be complacent about thinking that the wind direction and speed will be the same as when you took off. At Mt Beauty we have seen many instances of the wind suddenly changing direction and speed as the result of outflows from thunderstorms and the passage of sea breezes and fronts.

Solo Pilot Annual Checks

Annual checks are now due. The GFA requires that all solo glider pilots must have at least one check flight annually. Your check must be completed before 31 August 2007 or prior to your next solo flight. If you don't have a current annual check, you can't legally fly a glider as pilot in command in Australia.

The Annual Check Form is available for downloading on the MBGC newspaper. Please ensure that you get yourself a hard copy and fill out the required information on page 1 before presenting to your Instructor for your check flight.

This year, in response to the rash of heavy landings and other landing incidents that we have had in the last 12 months in Australia as a whole according to the GFA statistics, the instructors will be particularly focusing on the Check 1, Check 2 transition phase of the landing and the appropriate after-touchdown actions that are required to provide an adequate landing. Re-read your Basic Gliding Knowledge book.

Any Instructor can give you your annual check, except AEs who must fly with a L2 Instructor, and Instructors themselves, who must fly with me.

GFA Membership

The Club is not permitted under GFA rules to give instruction to or allow members to fly solo unless they are financial members of the GFA. Members are requested to be fastidious in renewing their GFA

membership when due. Failure to do so invalidates all our insurances.

We now have a few members having expired 3 month GFA memberships. Please check your expiry date and make sure that you have valid membership when you fly. Also all GFA members now require valid medical certification to fly as pilot-in-command. See your renewal form and the GFA website for details.

Ian Cohn
Chief Flying Instructor

Editor's Epistle

Planning the Coming Soaring Season

Mark Bland is in charge of planning for the cross country week at Leeton, NSW, from 18th November to 24th November. This is a great opportunity to develop your skills in flatland cross country flying and achieve higher badge qualifications. Speak to Mark regarding the details of accommodation and gliders that will be available.

Contributions to Alpine Flyer

This is your Newsletter, so let's have your contributions. Send them to the Editor at glide@mtbeauty.com. Photographs, stories of your gliding/aviation experiences, equipment reviews, and "how I learned about flying from that" stories are all welcome. If you can't use email, send contributions to the Editor at Box 486, Mt Beauty, VIC, 3699.

Treasurer's Talk

Funding Our Hangar

With a large expenditure coming up for our hangar, we need to have everything going for us. We have about 40% of the likely cost already in the bank, but we need to be very fastidious to ensure that we can raise the rest of the funds required.

As a first step it is requested that all members keep their accounts at least \$50 in credit to minimise loss of interest. I can report that all the Committee have achieved this and quite a few of the members as well. But we need every member to pull together on this one to spread the load. So do your bit for the club and keep your account in credit.

Payments

The best way for members to deposit money into their MBGC accounts is via internet banking or by direct credit. This saves the Treasurer a trip to the bank to deposit cheques and cash. When doing this please remember to add your name to the deposit details so that the Treasurer knows which account to credit with the money.

The Club's bank account details are:- Commonwealth Bank; BSB 063 645 Account number 10038751.

[Mt Beauty Foodworks](#) "Spirit of the Community" fund



Mt Beauty Gliding Club points were 11,207 as at 15th of August. When purchasing any items from the [Mt Beauty Foodworks](#) supermarket make sure that you put your points to the Gliding Club – code 1060.

Ian Cohn - Treasurer.

Members and Friends News.

Conversions to the Pilatus

Bill Brooks and Michele Baptist converted to the Pilatus on 23rd of June. Congratulations to both.



Bill in the Pilatus.

Low flying and Landings

As they say, "Any landing you can walk away from is a good one". Social Member, **Paul Hartley**, recently had a bad landing while low flying (skiing) and ended up fracturing a bone or two. Paul said "One insight from my ski stack I can share is that it might feel good at the time to shut your eyes, but it doesn't help the landing!". Anyway, Paul is now off crutches, is recovering well and should grace the airfield and a pilot seat in a week or three.

Social Page News

Yvette Eriksen and **Paul Hartley** (hogging the news again) have announced their engagement. Congratulations to you both.



Paul and Yvette shortly after Paul popped the question.

Our Real Estate Magnate

As revealed in the picture below, Real Estate magnate and immediate Past President, **Andrew Evans** and wife **Kerrie**, recently hit the news again in

the Border Mail "Your Place" June supplement with a full page spread regarding their Real Estate interests.



Snake (or Cable) Charmer?

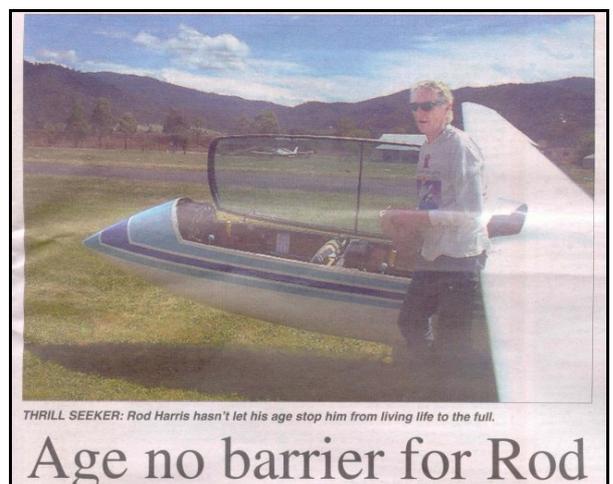
Treasurer **Ian Cohn** apparently has previously unrevealed talents. The picture shows him charming the cable just prior to hooking on for Michele's launch on the 23rd of June.



Michele about to launch on 23rd of June with Ian charming the cable. – Picture submitted by Andrew Evans

Rod Features in The Kiewa Valley Observer

President, **Rod Harris**, who recently had a significant birthday, featured in the Kiewa Valley Observer 11th of July edition which celebrated the event.



The KVO Headline.

Craig Back in Mt Beauty

Long lost (in Singapore – see the Jan07 Alpine Flyer) member, **Craig Docherty**, has returned to Mt Beauty. Craig turned up to the airfield on Sunday 19th of

August and said hello. Craig reports that his family is expanding and that he wants to get back to gliding action as soon as family duties permit.

David Jacobson Joins

Experienced aviator, **David Jacobson**, has joined MBGC. Dave lives at Porepunkah, and comes to us with a wealth of experience flying everything from light aircraft to heavy jets. He is also well known as the inventor of the “Jacobson Flare” landing technique. Welcome Dave.



Dave sorting out the paperwork after a flight with Mark in the IS-28M2.

Maintenance Matters

Winch Engine

Mark Bland, Max Thompson, and Mark’s friend Mike Peel removed the old winch engine from the truck on on the 18th of August in preparation for installing the Bogong Park motor when it has been checked by Ivan Clarke in Wodonga.



Max, Mike and Mark with the removed engine.

Aircraft Maintenance



The derigging crew on 30th June

The IS-28 has had its annual maintenance and is now back in service. Supervised by Mike Pobjoy the work went very smoothly, and thanks is due to all members that gave Mike a hand. Mark Bland repositioned the radio to the front cockpit to give solo flyers the option of changing frequencies.



The maintenance crew hard at work on the 8th of July.

GRK Returns to Service

Manfred’s motorglider was reassembled and returned to service on the 18th of July after maintenance by **Peter Menhennitt**. Thanks goes to the wing lifting crew including well muscled friends of MBGC, **Dave Harley, Graeme Meakin, and Brian Price**.



The wing lifting crew for Manfreds Motorglider on 18th of July. From left, Dave Harley, Paul Hartley, Graeme Meakin, Brian Price, Peter Menhennitt, and Manfred.

MBGC Current Fees and Charges

Member Category	Full	Assoc-iate	Social	GFA Visitor
Debenture	\$500	\$250	Nil	Nil
Joining Fee	\$100	\$50	Nil	Nil
Annual Fee	\$100	\$50	\$25	Nil
Winch Launch	\$10	\$13	\$13 ¹	\$15
IS-28 Fit Fee Per Minute	\$0.40	\$0.50	\$0.50 ²	\$0.60

¹ 5 launches per annum only - \$15 per launch after 5.

² 2 hours per annum only - \$0.60/min after 2 hours.

For MBGC members, flight time charges cease for flight time beyond two hours.

Air Experience flight fees are \$60 for winch launch for the first ten minutes and \$2 per minute after that. Add \$50 for Aerotow launch.

GFA membership fees

Annual	\$191	Three Month	\$65
Family Annual	\$155	Three day	\$10

Note that 3 month membership is only available once. After that Full membership of GFA is required.

MBGC Diary

19th August 2007 - DJ, PH, IC, and MBd crewed to fly the IS-28 and the IS-28M2. Conditions were sunny with no wind. There were sporadic very weak thermals. Total IS-28 flight time was 42m from 6 flights. Longest IS-28 flight time 14m. Max height 2,300 ft.

21st July 2007 - RH, BB, MP, DJ, PGn, IC, and MBd crewed to assemble the IS-28 after maintenance and fly the Pilatus and the IS-28M2. Conditions were sunny with light north-westerly breezes increasing later. There were weak but usable thermals and hill lift was available. Total flight time was 2h 22m from 4 flights. Longest Pilatus flight time 41m. Max height 2,700 ft.

18th July 2007 - DH, PH, GM, BP, PM, MR, and IC crewed to assemble the IS-28M2 after maintenance.

15th July 2007 - RH, IC, and MBd crewed flying the Pilatus. Conditions were sunny with light north-westerly breezes increasing later. There were no usable thermals but marginal hill lift was available later. Total flight time was 1h 45m from 6 flights. Longest flight time 26m. Max height 2,700 ft.

14th July 2007 - RH, BB, MP, and MBd crewed doing the IS-28 maintenance and flying the Pilatus. Conditions were partially overcast with light north-westerly breezes. There was one usable thermal to 7,500 ft. Total flight time was 1h 06m from 2 flights. Longest flight time 1h 00m. Max height 7,500 ft.

8th July 2007 - MBt, RH, IC, BB, KP, MP, and MBd crewed doing the IS-28 maintenance and flying the Pilatus. Conditions were overcast with light north-westerly breezes. There was one usable thermal to about 3,000 ft. Total flight time was 38m from 4 flights. Longest flight time 20m. Max height 2,500 ft.

30th June 2007 - MBt, RH, IC, BB, JD, MP, and MBd crewed disassembling the IS-28 for maintenance and flying the Pilatus. Conditions were overcast with light north-westerly breezes. There were usable thermals to about 4,000 ft. Total flight time was 1h 54m from 4 flights. Longest flight time 1h 10m. Max height 4,000 ft.

23rd June 2007 - MBt, RH, IC, BB, AE, and MBd crewed using the IS-28 and Pilatus. BB and MBt converted to Pilatus. Conditions were sunny with light breezes. There were no usable thermals. Total flight time was 1h 52m from 13 flights. Longest flight time 12m. Max height 2,800 ft.

The Tail End

Message received from the GFA



15th August 2007:

**Request for GFA
Member Response to
Notices of Proposed**

Rule Making for CASR Part 103 and Part 149.

To: Mount Beauty Gliding Club

Background

The Notice of Proposed Rule Making (NPRM) for CASRs Part 103 and Part 149 are the result of many years' consultation and negotiation by various members of the sport aviation community including GFA.

The main thrust of the review of Regulations has been to limit CASA's direct involvement in administering sport aviation, and to move from the current system of exemptions from Civil Aviation Regulations, to one of direct regulation and delegation of functions.

The key documents for us are Parts 149 and 103.

Part 149 sets out what a Recreational Aviation Administrative Organisation is and how they are appointed, and their powers and responsibilities.

Part 103 sets out what aircraft types a particular RAAO is responsible for administering and what functions it is empowered to carry out. That is in our case gliders, and includes glider airworthiness and maintenance, glider operations, pilot instruction, safety programs etc and related qualifications and certification.

If the two NPRM's are successful, GFA would become the RAAO for gliders and gliding. This is clearly in the long term best interests of GFA and its members.

It is important that a sizeable response from the membership is made to pass these NPRMs into Legislation.

What each GFA Member can do to help

Please make an individual analysis and response to these two NPRMs before the closing date of 24th September 2007.

There is an easy-to-use online form through <http://rrp.casa.gov.au/ors.asp> to submit your responses to CASA. **For each NPRM**, there are four screens to be completed; the first entails your personal details. In the section marked "*Please advise your main involvement in aviation.*" it is suggested that you mark "Other" and enter "Glider Pilot" and your GFA member number. The second screen requests individual responses to several questions. The whole process shouldn't take any more than five minutes for each NPRM.

It is recommended that CASR Parts 103 and 149 (but see note below) are promulgated as presented, and if you agree with that, then just click the first response to every question which is "YES / Acceptable without any changes. However, reference **Part 149 Question 3**, it is suggested that you consider that Paragraph 3.5.17 refers to delegations having a life of 5 years. There is no safety basis for this bureaucratic imposition. Delegations should be perpetual unless revoked. If you agree say so by entering words in the box provided to the effect of the preceding paragraph.

If you do not so respond then there will be no change.

N.B. If you wish to put another point of view to either of the NPRMs, you may select any of the other options and provide supporting material.

The third screen requires no input unless you wish to submit supporting material, the fourth screen is a summary of your response for viewing prior to selecting the submit button.

You can also download NPRMs and response forms as pdf documents from the CASA server at: <http://casa.gov.au/newrules> if you wish to respond by hard copy.

Please make sure that other members of your club or state association know about this and that they submit their response.

Darryl Connell GFA President

Tooraweenah's got a Great Pub

by Mark Bland

Where's Tooraweenah you might ask?

Well, it's just off the Newell hwy between Gilgandra and Coonabarabran in the foot of the Wurrumbungle ranges (north central NSW). It's a small town with an airstrip and a great pub as I remember from a gliding camp back in 1981 a very friendly place to visit. After a month or so of winter glider maintenance, I wanted to go flying, and it was a place that came up during a conversation with some of my friends at Leeton and Lockhart gliding clubs.



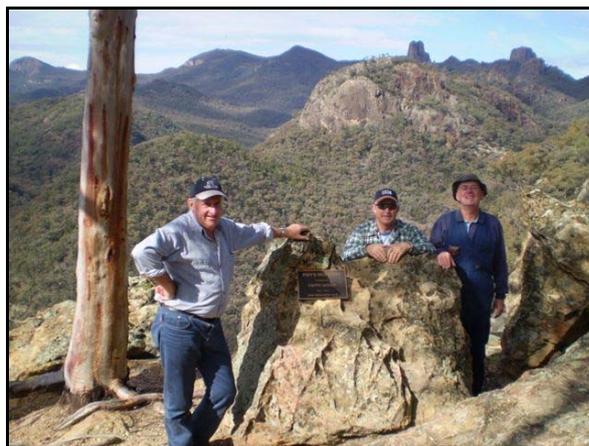
Peter Skinner and Mark on the way to Tooraweenah.

And so it was that on the 25th of July, I, and Wagga pilot Peter Skinner, took off in motor glider GRK bound for Leeton. After an over night stop and fueling up we were joined by Leeton members Al Dickie and Max Thompson, flying a Dimona, as we headed north to Narromine. The fact that we had a 10/15kt headwind did little to dampen our spirits as we flew in loose formation across the beautiful green wheat belt of central NSW. It just meant that it would take a little longer, but also longer enjoyment. A couple of hours later and more fuel, and this time hot cup-a- soup, and we were airborne again for the last short leg to Tooraweenah.

On arrival we were unexpectedly met by our soon to be host, Leonie, who ran the local caravan park and had taken my booking for a cabin a week earlier. Driving us the one and half km into town she couldn't do enough for us, even offering us her car the next day so we could do some sight seeing.

The pub was just across the road and cold beer was very enjoyable as we met some of the local characters, including Tooraweenah's own version of the Man from Snowy River. A 76 year old man named Jimmy, who was still hunting brumbies down

in the high country and had been a horseman all his life.



Max, Mark, and Al view the spectacular Wurrumbungle scenery.

Next day with the use of Leonie's car we drove into the National Park and did a short hike up the one of the mountain lookouts where we watched the wedge-tails soaring over the rock faces. As we'd had so much fun in the pub the night before we decided to do it again and as it was Friday night more locals were in attendance.

Next morning as we pre-flighted the aircraft for the return trip we were grateful that all the tyres were still inflated, as the one problem with the long wide grassy strip was that it was covered with cat-heads (spiky weed seeds) and the tires were completely covered in them. As you walked you could feel yourself getting taller as they built up under your boots. Fortunately they must have been juvenile cat-heads as they weren't long enough to penetrate the tires.

Five hours of flying later via Narromine and Leeton for fuel we arrived back in Mt Beauty. A great winter escape and a chance to meet some very nice people. Definitely a place to re visit. By the way, there used to be a gliding club there years ago with a winch and a Blanik!

2007 GFA Annual gliding seminar September 8th - Melbourne

The GFA have arranged for an under cover gliding display and merchandising area for purveyors of gliding related services, products and materials. See the registration form for costs and details. Early bookings have two incentives - it's cheaper and you get 2 chances to win.

The basic program goes something like this:

Registration and door prize winner possibility 10 am. This year the GFA has arranged for a lucky winner to receive a V1000 electronic vario from Tasman Instruments courtesy of Malcolm Crampton. Pre-booked members get two chances in this draw. Members on the day have one chance. Enhance your chances - book now.

The timetable is:-

1000 - 1030	Door registration, display and vendor browsing
1030	GFA AGM formalities
1100	meet the Board Q&A, Insurance questions
1200	short brief on the new MPP (Member Protection Policy). This affects everyone so you need to know what it entails.
1215 - 1315	Lunch which is provided to registered attendees. Mingle, shop and meet
1330	Seminar speakers
1500	afternoon break - refreshments and snacks, mingle and meet
1530	Seminar speakers
1700	Close of the Seminar
1730 - 1900	Freshen up, hit the bar, meet and greet
1915 to stumps	Dinner with drinks courtesy of OAMPS insurance, Guest speaker, GFA awards and trophies

A key to the event is a selection of guest speakers covering a range of diverse subjects sure to offer any glider pilot and club useful and relevant information to their own endeavours or the sport in general. Attendees will also have the opportunity meet the Board and ask all the difficult questions they like, or simply get an update on where we are and where we are going. Clubs and members alike should take advantage of this rare event as it will likely be another 4 years before it returns to Victoria.

Tom Gilbert - Keen competition sports class pilot, owner and manager of T&J sailplanes and importing distributor of DG gliders will speak on the latest developments in crash worthiness testing & findings and how these are being introduced by the manufacturers of gliders in our sport. Tom has considerable experience in major repairs, materials and keeps a close eye and ear on developments as they unfold. His knowledge and experience in these areas is impressive and worthy of attention.

Terry Cubley/Peter Gray - will be introducing the proposed changes which GFA is planning to implement to our training system and structure. There has been some initial broad information on this development at state level and now that the operations and Sport departments have met and considered the concept details are being worked up for earliest possible introduction. If you are a coach or instructor, this insight is not to be missed.

Ian Roache - with assistance from Dave Sharples and others will deliver a progress report on the development of the **E-tug project. Automotive engined pawnee.** E-tug is the follow up progression from autotug from many years ago. Ian and the team will advise on the project status, where it started and where it is now and what the future holds. Importantly, they now have sufficient running and flying hours to give some impressive financial

arguments for any club currently using aerotow to launch on what to expect and what it can do for them. Club Treasurers take note. Members see how to drive your leisure dollar further.

Rohan Holtkamp - Rohan is a senior HGFA member with over 20 years experience. He has been successfully running a full time Hang Gliding school since 1991. He is ranked in the top 10 on the National ladder, holds 3 World records and numerous National records. He has been HGFA President, remains a technical advisor to "Airborne" - wing manufacturers and has competed internationally on several occasions. Rohan can't have done all this and been successful in his chosen sport and profession. We all have something to learn from this man.

Our special dinner speaker this year is **Michael Sommer** - 2006 world open class champion, German National team member, winner of the pre-worlds 2007 in Luesse - Germany. 2nd in 2001 Worlds, 1st in 1997 Junior worlds, Ranked 4th in the world listings. Competed in Australian Multi-class Nationals 2004 and 2006, Came through the German juniors system. Michael has some interesting perspectives to convey on how the German gilding structure nurtures and cultivates up and coming pilots to be world champions both with equipment and training techniques. Michael naturally has many photos of his experiences and many stories to relate. Come to dinner and be enlightened and see GFA's best be rewarded for effort and achievement.



Support your GFA - come along on September 8th

Aviation Quotes – A selection from the internet

The only time you have too much fuel is when you're on fire.

When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible. - Advice given to RAF pilots during W.W.II.

When in doubt, hold on to your altitude. No-one has ever collided with the sky.

Try to learn from the mistakes of others. You won't live long enough to make all of them yourself.

If God had meant man to fly, he'd have given him lots more money.

Airspeed, altitude or brains: Two are always needed to successfully complete the flight.

Never fly the 'A' model of anything. - Ed Thompson

Though I Fly Through the Valley of Death I Shall Fear No Evil For I Am 80,000 Feet and Climbing. - Sign over the entrance to the SR-71 operating location on Kadena.

Never fly in the same cockpit with someone braver than you. - Richard Herman, Jr., 'Firebreak'.

Weather forecasts are horoscopes with numbers.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

Helicopters are for the rich... or the enlisted.

We have a perfect record in aviation: we never left one up there!

If the wings are traveling faster than the fuselage, it's probably a helicopter.

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

Helicopters don't fly... they just beat the air into submission.

In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks. - Wilbur Wright in a letter to his father, September 1900.

The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward and wish.

Helicopters can't fly; they're just so ugly the earth repels them.

A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the aeroplane again.

Every takeoff is optional. Every landing is mandatory.

If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.

One of the most important skills that a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.

Stay out of clouds. The silver lining everyone keeps talking about might be another aircraft going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.

Always try to keep the number of landings you make equal the number of take-offs you've made.

Superior pilots use their superior judgment to avoid situations which require the use of their superior skill.

A meteorologist is just a common person who went to school long enough to be paid to guess what the weather is going to be.

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

Good judgment comes from experience. Unfortunately, experience usually comes from bad judgment.

Keep looking around. There's always something you've missed.

Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.

There are old pilots and there are bold pilots. However, there are no old, bold pilots.

Always remember you fly with your head, not your hands.

Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off.

It is solely the pilot's responsibility to never let any other thing touch his aircraft.

You know you've landed with the wheels up when it takes full power to taxi to the ramp.

Those who hoot with the owls by night, should not fly with the eagles by day.

Useless things in aviation: The sky above you. The runway behind you. The fuel still in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.

What's the difference between God and fighter pilots? God doesn't think he's a fighter pilot.

Trust your captain but keep your seat belt securely fastened.

There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

It's best to keep the pointed end going forward as much as possible.

A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.

I know there's a lot of money in aviation because I put it there.

It's easy to make a small fortune in aviation. You just start off with a large fortune.

You cannot propel yourself forward by patting yourself on the back.

I give that landing a 9 . . . on the Richter scale.
