Uni Gliding

A publication of the Adelaide University Gliding Club Inc.

August 1987
Vol. 12, No.

Editorial

I must firstly offer my sincere apologies for the nature of this monthly publication (i.e. a month late). My excuse is swotvac, followed by exams, followed by nine consecutive days of flying at Lochiel, followed by a week of being slack. So at last this edition arrives, too late to warn you of the July general meeting (the first of July), as well as the June one (well and truly gone).

Because it has been two months since the last newsletter, there is a lot to report in this issue, including camps, a visit from the Barossa Valley Gliding Club, lots of first solos and conversions, lots of flying generally, and a few winch problems.

Anyway, at this stage I would like firstly to thank Andrew Wright for his help with the production of this issue, and secondly to reiterate my plea for material for the erudite publication currently the subject of your fascinated investigation, largely because of the exceedingly poor response to all of my earlier requests, and this dearth of literary delight is by no means totally absent from the list of reasons behind the unusual and indeed uncharacteristic timing of this glorious compendium of... what? ... yes, as a matter of fact, I have been watching 'Yes Minister'... Why? ... oh damn, I seem to have forgotten what I wanted to say when I began this sentence...

Bye for now (till August???¿?),

Andrew.

A.U.G.C.
Club Dinner
Tuesday 28th July.
at the
Genghis Khan
Glynburn Rd
Tranmere
7:30pm.

Note: The 28th is THIS TUESDAY!

Next General Meeting: Wednesday 5th August in the JP room. There will be a talk on Aircraft Structures and Structural Limitations by Redmond.

Tea and Coffee Provided.

AIRCRAFT OF THE A.U.G.C.

ES-59 ARROW VH-GNF

The ES-59 Arrow is a single seat sailplane designed by Harry Schneider and manufactured by E. Schneider Pty. Ltd. in South Australia. The ten Arrows mannufactured between 1962 and 1966 were built from a prototype which made its first flight in April of 1962 and which was delivered to the Adelaide Soaring Club in March of 1962.

The Arrow was designed to satisfy a need in Australia for a good, cheap sailplane suitable for early solo pilots who, at that time had been trained on the Schneider Kookaburra two seater. The Arrow was expected to give a good cross country performance and ability to soar in weak thermal conditions.

The final five Arrows, completed in 1966 were superceded by the ES-60 Boomerang.

History of VH-GNF

VH-GNF was purchased new from Schneider's by the Port Augusta Gliding club in August of 1963. From its test flight in June 1963 of 1 hour 25 minutes, to October 1972, November Foxtrot made 1,695 flights totalling 1,033 hours which included several 300 kilometer cross country flights.

In October '72, the aircraft was sold to the Wimmera Soaring Club at Horsham, where it accumulated another 773 flights and 479 hours.

The Arrow became the A.U.G.C.'s first aircraft in May of 1977, and unfortunately suffered a major trailering accident on its first day at Lochiel. After five weeks down time, November Foxtrot served the A.U.G.C. for four years until it suffered some damage in a landing on the ridge. During this period, the A.U.G.C. added a further 581 hours and 1,327 launches to GNF's logbook.

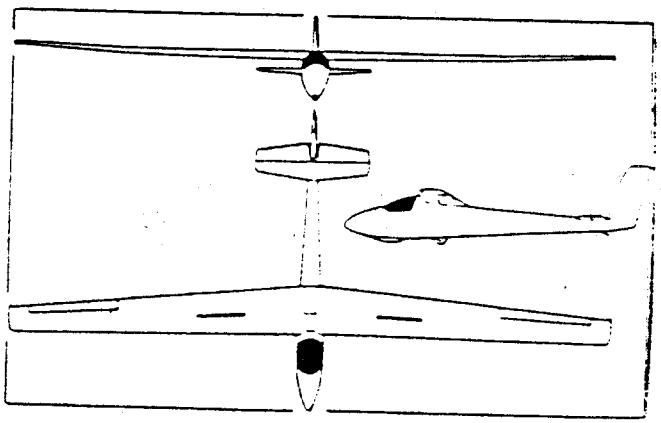
In May of 1981, the aircraft was sold to L. R. Jarvis, who flew at Balaklava and contributed 46 hours and only 26 launches. The most notable flight of this ownership was a flight to 14,500' from Balaklava.

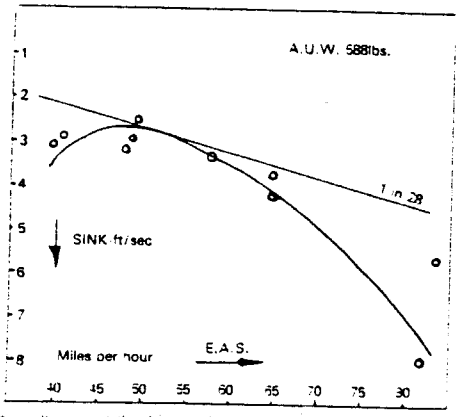
Mr. Jarvis, however, found that he did not have the time to keep on flying, and on the 16th of October last year (1986), VH-GNF came back to Lochiel as part of the A.U.G.C. fleet once more.

Structure -

Wing - One piece, high wing monoplane swept forward to ensure an unobstructed pilot's view. Wing section NACA 63-618 at root, NACA 63-614 at mid section and Joukowsky 12% at the tip. The 13.24 m one piece wing has a single main spar extending tip to tip, with no complex metal fittings at the fuselage. The wing has of a wooden D-nose leading edge and is fabric covered.

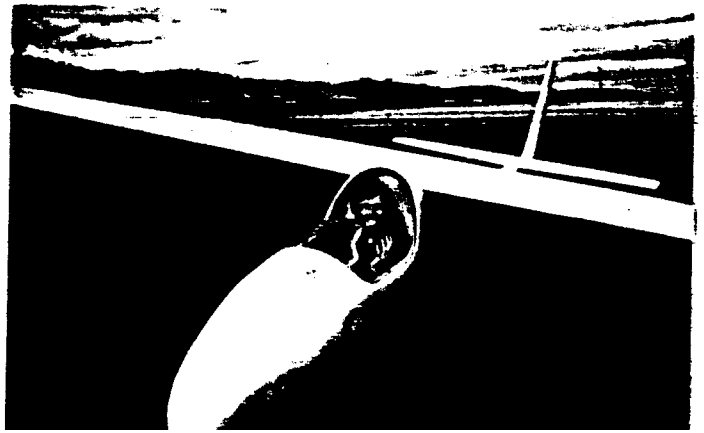
Airbrakes - Effective Schempp-Hirth airbrakes of wooden construction.





Plot of test results against the theoretical polar curve for the ES59 Arrow at a flying weight of 599lbs.

Manufacturers polar with G.F.A. test points.



There is a Daily Inspector course at Gawler on the 24th July.
We need to give them some idea of numbers by the 17th July.
6 DI kits have been ordered from GFA.

SAGA AGM on 15th August with dinner and seminar that night.
We have to send a report by 10th July and nominations for delegates by the 17th July.
We also have a program for the coming season.

Resolution 2: *That Stephen Were and Dennis Medlow be nominated as SAGA representatives.*

proposed: *A. McGrath*
seconded: *D. Teagle*

3.3 President's Report:

Last month was a good one for the club. The visit from Barossa was a roaring sucess although the ridge didn't work. Several AUGC pilots converted to Barossa's gliders and vice versa.

Congratulations to Michael Texler for going solo on the week long camp and also to Simon Hackett for his first solo flight. Martin White was converted to the Arrow and Catherine Hehir to the Phœbus during the week.

The new winch has returned complete with new drums.

It was dissapointing that the Phœbus was damaged in the trailer while returning to Adelaide for it's C of A. The wing has been taken to Harry for repairs.

3.4 Winch Officer's Report:

See attatched.

4. T Hanger:

Work has been delayed due to the Phœbus C of A.
David is organising a working party for the doors.

5. Other Business:

We will invite Lake Bonney and Adelaide Hills to visit us on a weekend close to the end of second term holidays.

Likely places for a club dinner were discussed. Catherine Hehir to find some prices.

6. Next Meetings:

Next General Meeting: 1st July in the Jerry Portus Room
Film: Flying High.

Next Exec Meeting: 15th July at A. McGrath's residence.

The President closed the meeting at 9:42pm.

Signed as a true and correct record:_____
date:_____

WINCH REPORT — 17/6/87 — D. Conway

OLD WINCH:

V8- Oil filter and oil change, 'tune-up-in-a-can' additive added to quieten noisy valve lifter. 'New' dipstick installed.

Water pump gasket purchased, yet to be installed.
New fan belt required.
Oil pressure gauge and warning light to be re-connected.
Minor oil leak from oil pump pipe connection.
Transmission fluid cooler hoses are under stress, to be relocated. Slight leak from one fitting.
Transmission mount to be replaced.

FRONT ENGINE- Spark plugs replaced, exhaust manifold tightened and exhaust flange tightened.

Front main crank oil seal leaking badly, new seal and timing cover gasket purchased, to be installed ASAP. Oil and filter change to be carried out at same time, 'amazing-stop-all-leaks' additive to be added, as almost every other gasket leaks to some degree. Tappets require adjusting, rocker cover gasket (a significant oil leak) to be replaced at same time. Sump gasket to be replaced if possible at time of oil change. Suspected water leak from head gasket, gasket to be replaced at some stage. Missing engine mount bolt to be replaced. Oil pressure gauge to be installed. General tune-up required, new points etc. Carby to be overhauled and air filter connection repaired. (Is there anything else ?)

TRUCK- Front suspension greased, 1/2 turn play in steering found to be 'worn' ball-joint. Three spare tyres and tubes purchased. Brake master cylinder replaced, brakes now operative but require final adjustment. Clutch adjusted.

GENERAL- Both arms require attention, severe fatigue problems associated with counter weights. One head keeps catching swages, requires adjustment. Diff is making worrying noises, oil level OK. Oil seal on one drum leaking. Cables in poor condition, new drum on order. Possible grant for new cables next year. More swages are required, are being purchased.

NEWSFLASH... Yes it finally happened, the diff #@S!ed up. The weekend before the camp the selector mechanism jammed and was damaged. The diff center was removed and brought back to Adelaide for repairs, which were only minor. The cause of the problem were burrs on the splined shafts interfering with the selector shaft, which finally jammed. Attempts to un-jam it bent the selector fork (the bit attached to the handle inside.) The burrs have been removed and the fork re-welded.

NEW WINCH- Rumour has it that the new winch has returned from Kadina with two brand new drums, for which 'solid' appears an appropriate adjective. 'Bloody Heavy' is another. Redmond assures us the drums are indestructable and will survive a 50kTonne Thermo-Nuclear detonation. Also Kevin and David Frost have repaired the front door. Many Thanks.

Next on the new [illegible]

WINCH OPERATIONS NOTES:

****** Due to the problems with the diff recently, ALL DRUM SELECTIONS INCLUDING NEUTRAL SHALL BE CARRIED OUT WITH THE V8 TURNED OFF.

Past practice has been to start the v8, select the drum, launch ar change drums with the engine on. This generally required some forc to select and disengage the appropriate drum.

Drum selection can be achieved by rotating the appropriate drum by hand until the selector moves easily. This will significantly extend the life of the diff and avoid further maintenance, which i not much fun as it weighs about 70Kg.

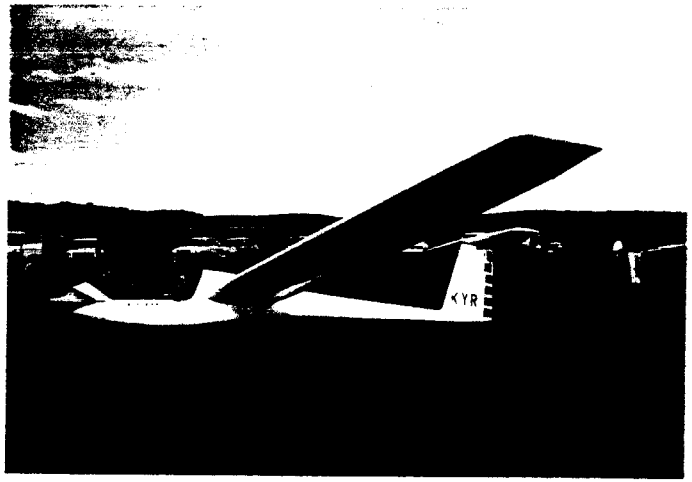
****** Please ensure the winch is inspected each morning, particularly fluid levels. SPECIAL NOTE: Auto transmission fluid level must be monitored throughout the day's flying until the leak is repaired.

****** Now that we have several spare tyres on field, let's extend the li of the current ones by making sure they are inflated correctly. Driving around on half flat tyres damages the sidewalls, the main form of failure on our tyres.

WORK REQUIRED:

****** The new winch drums require a session with a wire brush and a pai brush. A large tin of red primer is on field so if you have nothi to do, slap on a coat of paint please.

DCM



Flying over the past month.

Date: Sat, 2/5
Present on Field: Mark Raftery, Stephen Were, Andrew McGrath, David Conway, Andrew Wright, Peter Cassidy, David Teagle, Cathy Hehir, Martin White, Martin Howells, Michael Texler, Alois Vlach, Mark McCullum.
First Launch: 11:02 Last Landing: 18:00
No. of Flights: 11 Total Flying Time: 5 hrs., 8 mins.
Longest Flight: 55 mins., Andrew McGrath, Arrow
Notes: Windy ridge day with frequent strong rain squalls. Cathy Hehir and Stephen Were were forced to jump to the next ridge to the north when a strong squall obscured the area around the field. They reappeared half an hour later when the weather had cleared somewhat, to the applause of all on field. Winds peaked at over 50 knots, at 2,000'.

Date: Sat, 9/5
Present on Field: Mark Raftery, Cathy Hehir, Michael Texler, Martin Bennett.
First Launch: 10:36 Last Landing: 17:04
No. of Flights: 23 Total Flying Time: 1 hr., 33 mins.
Longest Flight: 10 mins., Martin Bennett and Mark Raftery, Bergfalke
Notes: Circuit day. With only four people on field, the Bergfalke was the only aircraft in use.

Date: Sun, 10/5
Present on Field: Dick Temple, Stephen Were, David Conway, Andrew McGrath, Simon Hackett, Peter Cassidy, Martin White, Paul Clarke, Mark Allen, Daniel Straga, Michael Warner, Trish, Darren Smart.
First Launch: 10:45 Last Landing: 17:38
No. of Flights: 27 Total Flying Time: 3 hrs., 47 mins.
Longest Flight: 44 mins., Paul Clarke, Phoebus
Notes: Mostly circuits with some thermal soaring. Good launches to about 1,600'.

Date: Sat, 16/5
Present on Field: Redmond Quinn, Eric Price, Dennis Medlow, David Conway, Stephen Were, Andrew McGrath, Don Hein, Jim Hein, Hugh Dolan, Martin Howells, Martin White, Mark McCallum, David Teagle.
First Launch: 14:26 Last Landing: 17:27
No. of Flights: 16 Total Flying Time: 1 hr., 19 mins.
Longest Flight: 12 mins., Hugh Dolan and Redmond Quinn, Bocian
Notes: This was the final day of an instructors' upgrade course for Andrew McGrath, David Conway and Stephen Were, run by the RTO/ops, Eric Price. Unfortunately, rain cancelled flying until after lunch, and no soaring was available even then. Today also saw the return of the legendary Don Hein, back from Thailand for a week or two.

Date: Sun, 17/5
Present on Field: Stephen Were, Andrew McGrath, David Conway, Mark Raftery, Martin White, Peter Cassidy, Mark Allen, Phil Allen, Cathy Hehir, David Teagle, Mark McCallum.
First Launch: 14:23 Last Landing: 17:24
No. of Flights: 18 Total Flying Time: 1 hr., 29 mins.
Longest Flight: 7 mins., Stephen Were and David Teagle, Bocian
Notes: Very similar to yesterday, with rain for most of the

Congratulations are certainly in order to Martin White, for his first solo flight.

Date: Mon, 18/5
Present on Field: Andrew McGrath, Stephen Were, David Conway, Mark Raftery, Mark Forster, Andrew Sawyer, Xi Ming Hu, Michael Texler, David Teagle, Mijuki, Simon Hackett, Robyn Hill, Cathy Hehir, Ikuyo, Angela Clements, Steve Wachtel, Tom Melville, Alois Vlach, Pip Milroy, Mark McCallum, Peter Cassidy.
First Launch: 10:05 Last Landing: 17:34
No. of Flights: 40 Total Flying Time: 5 hrs., 10 mins.
Longest Flight: 41 mins., David Teagle, Arrow
Notes: At least it didn't rain all morning. The paddock, however, is still very boggy from the earlier rain. Today, however, saw the reappearance of the nearly-as-legendary-as-the-legendary-Don-Hein Mark Forster, and the almost-but-not-quite-as-legendary-again Andrew Sawyer. Unfortunately, the five knot southerly wind was not conducive to any soaring.

Date: Sat, 23/5
Present on Field: Mark Raftery, Andrew McGrath, David Conway, Stephen Were, Larissa Wallin, Simon Hackett, Cathy Hehir, Tom Melville, Paul Van der loo, Hugh Dolan, Martin Howells.
First Launch: 10:42 Last Landing: 17:26
No. of Flights: 16 Total Flying Time: 21 hrs., 39 mins.
Longest Flight: 3 hrs. 31 mins., Tom Melville, Phoebus
Notes: Spectacular day! Only twelve people on field, with booming ridge soaring all day. Tom Melville made an attempt at his five hour flight for a Silver C, but came down when he began to feel unwell. Better luck next time, Tom.

During the afternoon, Bob Giles appeared on the ridge in his Motorfalke, in which he later landed at the airfield before flying back to Balaklava.

Holiday Flying Camp Statistics.

Date: Sun. 31/5
Present on Field: Dennis Medlow, Stephen Were, Andrew McGrath, Mark Raftery, David Conway, Shaun Chatfield, David Teagle, Peter Cassidy, Cathy Hehir, Martin White, Simon Hackett, Paul Clarke, Andrew Wright plus two, Bruce Baldock, Larissa Wallin, Alois Vlach, Steve Hill, Michael Texler, Paul Van der Loo, Dick Temple.
First Launch: 09:56 Last Landing: 17:37
No. of Flights: 45 Total Flying Time: 3 hrs., 26 mins.
Longest Flight: 13 mins., Cathy Hehir, Arrow
Notes: After Saturday was spent fixing the winch diff, today really set the scene for the whole week; the weather wasn't really bad, but virtually no soaring was available.

Date: Mon. 1/6
Present on Field: Andrew McGrath, David Conway, Martin White, Cathy Hehir, Michael Texler, David Teagle, Rob Montanaro.
First Launch: 10:41 Last Landing: 17:32
No. of Flights: 28 Total Flying Time: 3 hrs., 52 mins.
Longest Flight: 55 mins., David Conway, Arrow
Notes: Similar to Sunday, but for a short time the wind went far enough to the west to provide just enough ridge lift to support the Arrow at about 650' (i.e. not as high as the crest of the ridge) for about an hour.

Date: Tues. 2/6
Present on Field: Andrew McGrath, Rob Montanaro, Michael Texler, Martin White, Steve Hill.
First Launch: 10:46 Last Landing: 17:12
No. of Flights: 18 Total Flying Time: 2 hrs., 24 mins.
Longest Flight: 41 mins., Martin White, Bergfalke
Notes: Since there were only five people on field, only the Bergfalke was flown. The weather was only marginally better, providing two thermal flights to over three thousand feet. Congratulations to Michael Texler on successfully making his first solo flight.

Date: Wed. 3/6
Present on Field: Andrew McGrath, David Conway, Martin White, Cathy Hehir, Michael Texler, Steve Hill.
First Launch: 11:21 Last Landing: 17:33
No. of Flights: 26 Total Flying Time: 3 hrs., 14 mins.
Longest Flight: 28 mins., Martin White, Bergfalke
Notes: At least the weather was pleasant for standing around on the ground. Again there was some very limited thermal soaring, but again mostly circuits were flown in very calm air. Martin White converted to his first single seater, the Arrow, and Cathy Hehir converted to the Phoebus; congratulations both.

Date: Thurs. 4/6
Present on Field: Andrew McGrath, David Conway, Andrew Wright, Cathy Hehir, Michael Texler, Paul Van der Loo, Bruce Baldock, Martin White.
First Launch: 11:15 Last Landing: 17:42
No. of Flights: 33 Total Flying Time: 2 hrs., 36 mins.
Longest Flight: 14 mins., Cathy Hehir, Arrow
Notes: Another day of pleasant, calm weather with no soaring.

Date: Fri. 5/6
Present on Field: Andrew McGrath, Martin White, Cathy Hehir, [illegible]
First Launch: 13:36 Last Landing: 17:16
No. of Flights: 13 Total Flying Time: 1 hr., 5 mins.
Longest Flight: 7 mins., Simon Hackett & Andrew McGrath, Bergfalke
Notes: At last there was some change in the weather; strong winds made for unflyable conditions in the morning. The time was used to complete the grouting of the floor in the bathroom. The windsock had finally given up its struggle with the elements, and was taken down for repairs. Pip arrived at lunchtime in time to help commence operations, and Mark arrived in the evening with a load of food for the coming Barossa visit, just in time for the last flight in the Bergfalke.

Date: Sat. 6/6
Present on Field: Redmond Quinn, Mark Raftery, Andrew McGrath, Stephen Were, Martin White, Larissa Wallin, Mark Bassham, Pip Milroy, Martin Howells, Cathy Hehir, Simon Hackett, Peter Brenton, John Mills, J. Mullan, C. Brenton, Mark Dorney, Geoff McNair.
First Launch: 11:14 Last Landing: 17:28
No. of Flights: 36 Total Flying Time: 2 hrs., 57 mins.
Longest Flight: 9 mins., Redmond Quinn & Andrew McGrath, Bocian
Notes: The Barossa Valley Gliding Club arrive in the morning. A Blanik, an Astir CS-77, and a privately owned Super Arrow were rigged. Then followed a precision demonstration of circuit weather and cable problems. There were breaks, there were tangles, there were delays. In spite of the sudden problems with the winch (which had been running virtually without a hitch all week), a lot of circuits were flown, and many people flew different aircraft.
Cathy Hehir and Andrew McGrath received conversions to the Blanik, Martin Howells to the Single Astir, John Mills to the Phoebus, Geoff McNair to the Bergfalke, J. Mullan to the Bocian, and Peter Brenton to the Arrow.
Near the end of the day, the winch showed its true cantankerous self, by flicking Simon Hackett's foot with a broken cable end, causing some distress.
After dark, the barbeque was fired up and much meat was incinerated and devoured. Eventually, the clubhouse floor found itself covered with glider pilots.

Date: Sun. 7/6
Present on Field: Stephen Were, Andrew McGrath, Dennis Medlow, Mark Raftery, David Conway, Paul Clarke, Nick Spencer Peter Cassidy, Kate Melville, Simon Hackett, Robyn Hill, Mary-Anne Clifford, Cathy Hehir, Anthony Smith, Mark Bassham, Marc Simpson, Richard Beale, Michael Mullan, Peter Brenton, Mark Dorney, David Reece, Ted Bowden, Peter Opperman, I. Milroy.
First Launch: 10:03 Last Landing: 17:25
No. of Flights: 41 Total Flying Time: 9 hrs., 27 mins.
Longest Flight: 4 hrs. 17 mins., Richard Beale, Boomerang
Notes: Today wasn't quite as good as the stats seem to show. Although it was possible to stay high and go a long way relatively easily (Richard Beale, who arrived in the morning with the ES-60 Boomerang, called back from 5,000 feet at Port Broughton), getting above two or so thousand feet was a matter of luck, and only a couple of pilots got away.
Today's conversions included Paul Clarke to the Blanik, Cathy Hehir to the Astir, Ted Bowden to the Bergfalke, Michael Mullan and Mark Dorney to the Arrow.
The winch continued in its best traditions of cable breaks and tangles, but nobody missed out too badly, and by the end of the

Date: Mon, 8/6
Present on Field: Dennis Medlow, Andrew McGrath, Stephen Were, Mark Raftery, Dene Larwood, David Conway, Pui, Atchara, Cathy Hehir, Kate Melville, Marc Simpson, Mary-Anne Clifford, Richard Beale, Peter Zaharis, John Squires, Peter Brenton, Mark Dorney, Ted Bowden, Jim Brenton, David Reece, Kevin Barnes.
First Launch: 10:29 Last Landing: 17:19
No. of Flights: 44 Total Flying Time: 5 hrs., 47 mins.
Longest Flight: 37 mins., Ted Bowden, Astir
Notes: The weather of the last day of the camp was not a great deal different from any of the earlier days, except that it was very windy early in the morning: north-easterly, much as for the whole preceding week. However, the day started off well, with the winch running like a charm.

On this last day of the Barossa visit, more people got to fly aircraft belonging to each other's club. Stephen Were and Dennis Medlow converted to the Blanik, David Conway, Stephen Were and Andrew McGrath to the Single Astir, Peter Brenton and David Reece to the Bergfalke, Mark Dorney and Peter Brenton to the Bocian, Peter Brenton to the Phoebus, and Ted Bowden and Jim Brenton to the Arrow. The Arrow in particular seemed to be a great hit with the visitors.
At the end of the weekend, all the visiting aircraft were de-rigged, as was the Phoebus, which needed to come back to Adelaide for its annual inspection.

Everybody agreed that, in spite of the general lack of soaring, the camp had been a great success, and an open invitation for us to return the visit was left.

Totals for the Flying Camp:
No. of Launches: 284
Total Flying Time: 34 hrs., 38 mins.

Date: Sat, 13.6
Present on Field: Stephen Were, Michael Texler, Tom Melville, Paul Van der loo, Cathy Hehir, Martin White, Mark McCallum, M. Cresp, Stephanie MacDonald, Bruce Baldock, Simon Hackett, Ian Odgers, Martyn Roberts, Matthew Nichols.
First Launch: 09:57 Last Landing: 17:25
No. of FLights: 36 Total Flying Time: 3 hrs., 3 mins.
Longest Flight: 24 mins., Tom Melville, Arrow
Note: From the statistics, a fairly dismal day, with some thermal soaring. However, congratulations are in order to Simon Hackett on his first solo flight, and to Martyn Roberts on receiving his passenger rating.

Date: Sun, 14/6
Present on Field: Andrew McGrath, Martin White, Paul Clarke, Simon Hackett, Peter Cassidy, Mark Simpson, Robyn Hill, Bruce Baldock, Martyn Roberts, Kevin Frost, David Frost, Barry Daiman.
First Launch: 11:40 Last Landing: 17:25
No. of Flights: 25 Total Flying Time: 1 hr., 29 mins.
Longest Flight: 6 mins., Martin White, Arrow
Notes: Another dismal day, with lots (about 18) of cable breaks and tangles. Kevin and David Frost brought the

THE EROTIC ADVENTURES OF A WINCH ENGINEER

Once upon a time, a long time ago, (last January), at a distant and wonderful place called Lochiel, a strange series of events took place. No names will be mentioned, to protect David Conway.

Anyway, there came a night when there were lots of people at the clubhouse who were all ready to go back to the Shearers' Quarters for the night. It was agreed that the first carload would leave all the gates open, the intervening loads could just drive through and the last car would close them. All the cars were loaded up and drove off. After a time, it became apparent that the last car (containing David oops the Winch Engineer and his 'friend', (name deleted)) had not turned up, and a carload of concerned pilots returned to the clubhouse to see if anything was wrong. Imagine the surprise at finding the clubhouse bathroom light on...

Unfortunately for the couple within, the bathroom light illuminated the inside of the building quite well, the outside not at all. The exhaust fan, linked to the bathroom light, drowned out any external noise for the occupants. A key had been carelessly left in the door. But worst of all, the site for the action within, chosen by the current occupants, was on a double air-mattress alongside the full-length window.

All of the above gave the rescue party a chance to set up a semicircle of chairs outside the window...

Meanwhile, on the air-mattress, those-who-had-forgotten-the-gates were engaged in most

rubbed
nd out
thighs
motion

y firm
nds in

ied out

At length, a decision was made by the rescue party to signal arrival by quickly opening the door and flicking the light switch before running away. The immediate result was the sound of sharp intakes of breath (I wonder how they managed that?) followed by a very deep and masculine-sounding "Who's there?".

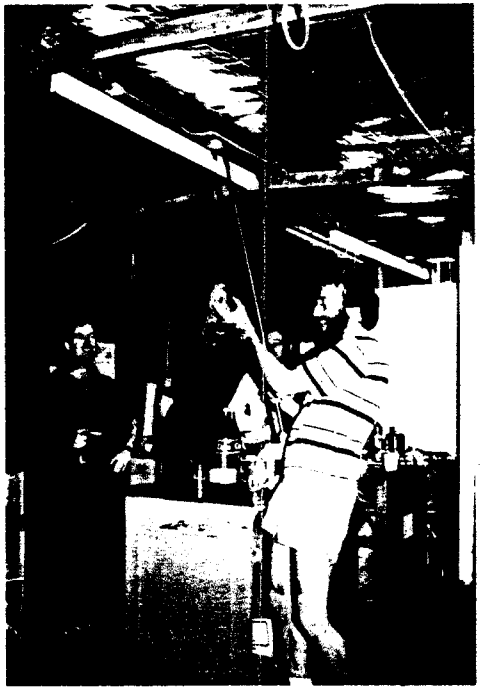
After some time, the artful (and flexible) winch engineer began an artful argument designed to convince his friend that the door had been opened and the light switched on by the wind.....

Stay tuned next issue for the fruits of more blackmail offers, where the famous "Melbourne Joke" may be retold in all its explicit detail. More revelations are planned, including lists of names and addresses....

(that is, unless my demands are met...)

The Back Page

Caption Contest



Does this man have a drinking problem?

Send possible captions to Andrew McGrath, pigeon hole in the Dept. of Computer Science or via the Gliding Club pigeon hole in the Jerry Portus Room.

The Back Page

Caption Contest

Send possible captions to Andrew McGrath, pigeon hole in the Dept. of Computer Science or via the Gliding Club pigeon hole in the Jerry Portus Room.