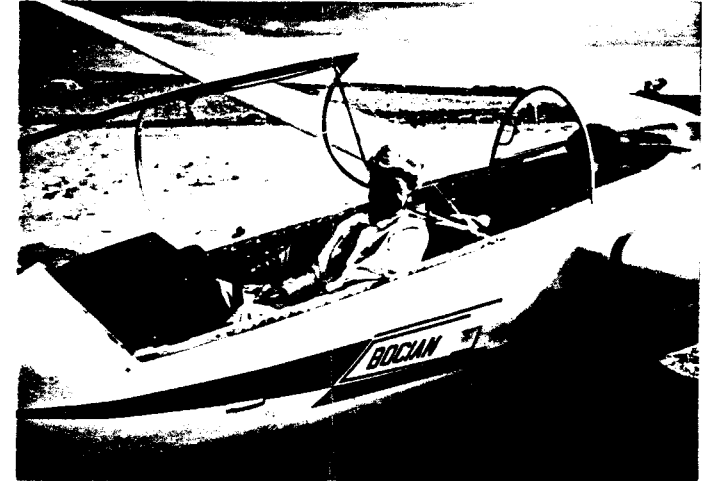


UNI GLIDING

February 1988



Volume 13, Number 1.



Hello all and welcome to the first newsletter for 1988. This will only be a short newsletter as there will be a major release in time for O'Week. Andrew has had to resign from the position as newsletter editor due to work commitments so you are stuck with me until a new editor (or editors) are elected at the AGM in April.

Most of you are aware of the problems the club has encountered over the last few months, if not they are detailed in the President's Report later in this newsletter.

I would like to take this opportunity to wish everyone a Happy New Year and hope that the rest of 1988 more than makes up for the start.

Despite less than desirable weather, the Australia Day Regatta was a success with 2 tasks actually being set and even some trophies were awarded. Of those that attended that event, how about a report for the next newsletter. I will not complain even if 2 or 3 people write reports. This means you if you were there! Start writing!!!

I think at this point David Teagle the contest director should be thanked for all the effort that was put into the weekend. Every detail was carefully planned and it was obvious that David put a lot of time and effort into it. So once again.... *Thanks David, you did a great job!!*

Thanks also too all others involved in the weekend.

Enough for now...
Catherine

THE PRESIDENTS REPORT

The club is in a very poor condition at present. Following the blow over of the Bocian there have been two outlanding accidents. In December th Phoebus suffered a heavy landing with ground loop which caused much damage to the wing, fuse and tail. In January the Bergfalke suffered an outlanding accident after a ridge flight which resulted in a heavy landing and ground loop causing a twist in the rear section of the fuse. All these accidents have caused a loss of flying time, as yet none of these aircraft have returned to flying service, so the only airworthy aircraft in the club is the arrow. While these aircraft are out of service we still need people to help with the repairs and with moving the aircraft to be repaired. Often we need people to help put an aircraft in a trailer, usualy it only takes 1/2 - 1 hour; if you MIGHT be available then let someone from the executive know and if we need help we will call on you. Remember, to get the aircraft flying we need YOUR HELP!

Please be careful.

Further News....

The Australia Day regatta has been and gone. Unfortunately the turnout was poor with only three visiting aircraft and only two tasks wre flown.

In December the expedition to Jackson was very sucessful and very eventful. the Bergfalke and the Phoebus went with us. Both trailers returned stronger than when they left Adelaide. Two pilots (Andrew McGrath and myself) achieved their gold C height gain and all the other pilots had good flights. A more full report will be given later.

The Vintage Regatta was very well attended with many cross cuntry flights begin made. There were several vintage gliders there which I had not previously seen, including a very early primary glider which did several 'circuits'.

Congratulations to David Teagle on completing his Silver C badge.

Stephen Were.

TREASURER'S REPORT

1. Pay up GFA and sports assoc fees are now due.
2. Anyone not wanting to renew their GFA membership through AUGC please contact Dennis ASAP.
3. 1987 membership will not be automatically carried over to 1988. Please pay your membership fees ASAP or at the O'Week table.

Dennis Medlow
Treasurer AUGC

GENERAL MEETING

Wednesday 24th Feb

7:00pm in the Jerry
Portus Room.

Please make every
effort to attend.

Light Refreshment
Available.