

FLIGHT LINES

GLIDING CLUB OF VICTORIA

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TRIVIA NIGHT
SAVE THE DATE
BENALLA
GLIDING CLUB OF VICTORIA
Est. 1929

LOCATION: GLIDING CLUB OF VICTORIA
TIME: 6:00PM
DATE: 22ND NOVEMBER 2025

REGISTER FOR DINNER VIA THE GLIDE APP
REGISTRATIONS OPEN 16/11/2025
REGISTRATIONS CLOSE 5pm 19/11/2025



Saturday 1 Nov, dinner at the club house

Welcome Paula!

Paula is a passionate flight instructor who has been flying for 15 years. She loves creating connections between people, both in the air and on the ground. She fosters a trusting environment and equal opportunities within her cockpit, believing that a safe atmosphere is key to effective learning.

Paula's teaching philosophy centres on building self-confidence and a "can-do" attitude in her students. She focuses on equipping them with the skills to avoid tight situations and aggressive flying styles, ensuring they develop into safe, competent pilots. Come and fly with Paula!

UPCOMING EVENTS

* Benalla festival November 1-9

GCV session Sunday 9th November from 10:00 am - 3:00 pm

* Annual General Meeting November 29 7PM

Join us for the Annual General Meeting.

* Flying Further course December 8-12

The focus of this course is to support members to achieve their Glider Pilot Certificate (GPC)

GCV Manager Ops is nearly here!

George Ross, Manager Operations is in the country! He will be joining the team on 5th November.



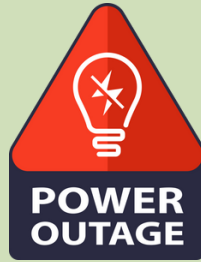
Welcome back Kaylene!

Kaylene was in the kitchen cooking up a storm for our first night with a chef back in our kitchen. Tables were all set up and we welcomed 24 people for dinner.

Not bad, considering a lot of pilots were attending Khancoban away camp. We look forward to great Saturday nights over good food and good socialising.

Ausnet will be turning off the power to the Clubhouse 9am to 11am 7th November 2025.

The workshop should not be affected. The workshop meter is not covered by the outage.



Classifieds

For sale - VH-GMX Glasflugel H 401 Kestrel 17M single seat sailplane serial No86 - \$18,000

Price includes glider, equipment, and trailer.

Log Book: 8376 hours. Nil accidents. Original gel coat surface finish good condition.

Pilot weight min 91.0 kg, pilot weight plus cockpit load max 96.9 kg.

GFA Form 2 maintenance release valid till 24/04/2026.

Included equipment:

Lithium main battery & charger, Naviter S7 Electronic Variometer, Winter mechanical vario, X-COM Radio with dual channel function, OUDIE 2 GPS Moving Map navigation, Airspeed indicator new face, Altimeter,

Magnetic compass, Memory foam safety seat cushion, 8 kg lead seat with canvas cover, Mountain High oxygen system with large cylinder, FLARM, Parachute, Cotton covers for whole aircraft.

Accessories:

Tail dolly, Tail parachute, Ground towing drawbar, Wing walker, Spare trailer wheel, Wheel jack, Wrench, 2 adjustable tripod trestles for de-rigging, Comprehensive maintenance history aircraft log book, Flight manual.

HANGAR SPACE FOR SALE -

Private allocated space at Benalla Aerodrome, \$23,000 Hangar space will be available for sale after Kestrel is sold.

Contact:

Charles Day
Phone: 0438 341 876
Email:
Charles.Day@bigpond.com

For all our female pilots, the Australian Women Pilots' Association scholarships are now open! Follow the link to the Soaring Scholarship [LINK](#).

Volunteer required

Margaret Bradshaw

We're looking for a volunteer to help Kaylene in the kitchen this Saturday 6 pm. Please let me know if you wish to volunteer on mfourfun@gmail.com



The sun front page, 25 August 1930

Gliding in Kiripotib, Namibia

Russell Edwards



I've now been in Kiripotib, Namibia for 4 days and I'm very much enjoying the "gliding adventure".

The facilities at the Kiripotib Farm are amazing :) It's very well setup for gliding, with 11 Arcus M's available, plus a Nimbus 3DM. There will soon be 2 Ventus 3M's available. All appear to be in excellent condition.

The accommodation is very good, and the food is excellent, with most of the food being sourced from the farm itself.



There is a generous meals and social area, and everyone is extremely friendly, with English being the "official language".

I'm told the flying conditions have been a bit poor to-date, but we were able to fly the first 3 days, with flights of 540km, 174km and 520km. No flying today. We're all looking forward to the days of better flying conditions, which might be the next 2 days.

First time visitors are encouraged to do the 7 day Flying with Champions course first. The Champions are all highly experienced pilots and coaches, and I've been lucky to have Tom Arscott as my Champion so far. Tom was the Standard Class world champion in Narromine in 2023

The weather is affected by warm air from the Indian ocean and cold air from the Atlantic ocean, and of course, the heat. So far, it hasn't been too hot. Low 30's

The flying area is very remote and desolate, mostly the dry Kalahari savanna with some low hills. Outlanding options are few - mostly other gliding clubs, some private strips and salt pans. Most roads are not suitable, but might be used in an emergency. Airspace is no problem, with 14,500ft allowed at the airfield, and 19,500ft for most of the area. The airfield is at 4,475ft elevation.

Fond memories from past members

Margaret Bradshaw



First GCV tug: photo V K Rosenfeldt

Our past members have fond memories of us which is a real compliment to the camaraderie of us all.

The author of the below reply was so enthusiastic to fly members remember him not waiting for the tractor to tow the gliders back to the grid but racing down the run way on foot with a rope and hauling the gliders back to the grid!!! Now that's enthusiasm.

Hallo there.

Nice to take part (in the GCV Mid Year Dinner)..... but ESOW to YMML = 8,447 nm. According AvPlan ETE 65 hr 22 min. 2,685 L fuel.

Anyway I did some counting. There are 45 & 1/2 years since I stood, suitcase in hand on Benalla platform, train disappearing into the night and wondering "Where am I????"

Out on an assignment, first time in Australia. At Dorset Garden motel in the mornings they pushed The Age under the door. One day there was an article about gliding at Benalla. An illustration showed an IS-28 in a loop. Later I found out it was Margaret (the sheep farmer) up front. Not certain today of her name. In rear was Peter Johnson hiding. Job done, I had time off to go and planned to do something while in your country. But what?? Never had any thought of aviation but reading that article: I'd give that a go!!!

So at the station someone said there is an airfield out there somewhere. Started the walk. Got to where the then Hume Highway crossed Samaria Road. There the town ended. Pitch dark.

Opted to turn left along Samaria Road. Further on there were some barracks on my left. And lights in some windows. Found an open door. Pushed it open and there was Tom Cascallan. And everything was sorted out.

Next day after a couple of flights, a hailstorm came through and knocked the IS-28s out. But luckily they got the tugs under the roof. Next day after drying, Reg fixed holes in IS-28 fabric with duct-tape. And we kept on flying.

A few weeks ago my AME called telling he had a message from our DOT. My medical had been withdrawn! All my medical values were absolutely OK. But due to their statistics (!!!) I am too old. My AME told me their statistics say next ten years 20% risk for myocardial infarction. That goes for 1/3 of the population but still he can do nothing against DOT. By that my CPL, my glider towing, my turbines, my MultineEngine, my i-rating - all down the drain. Now have only something like your "restricted".

Now we plan to return October/ November. In order not to overload friends and family, it has to be while neither lawn mowing or snow shoveling. Then I will see how CASA handles my Australian PPL. You have laws against age discriminations. If that also closed shop, thank heaven I have a dear wife to fall back on. She has a twist. For several years she flew on her Swedish PLL. But later they changed that to full Australian PPL. But CASA never told her. We found out by chance. Having a PPL not knowing about it...

As said about, it all started with an article in The Age.

From us at ESOW: Tailwinds to you all!
Per "Smoky" Andr n

Dinner menu Sat Nov 8

Mains

1. Pork Steak on Mash with gravy, apple sauce and vegetables

2. Roast Vegetable Frittata with the chips and salad

3. Vegetarian - A Gluten free Vegetarian Lasagna (available every Saturday)

Desserts

1. Apple Crumble with ice-cream

2. Ice cream and toping

Gliding Discovery - Benalla Festival

Last call for volunteers to assist on Sunday 9th November from 10.00 am - 3.00 pm. Thanks to those who have volunteered and have not racked up their "volunteer points!"

Click the [LINK](#) to fill out the form.

This Week in Pictures



Kaylene busy in the kitchen Saturday night



Daniel Summers on Saturday, 639km flight in Spring!



Not a bad view of Khancoban! Cu looked good, glider ready to go, but where's the tug!!



Fabian and Nick!



Weekend operations

It was wonderful to see so many people at the gliding club last weekend, the energy and friendly atmosphere made it a truly enjoyable time for everyone. The operations at Khancoban were a great success, with excellent flying conditions on both Saturday and Sunday that everyone made the most of. A special mention to Daniel summers, who flew 639 km, an outstanding effort and a perfect example of what can be achieved when skill and passion come together.

Weekend crew / Nov 8-9

Duty Pilots: Tony Vost, Scott Vost, Javier Rebage.

Instructors: Garry Cropley, Jon Blacklock, Peter Demeo, Tom Spiesser, Ed Bishop, Ian Shadbolt

AEI: Greg Hammond

Tug Pilots: Zero Partos, Roger Krueger

Get Involved!

Have something to share? Get in touch with us to contribute to the newsletter newsletter@glidingclub.org.au