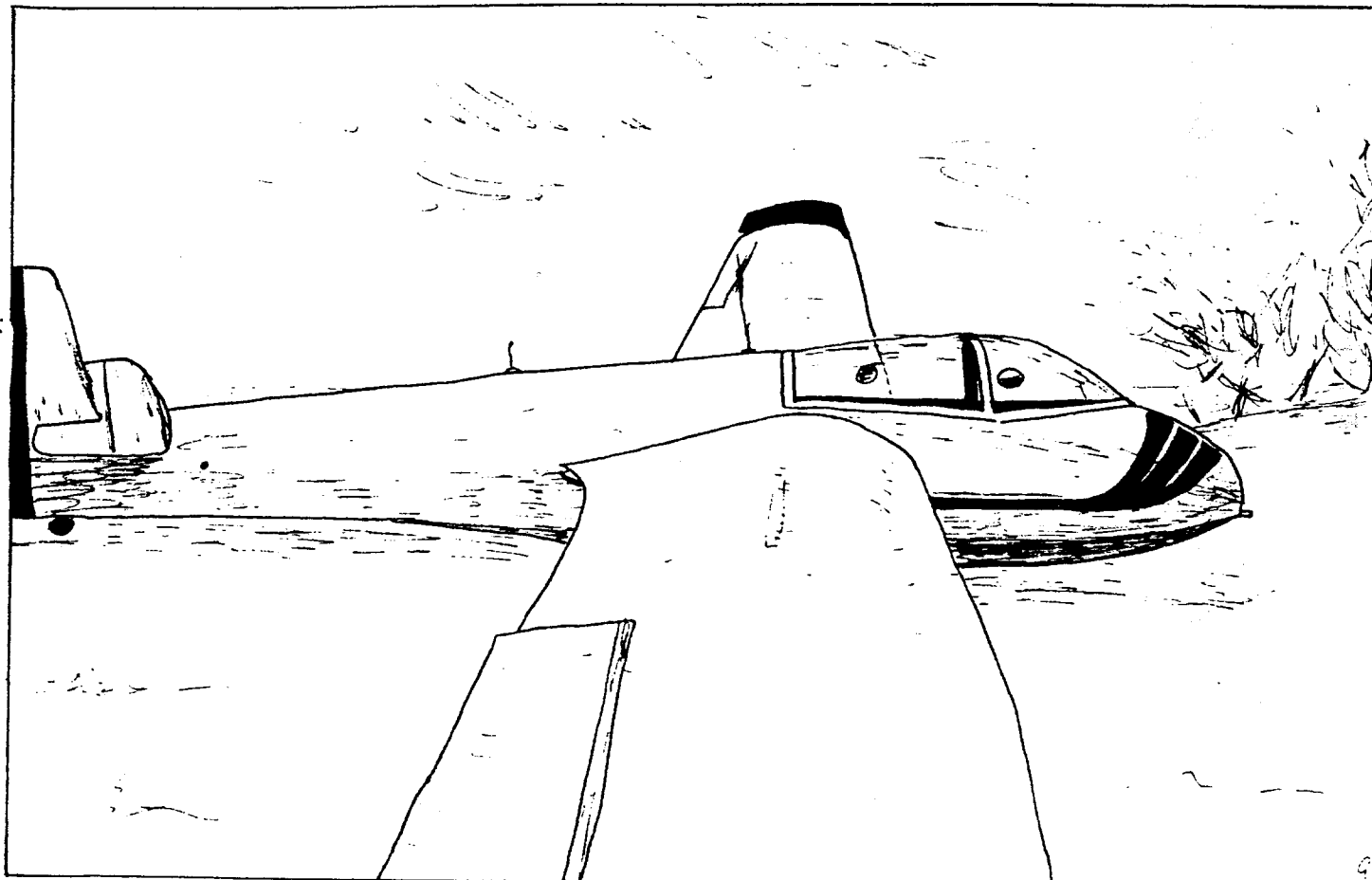


Uni Gliding

A publication of the Adelaide University Gliding Club Inc.

May 1986



In This Issue:

C.F.I.'s Report

Secretary's Report

Coming Events *and lots more!*

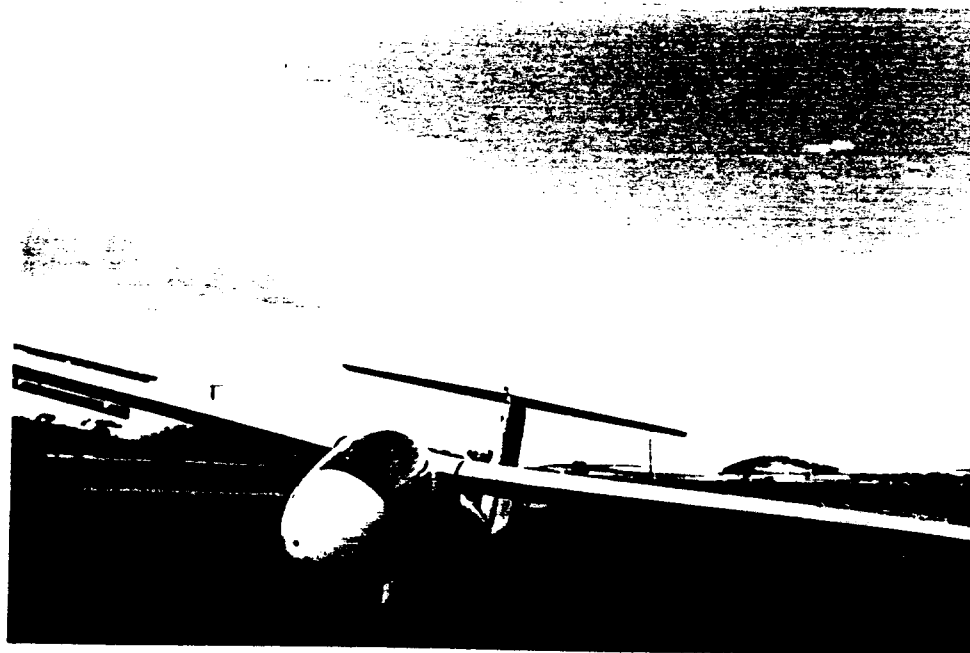
WORDS OF WISDOM FROM YOUR EDITOR

Another AGM has been and gone by and the new executive members are raring (*raving..PC*) to go. This grotty leaflet (*complimentary coffee stains just like those on every art students books can be provided :see Gillian after a general meeting..PC*) will become as prestigious as the Bulletin. Our clubhouse will be completed and turned into a 5 star hotel, we will make heaps of money selling drinks and buy a Discus and the new winch will be built in no time at all. (*I can say all that as I am also on the exec! GY*). McGrath et al have been deposed and we wait with breathless anticipation to see what the new lot will get up to.

After a fierce battle for the position with most respect and glamour, our new Prez (cue fanfare) is Dave Conway. As we all know Dave has performed miracles on the toilet at Lochiel and the club now has a flushing loo. (The execs expect a flood of new members after this announcement.) Will he transform us into the Adelaide Uni Sewerage Disposal Club? Is our meeting place at Bolivar more than a coincidence?

Once again we have Mark *The Fiddler* Raftery balancing our accounts with his expenditure and the club's. Although he did manage to achieve a profit (before final balancing) of \$500 last year - not enough to go to Bali so he is with us again this year. You all thought that the drink money went to the club. For a more complete roundup of the new executive see this months Who's What in the AUGC.

This year being the Tenth Anniversary of the founding of this August Organisation, we will be printing a year by year History of the AUGC in monthly instalments. Discover the real reasons why this gliding club is a legend amongst gliding clubs. Was the winch really created from a spontaneous reaction in a junk filled oily swamp behind the hanger many years before Guy Harley could fly or ...?



OUR INTREPID TREASURER
PREPARES FOR LAUNCH!

News

Gliding Federation of Australia GFA

Reference	Glider Inspectors Seminar
Time	10:30 am Saturday 24-May-1986
Place	Waikerie

A discussion of airworthiness problems.

Topics under discussion are:

- Cable release maintenance overhaul and testing
- Weight and Balance authority
- Weak link Standardisation
- Defect Reporting
- Review of DI authorisation changes
- Improvement of glider inspector schools
- Inspector certificate renewal policy
- Gelcoat disease

Adelaide University Gliding Club

Reference	June Long Weekend.
Time	Three days 7 8 9-June-1986
Place	Lochiel Airfield.

Emilis and his Adelaide Hills Soaring group will be visiting our airfield over the long weekend. This is the last weekend of the first term holidays rumours suggest that there will be mid week flying barbies on the weekend and 3 different gliders on field. Great fun see you there.

Reference	Contact Person
Time	8-10 pm any thursday night
Place	any phone

For any information regarding gliding at Lochiel or any club project ring Stephen Were 44 1540.

Reference	General Meeting
Time	7:30 Wednesday 4 June
Place	Adelaide University Jerry Portus rooms.

The next general meeting will be held in the Jerry Portus rooms. A talk on aerodynamics will be given by Tim Parish.

The new contact person is Steven Were Ph. 44 1540

Call on Thursday night 8-10 pm

STOP PRESS

Popular rumour has it that a new winch has hit the road. Of course it is not yet complete but the V8 has been bolted to the subframe and mounted on the Dyna. This is considerably more than what has happened in the last 6 months. More volunteers are required to work on this project. Any offers call David Conway or Andrew Mc Grath.

Who's What in 1986

President *David Conway*

David is a graduate engineer from Adelaide university. Davids interests include designing and constructing septic tanks, installing hot water systems and killer of small furry animals (psychopathic animal killer see Jan Uni Gliding for details). Born somewhere in the Himalayas, he was raised by a Tibetan monk where he had his first lessons in ridge soaring. He has never recovered from the experience and is often found below the trees on the ridge searching for ridge lift.

Treasurer *Mark Raftery*

Just when you thought it was safe to look at the accounts you find that a message in the book "Markus was here " and you suddenly owe your life savings to the AUGC. Mark is in the first year of his PhD in organic chemistry. Those sweet smelling liquids in the fridge on field are just another money making scheme that excite Organic chemists in search of the greatest secret on earth. *What is Coke really made of ?*

Secretary *Stephen Were*

Stephen is another organic chemist (we think that they are trying to take over the club) who works for a living although he works for the government so its hardly real work. Stephen is a well known AUGC pilot mainly because he flies on every possible occasion staying over if necessary. It is this dedication that has allowed Stephen to become the excellent pilot he is.

Fourth Member *Richard Black*

Michael, as he is known to the president, is new to the gliding game and hopefully he will bring new enthusiasm to both the club, the executive members and other new members.

Fifth Member *Gillian Yeo*

Gill was raised in the wasteland by a horde of wild bikies. This is why she is now known as Gillian "Mad Max" Yeo (*or just plain Mad*) so if you suddenly find your car missing on field you will probably find it behind the hanger with its guts blown though the bonnet from Gill's quick spin to the Hanger.

Winch Engineer *David Conway*

David repairs the winch after Mad Max and Co. have winched. Dave has had considerable experience repairing the winch and is thus the person you inform when miles of cable vanish into the brake drums, or when the winch doesn't go as it should. David appreciates it when people drive the winch with exceptional care. In fact we all do as flying stops when we cannot launch.

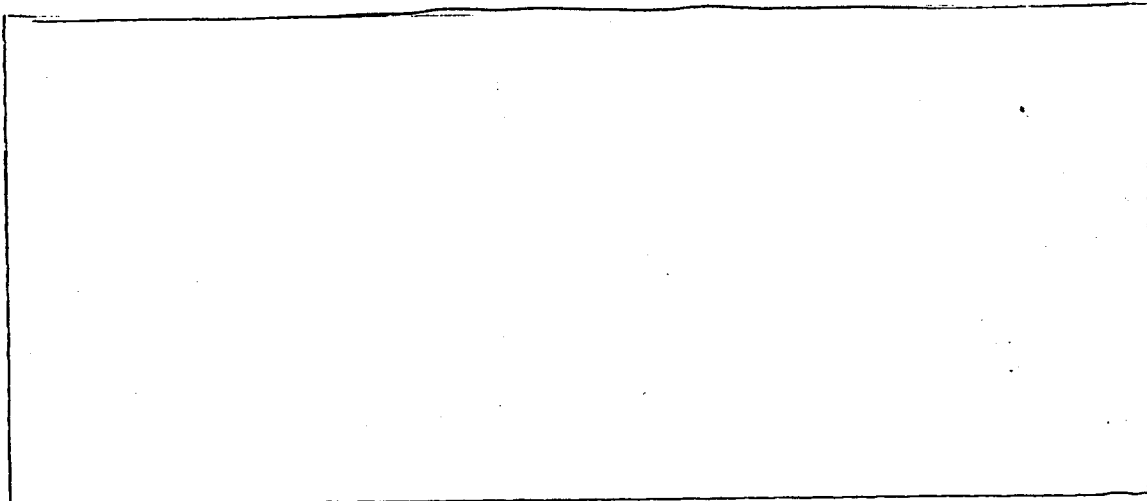
Newsletter Editors *Gillian Yeo*

How can you describe perfection ? If you think you can then its about time you wrote about your last flight, launch or anything else remotely connected to gliding. Gillian certainly has nothing much to write about , so its all up to you and the senior Editor. (*Dont you mean the Newsletter Printer? GY*)

Paul Clarke

I basically take raw ideas (from you the readers) and transform them into this quality production. Of course newsletters dont write themselves so start writing about anything remotely connected to gliders NOW.

OPTICAL ILLUSION*



NOTICE HOW THE TRIANGLE INSIDE THE RECTANGLE DISAPPEARS WHEN YOU LOOK AT IT.

* COPIED FROM A BACK-ISSUE OF "UNI GLIDING"
WITHOUT THE AUTHOR'S PERMISSION
(AND EVEN IF ANDREW GAVE US HIS PERMISSION
WE WOULDN'T WANT IT. SO THERE!).

As our club has been operating for 10 years this year it seems a good time to sit back and reminisce about

THE HISTORY OF THE ADELAIDE UNIVERSITY GLIDING CLUB

Although AUGC began operations in 1976 the club was in existence before this. The inaugural meeting took place in 1975 (it seems that the minutes of this historical meeting have been lost in the dust of time). The first flights of the AUGC took place in a longwing Kookaburra on Saturday March 13 1976. In those far distant days we didn't have our own airfield and we operated off the Balaklava Gliding club's airfield. Members met at Bonython hall at 8 am (those were the days) and car pooled their way to Balaklava.

Regular newsletters began in June edited by Guy Harley (heard that name before?). The first club trained solos took place in May June gliding camp . It became apparent as the camp progressed that there were going to be several solos and a betting book was opened prices being adjusted after every flight ! The winner turned out to be Guy Harley (2 hours 54 mins) followed shortly by Niel Manktelow (2 hours 50 mins) Ian Roberts (6 hours 29 mins) Adam Kirkland (8 hours 24 mins) and David Biggs (8 hours 48 mins).

In July several significant events in the club history occurred . Balaklava club brought in rules stipulating that the AUGC could only operate one glider off their airfield and every AUGC member had to become an Affiliate member of BGC. This caused the president of AUGC , Emilis Peglgas to resign since he felt in that the pressure put on the AUGC was partially caused by himself. It was decided that if the AUGC continued to operate under such conditions that the club would eventually become an arm of the Balaklava Gliding club rather than a separate club. Club operations were moved to Gawler airfield until August.

In August AUGC became AUGC inc. and a member of SAGA (South Aust. Gliding Assoc.) this allowed us freedom to operate without the supervision of another club. Of course we needed an airfield to operate from and likely sites included a site at Minarto. This site was jointly owned by the University and the public libraries and held in trust for a widow. Permission was sought from the University council and the widow and it seemed likely to proceed.

Operations recommenced at Balaklava following a change in the arrangements. In-stead of each member joining BGC, there was a 25% surcharge on flying fees to pay for use of facilities.

It transpired in October that the Minarto site had fallen through*but the executive is looking at another site at Lochiel which is promising" Also plans for a winch started beginning with the purchase of a V8 engine by Emilis.

In November Lochiel became the home of the AUGC. Two 1963 bedford trucks were purchased and we also acquired some bits and pieces from Harry Schneider. Emilis attempted to form a syndicate to

purchase a ES59 Wallaby 2-saeter. The club was offered a T-31 glider but it was subsequently found to be little more than a decayed heap and was turned down. Arrangements were made in December to hire the Balaklava gliding club winch. A winch chassis was acquired from Mildura . Now for a reprint of Emil's report on the first weekend at Lochiel..

SATURDAY

The wind was a calm 15 knots from the southwest so we went to the "22" end of the 04/22 cross strip. on its 5000' length we ran out of cable on the winch drum , but got 2300' launches none the less. We got cloud lift to 5000' and despite the low wind speed ridge lift to 1700'. Chris Lockwood , David and John Stobie joined the proceedings and we flew to 6:30 pm when we derigged and trooped back to Balaklava with all the equipment.

Achievements

- Lease signed on Sunday Morning, for 30 acres on the paddock: our own airfield at last !
- Bob Mc Donald offered his shearers quarters for our use except in august and september. They are a couple miles down the road with all mod cons.
- Runways tried and found to be adequate.
- Ridge tried and found to be fantastic so all in all it was a great weekend.

To Be Continued ...



BAROSSA VALLEY'S 1529

**MINUTES OF THE ANNUAL GENERAL MEETING
OF THE ADELAIDE UNIVERSITY GLIDING CLUB INC.
ON THE WEDNESDAY 3rd APRIL 1986
AT THE LITTLE CINEMA ADELAIDE UNIVERSITY**

1. Apologies: Dick Temple Lehlö Rositano
2. Present N. Abbott R Black P Clarke D Conway M Howells G Karzis, G Newcombe, A McGrath D Medlow, T Parish, R Quinn, M Raftery H Slater, J Sleigh, A Vlack J Walters, G Yeo
3. Minutes of the previous AGM:
Resolution 1 That the minutes of the 1985 A.G.M. be accepted as a true and correct record

R. Quinn/D Medlow
Carried

There was no business arising from the minutes

4. Reports

5.

a. President

There have been a few set backs over the last few years but now the club is beginning to move forwards. The major advance in 1985 was the return of the Bocian to service after two years of non flying. As well as this the clubhouse has a working toilet, five pilots been trained to solo standard and many pilots have been converted to the Phoebus. This was the first year of operating the Phoebus in the club and it has fitted in well; better than predicted. A lot of work is still left to be done but it seems that we are lessening ~~ing~~ it rather than increasing it.

accepted G, Newcombe/ R. Quinn
carried

b. Secretary

The secretary stated that she had only been acting secretary since december when Bob McKenny (the elected secretary) went on holidays. During this time there was a lot of enthusiasm felt for the club and hopefully this will be transmitted through into this year. Only one club had visited our field this year although we had made frequent visits to other clubs, especially Gawler and Waikerie. Socially the club had two events, a dinner at the Pink Pig and an *End Of Academic Year Party* Both events were well attended. Improvements in the club house has led to the provision of drinks and food on field. Such events have hopefully increased the goodwill within the club and between clubs.

accepted A. McGrath/ M.Raftery
Carried

c. Treasurer

The Balance sheet is attached.
Income: there has been \$1500 more from members accounts . There has been \$300-\$400 more each from grants and miscellaneous.
Expenditure: The winch expenditure was mainly on petrol (\$2100)as no cable was bought this year. The major expense for the year was for the clubhouse. The miscellaneous equipment ~~ment~~ was mainly for the parachute. The miscellaneous expense was for GFA (\$1000), Airfield rental (\$750) and telecom (\$500). Insurance expenses for the aircraft were:

KYW \$1500 (of \$2464.11)

GZM \$1450 (of \$1573.24)

GYB \$1050 (of \$1322.79)

The rest of KYW (bocian) expenses were repairs. The sports association expenditure was for the membership.

The present status if the club (at 31/3/86):

\$494.34 Cheque book

\$4000 capital Account

\$2723.69 operating grant

d. Chief Flying Instructor

There have been no accidents for the second year running and this standard should be continued this year. There have been three assistant instructor ratings (Andrew Mc Grath, Mark Raftery and Dick Temple) and two qualified instructor ratings (Tim Parish and Dennis Medlow) Five members went solo this year (Martin Howells Mark McCullum Stephen Were Martin Roberts Gillian Yeo) Congratulations to all involved. Since the Bocian is back in service the club members can be trained in aerobatic procedures. The club has three major projects this year, a T-Hanger, The new winch and a Maintainance shed.

The instructors would like to welcome the members and ask for understanding as the instructors realise that some periods of learning can be frustrating but bear with it and you will find the experience of solo flight most rewarding. Because the clubs single seater is pitch sensitive and high performance the the pilots must have a high degree of flying ability before they can be convert to the Phoebus. The instructor panel considers that within the club there is sufficient demand for a lower performance down market glider similar to the clubs Ka-6 if the funds could be raised at low cost.

e. Airworthiness Officier

The airworthiness Officier could not be present so his report was read.

1985 was a milestone in the clubs history *WE GOT THE BOCIAN FLYING AGAIN !*" (the bocian had been out of action since late 1983 and over the next two years the wings were stripped patched fabriced and repainted, control surface bushes were manufactured and replaced, fuselage control cablling replaced , patches fitted over plywood damage and the undercarriage reglued. Many thousands of hours of labour was donated by club members. Finally in Dec 1985 it all came together and with a final intensive effort , it flew. What a joyous moment ! And once again the club has an aircraft with aerobatic capabilities!

The Phoebus suffered a couple of minor mishaps such as collapsing onto its belly during landing. Once again a lot of work was put in by club members kept the costs down and the Phoebus flying. Its annual inspection was performed at Waikerie, turning up a number of unexpected problems and costing the club \$1200 It appears that a number of manditory airworthiness directives had not been complied with in the past and these have now been attended to.

The Bergfalke posed few problems during the year Its annual inspection was carried out in three days:possibly a club record for an annual inspection. All three of the clubs aircraft had there annual inspections carried out concurently - an unsatisfactory arrangement that will be changed this year. Unfortunately the GFA did not hold Cof A inspector schools during the year, and the club was unable to increase its skills and qualifications in this area. Will still have no club member able to perform annual inspections, and have to rely on the goodwill of a couple of past members. However we significantly increased the number of daily inspectors and should be able to keep this satisfactory in the future.

D Temple.

Thanked for many hours report accepted D.Medlow/ G. Newcombe.

Carried

6. Election of Officers

- President. Nominations were received for

D. Conway	R. Quinn/ D. Medlow
A McGrath	A McGrath/J Sleigh
M. Raftery	declined
J. Sleigh	declined
D. Conway was elected 11 votes to 5 with one informal.	
- Secretary

J. Sleigh	declined
G. Yeo	R Quinn/A McGrath 4
S. Were	D. Conway/ D. Medlow 7
A. McGrath	declined
T. Parish	A McGrath/N Abbott 5
Stephen Were Elected	
- Treasurer

M. Raftery	G Yeo/D Conway 13
A. Mc Grath	declined
R. Quinn	declined
P. Clarke	R. Quinn/ T. Parish 5
M. Raftery Elected.	
- Fourth and fifth Members

Alois Vlack	A Mc Grath/ Helen Slater 1
Richard Black	D Conway/R Quinn
G Yeo	R Quinn/D Conway 10
J Sleigh	declined
P Clarke	D. Conway/J Sleigh 3
A Mc Grath	G Newcombe./ J Sleigh 3
M Howells	N Abbott/ D Medlow 3
R. Black and G Yeo Elected	
- Airworthiness Officer

R. Temple	D. Conway/J Sleigh
Elected unopposed	
- Winch Officer

D. Conway	A McGrath/G Yeo
A McGrath	declined
Elected unopposed	
- Newsletter Editor

A McGrath	declined
G Yeo	D. Conway/D Medlow
J Sleigh	declined
D. Medlow	declined
P. Clarke	D. Conway/ J Sleigh
R Quinn	declined
Joint Newsletter Editors elected	
- Other Business

Motion : That the treasurer maintain and report the clubhouse as a separate from the rest of the accounts.

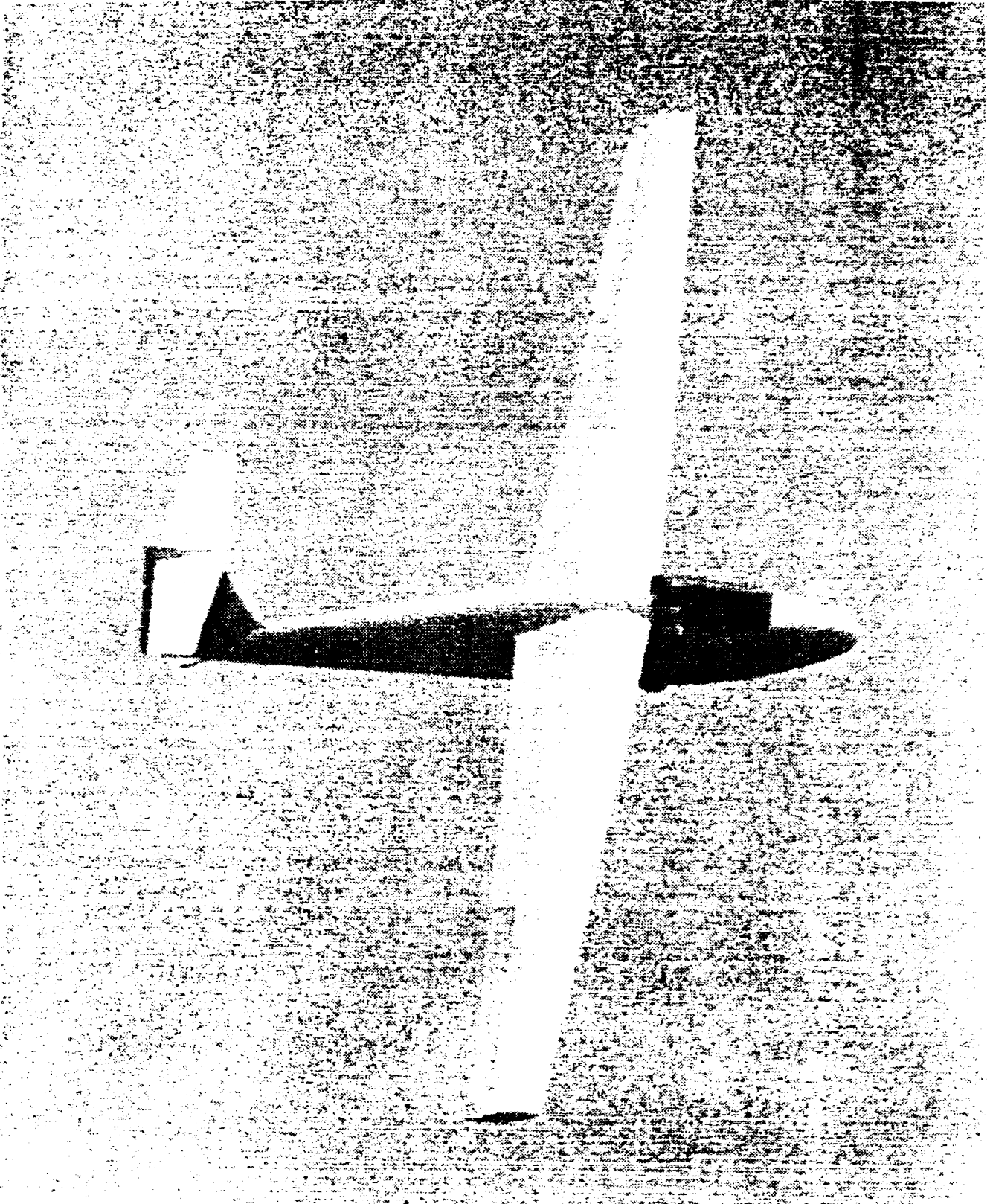
R Quinn/ A McGrath
carried

Motion : That the Profits from the clubhouse be utilised for further construction of the clubhouse.

R Quinn/D Medlow
Carried

Motion : That a separate clubhouse Officer be elected to report to the executive
A Mc Grath/ J Sleigh 3 against carried
John Walters was duly elected

Date and time of next General Meeting Wed 1 May 7:30



I'D PUT A FOOTNOTE SAYING WHAT KIND OF GLIDER THIS IS, 'CEPT I DON'T KNOW!

Treasurers Report April 1985 31 March 1986

Income	
1. Members Accounts	\$6915.42
2. Grants	\$9574.72
3. Miscellaneous	\$799.82
4. Balance from 1984/5	\$788.90

Total \$18078.86

Expenditure	
1. Loans	\$3617.00
2. Petrol	\$2100.00
Winch	\$264.28
Clubhouse	\$1093.19
Newsletter	\$449.97
New Winch	\$288.02
3. Government Charges	\$23.73
4. Administration	\$18.97
5. Miscellaneous Equipmen	\$621.22
6. Miscellaneous Expense	\$3328.00
7. Aircraft	
KYW	\$2464.11
GZM	\$1573.24
GYB	\$1322.79
8. Sports Association	\$420.00

Total \$17584.52



First Ride in a Glider (thoughts from two viewpoints...)

Vic..er..Passenger:

My turn? (gulp) here goes nothing... OK., now where's the seat belt... what's this stick thing waving around, must be some sort of control... I hope that guy back there knows what he's doing... (5 min. later) windscreen's down, this is it... (rumble,rumble,bump,rumble, sssssssssssss...) Wow.. Gee, looks a bit stee..hell, that is steep! Wow, feels like a jet... What's that funny grinding noise? I wonder how long this goes on..WOO! hang on.. (CLUNK chnk..chnk) We're off - what a view! I like it! were turning.. feels alright.. hey, we're still turning, must have gone around 3 times by now... going up, he says - with no engine?? (10 min. later) Straight again, whew... mmm... bit noisy, thought it was quiet all the time.. 80 miles an hour? gee, that's not bad... wonder where the strip is... hey - we are higher... (15 min. later) coming in? wonder what this'll be like... what's he mumbling?here comes the landing... floating... (rrrrumble,rumble,rumble, rumble, rumble, rumb, THUNK). Gotta do this again...

Instructor:

Controls... correct sense .. up down yeah left rudder OK... harness OK airbrakes.. full .. even.. locked and flush.. no flaps .. outside ... looks OK .. bit from the left, go right if it breaks ... heaps of crew.. trim full forward, instruments.. if it wasn't for Jackson there, I might be able see them... mm, OK if I stretch... canopy, closed and locked.. full and free movement, undercart fixed .. OK let's go (rumble, rumble, etc.) speed coming up.. come on, a bit more... right, ease 'er back... ha! it always freaks them out! good, 1100 ... just a couple more hundred... there, CLUNK chnk..chnk speed.. OK.. where's the Bergy... no worries.. over the Gap.. ... blast this sink.. come on... hang on, a bit of a burble... Now.. ... this'll do .. 3knts. steady.. (2 minutes later) ... how's the passenger... (ask pasenger) great, I think he'll last.... (rave on about landmarks moving past the nose) blast, lost the centre... vario coming up, up, ... Now.. mmm.. bit late... .. open out a bit here back in again.. nice... (5 min. later) OK, lets push off.. easy does it, Jackson'll freak... .. he seems to be enjoying it... sign him up no sweat.... (15 min. later) OK circuit time... Flaps fixed Undercart fixed Speed 50 no I'm not talking to you & trimmed for 30... turn base .. now... .. final... mm.. bit high... bit more brake in a bit now fence.. hold 'er off... back a touch.. (rrrrrrumble,rumble, etc.) Now who was next...

Tim Parish.

CLUBHOUSE REPORT

Unfortunately work on the clubhouse can only proceed as fast as funds permit. Approximately \$1500 has been spent in the last year or so, which can be summarised as follows:

- the south end closed up; (\$500)
- power run from hangar to clubhouse; (\$200)
- water from sheep trough to storage tank on the sandhill; (\$120)
- water connected to clubhouse; (\$ -)
- internal walls built, waiting for cladding; (\$160)
- kitchen sink installed; (\$ -)
- hot water system and associated plumbing connected; (\$150)
- septic tank built; (\$140)
- toilet functionally completed and connected to septic system; (\$120)
- THE CLOTHESLINE CEMENTED IN !!!!!; (\$ stuff all)

At the moment the shower and bathroom floor has been cemented and as funds become available the shower walls will be built and clad. The plumbing to the shower is then all that is required before the clubhouse will be civilised enough to stay in overnight, albeit a little draughty. The cost of getting the bathroom area completely functional is about \$150. To completely finish the bathroom area (ie tiles, gold dolphin taps, 'His and Hers' embroided towels on heated towel rails etc) will cost a little bit more. Our policy at the moment is to get the clubhouse functional as soon and as economically as possible. We will get the Five-Star Rating later. After that we will be saving our pennies for what is probably the last major works on the clubhouse, the ceiling. After this the clubhouse will be mostly dust free, and much more comfortable. It is estimated this will cost in the order of \$600. Mark thinks we should be able to manage this in August/September, given no major unforeseen expenses. All income from the clubhouse deli will be used for the clubhouse, so support your club- stuff yourself on cherry ripes and chips... actually I'm getting a bit sick of cherry ripes- how about something different Mark?

D.CONWAY

PRESIDENT'S REPORT

Hello. Hi. mmmmm. What does one say in a president's report? Perhaps a welcome to all the new members. I've already met some of you at Lochiel, and you may even have been subjected to the torture of me in the back seat, trying to instruct. To those of you I haven't met yet, perhaps because you haven't made it to Lochiel yet, the pressure of exams will soon be over (good luck) so....

WHAT ARE YOU DOING DURING THE HOLIDAYS?

Why not spend a few days at Lochiel learning to fly?

This could be a great chance to start your gliding career. It's great fun, and a challenge to learn the skills required to pilot a sailplane. To go solo usually takes between 7 and 10 hours of flying, depending on how keen you are. Going solo is really only a start. After that comes more advanced training, followed by achievement badges and flying cross country. If you are interested in coming up for one or several days, just call Stephen Werrill (014540 540) the Thursday evening before the weekend you want to fly. He will organise everything for you, including transport to Lochiel. There will be a flying training camp during the holidays (we stay in the nearby farmer's shearers' quarters with all the comforts of home except TV) so call early if you're interested. Flying several days in a row is a great opportunity to really advance your training.

Hope to see you soon,

DAVID CONWAY

THE 1986 MEMBERSHIP LIST (AND A FEW OTHER VITALLY IMPORTANT ADDRESSES)

Nick Abbott	P.O. Box 44, CLARENDON 5157	08 7
R.J. Anderson	68 Canterbury Ave, PAYNEHAM STH 5070	08 7
Andrew Barker	29 Angas Rd, HAWTHORN 5062	08 2
Kristine Barnden	26 Park St, WOODVILLE PK 5011	08 2
Stephen Bates	125 Brougham Pl, NTH ADELAIDE 5006	08 2
Andrew Beaumont-Smith	12 Winding Way, BELAIR 5052	08 2
Richard Black	5 Heywood Av, UNLEY PARK 5061	08 2
Neil Boroky	C/o 4 Wilson Ave, FELIXSTOW 5070	08 7
Nicholas Charles	28 Honeysuckle Drv, HOPE VALLEY 5090	08 2
Susie Chittleborough	40 Pennington Tce, NTH ADELAIDE 5006	08 2
Paul Clarke	21 Quick Rd, MITCHELL PARK 5043	08 2
Charles Clegg	13 Tusmore Ave, TUSMORE 5065	08 7
M. J. Collas	2 Pridmore Rd, GLEN OSMOND 5064	08 7
David Conway	187 Brougham Pl, NTH ADELAIDE 5006	08 2
Tony Cooper	48 Roberts Crt, PARA HILLS 5096	08 2
D. D. Croft	51 Finnis St, NTH ADELAIDE 5006	08 2
Christopher Crozier	37 Collingrove Ave, BROADVIEW 5083	08 7
Cosimo Coscia	71 Reid Ave, HECTORVILLE 5073	08 7
Annabel Cotton	21 McKinnon Pde, NTH ADELAIDE 5006	08 2
Graeme Currie	4 Kooraka Crt, HALLETT COVE 5158	08 7
Rob Davey	1 Bowman Crt, REDWOOD PARK 5097	08 2
Jessica Davison	Craughley St, CRAFTERS 5152	08 7
Mark Denichilo	7 Ayton Ave, FULHAM 5024	08 7
Richard Denichilo	7 Ayton Ave, FULHAM 5024	08 7
Glen Drogemuller	82 Rose St, PROSPECT 5082	08 4
Keith Feeney	30 Monmouth Rd, WESTBOURNE PARK 5041	08 2
John French	37 Kintyre Rd, WOODFORDE 5072	08 7
David Frost	3 Francis Tce, KADINA 5554	088
Kevin Frost	3 Francis Tce, KADINA 5554	088
Andrew Geering	30 Kent St, STH PLYMPTON 5038	
David Gluyas	2 Highland Ct, BELAIR 5052	08 2
Steve Goggs	19 Winchester St, ST PETERS 5069	08 4
Guy Harley	29 Hermitage Rd, AULDANA 5072	08 7
? Harradine	3 Seventh Ave, ST PETERS 5069	08 4
Martin Howells	31 Linley Av, BLAIR ATHOL 5084	08
David Israel	5 Hastings St, GLENELG 5045	08 2
George Kalnins	29A River St, ST PETERS 5069	08 4
George Karzis	150 South Rd, CROYDEN 5008	08 7
Tim Kildea	5 Snow St, GLEN OSMOND 5064	08 7
Matthew Krieg	212 Jeffcott St, NTH ADELAIDE 5006	08 2
Barry Lenny	P O Box 702, ADELAIDE 5001	08 4
Tim Lewis	6 Parkway Ave, ATHELSTONE 5076	08 7
David McConnan	9 Clifford St, TORRENSVILLE 5031	08
Mark McCullum	12/7 Wellington Sqr, NTH ADELAIDE 5006	
Andrew McGrath	185 Military Rd, TENNYSON 5022	08 7
Dennis Medlow	66 Boucaut Av, KLEMZIG 5087	08 2
(work)	Telecom Australia, Information Systems	08 2
Joanne Mitchell	1 Lawson Ave, KINGS PARK 5034	08 2
Ray Nelson	7 Commercial Rd, STRATHALBYN 5255	085
Graham Newcombe	19A Vincent Ave, ADELAIDE 5000	
Russel Norman	P O Box 76, CHERRYVILLE 5134	
Peter O'Carroll	141 Coglin St, BROMPTON 5007	08 4
Tim Parish	10 Rodda Rd, MYRTLE BANK 5064	08 7
Tony Polling	4 Madeira Ave, HOPE VALLEY 5090	08 2
Redmond Quinn	13 Redmond St, COLLINSWOOD 5081	08 7
(work)	SANTOS Ltd, Grenfell St	08 2
Mark Raftery	16 Stradbroke Av, PLYMPTON PARK 5038	08 2
Tony Reeh	27 ST Albans Ave, VALLEY VIEW 5093	08 2
Martin Roberts	P.O. Box 29, BROOKLYN PARK 5032	08 7
Lello Rositano	99 Valetta Rd, KIDMAN PARK 5025	08 7
Matthew Roughan	36 River Glen Drv, WINDSOR GDNS 5087	08 2
Remo Russo	20 Donaldson Drv. PARADISE 5075	08 7

Steve Sampson	Riverside Drv, FULHAM 5024	08 269
Helen Slater	10 Whinham St, FITZROY 5082	08 79
Jenni Sleight	78 Ferguson Av, MYRTLE BANK 5064	08 332
Michael Spargo	24 Gothic Ave, STONEYFELL 5066	
Nick Spencer	51 Finnis St, NTH ADELAIDE 5006	
R. Storer	10 Aerial Road, BELAIR 5052	
Michael Sutton	16 Laurel St, PENNINGTON 5013	08 47
Gavin Sweeny	124 Ashbrook Ave, TRINITY GARDENS 5068	08 332
David Teagle	45 Sheffield St, MALVERN 5061	08 272
Dick Temple	Rangeview Drv, CAREY GULLY 5144	08 390
(work)	Regency Park, Further Education	08 46
Peter Temple	Rangeview Drv, CAREY GULLY 5144	08 390
N. T. Tran	109 Mackinnon Pde, NTH ADELAIDE 5006	08 298
Basil Tsakalos	108A Penfolds Rd, WATTLE PARK 5066	08 333
Sonia Tv	341 Angus St, ADELAIDE 5000	08 223
Alois Vlach	Address Unknown,	08 352
Grant Ward	3 Montrose Plc, BEAUMONT 5066	08 79
John Walters	73 Childers St, NORTH ADELAIDE 5006	08 267
Stephen Were	19 Burns Av, SEFTON PARK 5083	08 44
Helen Wishnia	7 Darwin Ave, HAWTHORNDENE 5051	08 278
Gillian Yeo	75 Grenfell Rd, MODBURY HEIGHTS 5092	08 264
Phillip Young	Colonial Drv, NORTIN SUMMIT 5136	08 380
Adelaide Hills G C	P.O. Box 1, BRIDGEWATER 5155	083 89
Adelaide Soaring Clb	P.O. Box 94, GAWLER 5118	085 22
Balaklava Gliding Clb	C/o Post Office, BALAKLAVA 5461	088 64
Barossa Valley G C	P.O. Box 728, GAWLER 5118	085 64
Bordertown-Keith G C	P.O. Box 377, BORDERTOWN 5268	087 52
Millicent Gliding Clb	P.O. Box 194, MILLICENT 5280	087 33
Murray Bridge G C	P.O. Box 552, MURRAY BRIDGE 5253	085 32
Port Augusta G C	P.O. Box 272, PORT AUGUSTA 5700	086 43
Renmark G C	P.O. Box 450, REMARK 5341	085 85
Sunraysia G C	133 Langtree Av, MILDURA VIC 3500	050 25
Waikerie G C	P.O. Box 320, WAIKERIE 5330	085 41
Whyalla & District G C	P.O. Box 556, WHYALLA 5600	086 45
Beverly Soaring Soc	P.O. Box 136, BEVERLY WA 6304	096 46
GFA RTO/Ops	7 Hemaford Grv, GAWLER EAST 5118	
GFA RTO/Air	42 Heather Drv, PARA VISTA 5093	
GFA CTO/Ops	Bld 130 Wirraway Rd, ESSENDON AIRPORT VIC 3041	

