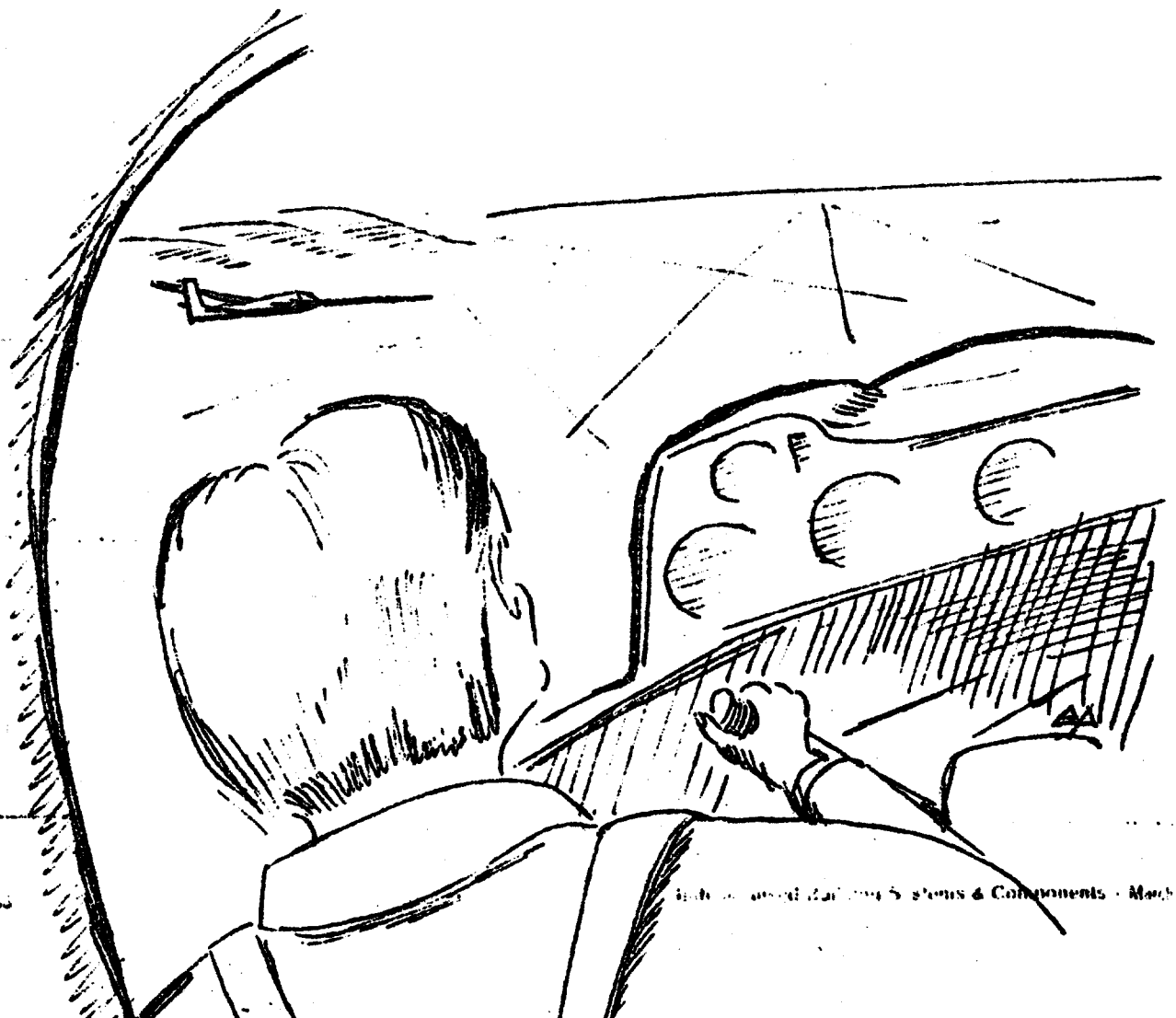

UNI GLIDING newsletter

Vol. 4 No. 2

A.G.M. Issue



THE A.G.M.

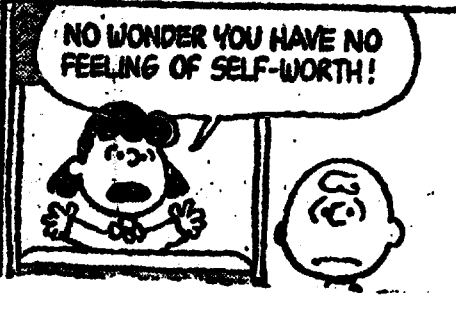
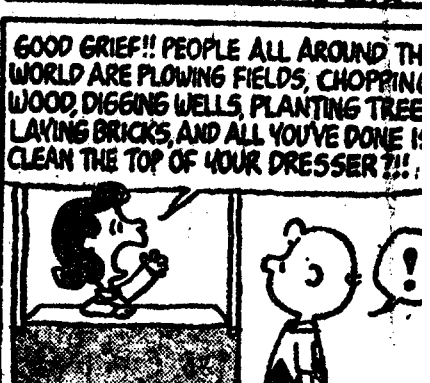
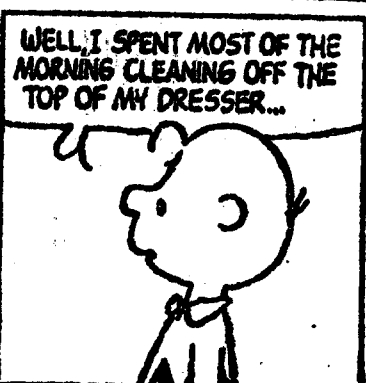
Attached to this newsletter is a letter from Emilis. It says all the things that we already know about the AGM - but damn it all, it has to be said again. Last year we managed to build a hanger. It was our most significant project for the year and we did a good job. But it was still a few people doing most of the work. This year we do not have a project of similar magnitude; the hangar doors are the biggest thing to get done. And therein lies the problem as I see it. If it is one big thing to do it is easier to muster the interest and the time. This year we have a lot of work to do, but it is spread over the entire year. To do that sort of a job requires a commitment from you; not a great deal of time, but lots of hours.

A brief case study: I joined the club a little under one year ago. Started training, no natural gifts, didn't seem to be getting anywhere. However, I do have one natural gift which I share with 82% of the rest of the world, I'm lazy -very! I have always wanted to fly and one of the main reasons I have always wanted to, but never did is for the above mentioned reason. So I made myself a promise, - go to all the club meetings or I will stop talking to you. (and if you can't talk to Yourself, who is there left to really listen). Well - I knew nothing about the club or the people in it, and it looked like I would never get solo. Somehow, somewhere along the line, after many pleadings from Guy to the general assembled masses, I decided to try the job he no longer had the time to do, - editor of the Newsletter. I knew nothing about being an editor, and less about flying. All the help necessary was there, all it needed was someone willing to say, O.K. it's my responsibility. So I gave it a try, - and that was the hurdle that gave me the sense of commitment to keep me going, and bloody happy I am that it did.

Come along to the meeting and if there is a job there you think you could halfway do.... all the help is there, just give it a try

PEANUTS

featuring
"Good ol'
Charlie Brown"
by SCHULZ



Wanted:

- President: * what they make of it.
 Secretary: † everything
 Treasurer: * everything else
 Social Convener: * keeps us happy socially
 Fundraiser: raises money!
 Newsletter Editor: edits newsletter!
 Membership officer: keeps records of members, maintains contact with inactive members, tries to get them active again!
- Aircraft Maintenance: Arrow & Bocian - supervises work, paperwork, etc.
- Winch Maintenance: vary, very necessary.
- Executive 'ordinary' Member: * can do any of the other jobs.
- Project Officer: mainly the hangar door organiser, we have the money, so let's do it.
- Other Campus Membership: P.R. job - to get people from other tertiary institutions interested & active (- could be membership officer)
- Emilis has others on his mind. There must be something here for everybody.

* means vote on the executive of the club. (see also 5. Components - M.R.S.)

sheik - he feels that polygamy may solve his problems.

Tony says that he has two suitable sites for the Club - both are

ORIENTATION WEEKEND

Emilia

This year, Graeme Newcombe arranged the February gliding camps, beginning as far back as December 1978, when notices went to the Orientation Week organisers.

He did all the contact and confirmation booking work, arranged for others to become responsible for transport; confirmed instructor crew, sleeping accommodation, and even made himself be present one weekend. Overall, a job well done.

On the debit side; the club still depends a little too much on private support in some vital areas. In particular, the primary dependance on the Kombi for transport and the continued unavailability of a club winch. As Graham Parker said in his inimitable style: "Can't we find something more salubrious to get the people transported in?". As the events proved, obviously not though Tony's 260Z and Dave's Rover must be a step in the right direction. I suspect it is not the lack of cars, but rather an unwillingness by other drivers to put themselves out.

On the launching side, the limitations of the 6 cylinder winch are well known. In fact, the advantages of having two winches on a circuit day are also well known.

Having foul-ups caused by a change of winch driver, invariably results in only a select few drivers taking on the job; those who have come to terms with the old dear. Dene, Roman, Graham and myself fall into this category.

However, after a Saturday morning of wheel axle delays on Kooka and Bocian, and rain, we operated. The first group of six went to Lochiel on February 24 & 25; being not only introduced to sitting under a wing in rain, but also to ridge soaring and the one hour flight. The second group of five went on March 3 & 4; being introduced to scratchy thermal conditions we have in a SE breeze, and the early south sea breeze.

Two instructors were rostered each day. This worked well. Both two seaters were used, and the Arrow used on all but one day (1st of crew). About 90 launches and 14 hours flying were done. One day had a foul up period of about two hours which included three cable breaks; but generally the day would be interrupted by only one cable break throughout. And we weren't being gentle on the cable. Launches varied between 1200' and 1800', depending on wind strength.

The six cylinder winch even pulled aloft Pete Cesco in the Adelaide Cirrus on an attempt to fly back to Gawler.

Overall, a sizeable group has been introduced to the sport; in general all appeared to be satisfied. Some new members may forthcoming from this exercise. All were introduced to both two seater sailplanes, and by the end of the camp were in contr from top of launch to base leg. This involved 8 - 10 flights each and 2-2½ hours flying; - averaged \$15 per person,

And I got home at 1am on Monday morning after dropping off the group and having spent a weekend in the back seat.

COMPETITION FLYING

The competition season finishes at Easter this year, and as usual, several private aircraft from Lochiel are likely to go in a last attempt to improve the individual scores for the season.

Easter also gives the club a chance to move operations for 4 days to Gawler to give some members -

- * a go at cross-country in the Arrow
- * aerotow conversion in the Bocian
- * Flight training in the Bocian

IF YOU ARE INTERESTED IN ANY OF THESE,

PUT A LIST UP ON THE NOTICE BOARD

and check out at club meetings to see
if you can get a group together to get
both aircraft down to Gawler in time

S.A.G.A. TROPHY

On Sunday, Feb. 25, Graham flew the Sagitta to Gawler to collect the SAGA Presidents' Trophy.

This Trophy consists of a cup and record book. It is designed to encourage cross-country flying by being open to claim by any pilot flying in to the gliding club where it is being held at that particular time. In the past this has meant it has travelled all over the State, ending in early '79 at Gawler.

They vowed at Gawler to claim it back within a week; and sure enough Pete Cesco and Bob Irvine arrived in Cirrus and Kestrel-1 sailplanes from Gawler on Sunday March 4, to re-claim it.

Consequently, the challenge is on us again.

And if it isn't good enough to get to Gawler; remember 30km to Balaklava permits you to drop off the 'Mid-North Shuttle Tro which is in the back of the Arrow.

HORSHAM 1979

Each year, the second week in February is a competition week at Horsham, Victoria.

62 aircraft competed this year, including 16 sports class aircraft from both SA and VIC.

This gave Graham, Guy and Emilis a chance to meet old Adversaries

the LO-150

old, flapped and dangerous in Kevin Olerhead's hands.

the DART-17

in the hands of Bill and Di Simpson, Potent but not unbeatable.

FOKA

a powerful weapon in inexperienced hands

SPRUCE GOOSE

an outdated sailplane in very experienced hands.

OLYMPIA

ditto...

and the rest.

Most of us flew 7 days, Graham stayed for two (lack of funds), Guy had 3 good days (enough to win) and retired. Emilis had two second places, but also landed short of the finish line on two other days to score poorly overall.

Good fun, nevertheless.

Agenda for the next general meeting to be dealt with

Emilie

The Annual General Meeting is more than electing 5 suckers to do all the work in the club so that you can fly throughout 1992.

As has already been said we early this year, so many jobs need doing immediately, that without each and every one of us taking on a job each, the club will very soon be non-operational.

You must not think of the winch, out of action since November, the new wheels and spreaders, new cable; the Eorlan needs new cables; the Kookaburra will need lots of work, the hangar needs a revamp, and we lose things, expensive things, the hangar and we haven't done a rubbish tip run in ages.

I have a range of jobs that I would like to see done, and I repeat organise. Not do all the work, but check it out, find out how much work, how many people, how much money.

You don't need to be an expert. If you did, you would be doing everything. Instead, you need to know what experts are, and where and when to get them. Organising should be nitty-gritty organising should be done by the individual who takes on the individual job.

You need to take the effort to keep things going when things need to be done. You don't take on a job, and you don't know when it needs work to be done, then I for one will make damn sure you get the least amount of flying possible.

The following general meeting will support the following job positions -

		ADVICE FROM
Competition	organise all job captains	Tony, Graeme
Administration	organise for all administration	Guy, Tony
Finance	organise money to all jobs, purchasing	Graeme
Hangar	organise social functions to earn money for the club	Tony
Newspaper	regularity, keeping members informed	President
Winch	maintenance, buying fuel and allspares	Treasurer
Boat	replace cables, annual inspection	Emilie
Arrival	continuous maintenance and organise	
Hangar (3)	cross country flying activity	Tony (CFI)
Hangar (3)	downpipes, wheel tracks, door projects	Dave
Hangar (3)	maintenance, keep log books and forms	Guy
Airfield	rubbish tip trips, earthworks, firewood	Emilie
Shearer quarters	maintenance	
Regatta	organise a competition at Lochiel	Guy Emilie
Barbeque	organise visits to field by groups	Guy

Note: advisers should not be voted into job captain positions, they've already got plenty to do.

VOLUNTEER INSTRUCTOR ROSTER

<u>Month</u>	Sat.	Sun	TK	EP	GP	GH	DB	NM
March	24			XX	XX			
		25				XX	XX	
April	31			XX	XX			
		1	XX					XX
	7				XX			
		8		XX			XX	
Easter: Fri. Sat. Sun. Mon								
	13					XX	XX	
		14	XX					XX
			XX		XX			
		15			XX			XX
					XX			
		16						XX
		21					XX	XX
							XX	
		22			XX			
					XX			XX
		28						
		29	XX			XX		
May	5		XX			XX		
		6	XX			XX		
		12			XX			XX
			13		XX			
		19			XX	XX	XX	
		20				XX		XX

TK Tony Kiek (Chief Flying Instructor)
 EP Emilis Prelgauskas 3392381
 GP Graham Parker 2615968
 GH Guy Harley 313788
 DB Dave Biggs
 NM Neil Manktelow

all enquiries
 313999 after 6pm