



That's right Calvin, you'll have to wait until you're 15 to go solo.

Important Operations Notice Page 5

PRESIDENT'S PROMISES

Hi everyone. The Annual General Meeting was very well attended and it is good to see lots of people wanting to participate in the club. It looks like you will have to put up with me for *another* year as President. Thank you to all those people who didn't vote for Matt Fenn... *you bastards!!* Anyway, this will definitely be my third and final year on the Executive Committee. Also on this year's committee is the return of **Dennis** (*Why did I let them do this to me?*) **Medlow** as Treasurer and **Scott** (*I volunteer!*) **Lewis** as Secretary. New to the Executive Committee are **Matt** (*I like to run things over in my 4WD*) **Fenn** as Social Convenor and **David** (*Tree? What tree?*) **Hichens** as fifth member.

Just prior to the AGM, the previous executive committee decided to replace the club's Standard Libelle, CY, with a 15 meter racing class glider. The reasons behind this were; that CY does not have a bigger performance increase over the Club Libelle, MI, and the club does not have any flapped aircraft. The club is currently negotiating to purchase a suitable racing class glider which meets both of these aims. Unfortunately, in the mean time, CY was severely damaged in an accident on the ridge. Fortunately the pilot was unharmed, a very good illustration of how much punishment a glider can absorb. Currently the glider appears to be an insurance write off. However, every cloud has a silver lining, at least we won't have to go through the pain of trying to sell the aircraft.

Summer is over for another year and another ridge season has already started. We've had some good conditions considering it is autumn with moderate thermals and occasionally ridge soaring. With the coming winter and those lovely westerly winds that let us soar the ridge comes the rain. Just because it is raining and horrible in Adelaide, doesn't mean it is raining and horrible at the airfield. We have had many days where there were only a few people at the airfield and great flying, with many people who said that they would be coming up staying at home because it was raining in Adelaide.

However on the down side for this year, the paddock has just been ploughed. This means that we can only drive and operate from the runways. To have an efficient operation we need to have an efficient and alert ground crew at the launch point. If an aircraft lands, get a car with a tow-rope to the aircraft immediately. If another aircraft is trying to land, push the aircraft that is on the ground off to the side of the runway. This will ensure the maximum landing room for the gliders, as well as minimizing the time they are on the ground (which means more time in the air for everybody).

I hope to see you all flying sometime,

Anthony

"It is not necessarily impossible for human beings to fly, but it so happens that God didn't give them the knowledge of how to do it. It follows therefore, that anyone who claims he can fly must have sought the aid of the devil. To attempt to fly is therefore sinful."

Roger Bacon, a 13th-Century philosopher

"If Roger Bacon is right, then I am in big trouble when I get to the Pearly Gates."

Anthony Smith, a 20th century glider pilot

EDITORIAL

It's unfortunate that the first thing I must do as Newsletter Editor is apologise for the fact that it isn't April anymore. You'll just have to blame the calendar, because I didn't do it. What I did do was hold off production of the newsletter until I couldn't meet the monthly deadline.

I have a whole bunch of reasons why, but I won't sully this publication with my excuses. Just accept my promises that *this is going to be a good year*. I have several articles in the pipeline, and with any luck we may see the inclusion of comics drawn by our own members on an irregular basis! A picture tells a thousand words, after all. Don Hein would be proud of some of the things our devious minds have come up with.

Why not join in the fun? As no issue of Uni Gliding would be without: Begging for submissions! That's right, this is a club newsletter, not Brad's newsletter. As such it needs submissions from the budding minds and hearts of the club membership. It's a University club, just write some of your Uni material on gliding (if you don't already) and hand it over. I've done it in the past!

You know, they say knowledge is power. That means I have recently become one of the most powerful people in the Gliding Club, because I have access to: The Uni Gliding archives! When I accepted the post of Newsletter Editor from the former Editor, he delivered to my doorstep (and took off before I could thank him) a big cardboard box containing every previous issue of Uni Gliding. There is some damned fascinating stuff in there dating back to the Club's days at Balaklava and I intend to share the wealth during slow news months.

On the flipside, I intend to leave my mark on the Editors to follow. I can only hope that some of the material from my reign is one day reprinted by an Editor who has found themselves short on some fluff to pad out a few pages...

Brad Carletti

"If Roger Bacon is right, then I am in big trouble when I get to the Pearly Gates."

Anthony Smith, a 20th century glider pilot

"At least you'll never be lacking thermals either way."

Brad Carletti, a 21st century writer

My dad had bought a light aircraft in the 70's and was very proud of it. He took a friend for a flip - his friend was rather bored by all this, but to feign interest, he pointed to one of the many dials in the cockpit and asked, "What is that instrument for?"

My dad looked at him for a long time.

"That," he replied, "is the clock. It is for telling you the time."

- Andrew Kinlay Watson

ANNUAL GENERAL MEETING

The Annual General Meeting was held. To Anthony’s annoyance (see page 2) he was re-elected as President despite strong competition from Matt “Don’t vote for me! Vote for Anthony!” Fenn. Dennis Medlow deigned to remain Treasurer despite dour omens of doom and gloom on the GST front, and Scott Lewis retained his position of Secretary.

Matt “Seconded!” Fenn was elected as Social Convener and has been busily convening, and Dave Hichens, in recognition for his outstanding work as clubhouse officer, was elected as Fifth Member.

These five people make up the Club Executive, which decides important things like which aircraft to buy and sell, and where fridges should go when they die.

There were also non-Executive positions available, some of them for the first time. These roles are important but do not have a vote at Executive meetings (their views are still valued highly, however).

The office of Assistant Treasurer was created to assist Dennis in the increased workload the GST places on a club. Steve Gray was elected to handle inputting flight sheet data into a form that Dennis can plug into his accounting software, so please keep the sheets nice and neat!

I flouted Gliding Club convention by actually sounding enthusiastic when I accepted my nomination. Confused old-guard veterans echoed my cry of “Absolutely!”, seemingly unable to understand it. I now have the dual posts of Newsletter Editor and Webpage Editor, which basically means I do the same stuff on two different media.

Matt Fenn retained the role of Contact Person, which dovetails nicely with the role of Social Convener.

David Conway and Redmond Quinn now fill the roles of Chief Flying Instructor and Airworthiness Officer, respectively.

Peter Temple is Club Coach. Redmond Quinn and Catherine Conway are our SAGA Reps.

Executive Positions		Non-Executive Positions	
President	Anthony Smith	Assistant Treasurer	Steve Gray
Treasurer	Dennis Medlow	Newsletter and Webpage Editor	Brad Carletti
Secretary	Scott Lewis	Contact Person	Matt Fenn
Social Convener	Matt Fenn	Chief Flying Instructor	David Conway
Fifth Member	David Hichens	Airworthiness Officer	Redmond Quinn
		Club Coach	Peter Temple
		SAGA Representatives	Redmond Quinn and Catherine Conway

SOCIAL CONVENING

Our new Social Convener has planned several social events.

Movie Night - Tuesday 9th May. Go see a movie with some of the gliding club! It was originally decided to see *GalaxyQuest* but since then several new movies have announced their presence, and *GalaxyQuest* is entering its final screenings. Contact Matt Fenn for updates closer to the day. My money's on *U-571* (whose bright idea was it to include a three-digit number in a movie title?)

Executive Meeting - Wednesday 17th May. If you care about the internal workings of the club, head on down to Anthony Smith's place at 7:30pm and let your voice be heard.

Matt's Birthday Party at the Austral! - Friday 19th May. Rock up at 8pm and buy Matt a few beers to celebrate.

Radio Operations Meeting - Wednesday 24th May. A Special General Meeting. Get your Radio Operator's License! WP Rogers room, Adelaide University, 7:30pm.

Flinders Preparation Meeting - 7th June. All those intending to go to the Flinders Ranges over the June long weekend must attend this meeting.

Flinders Ranges Trip - 10th-12th June. Fly in the breathtaking Flinders Ranges with some of the most dedicated pilots in the world.

Matt plans to organise a skydiving trip and is fishing for interest. If you'd like to learn what to do if you have to bail, or just for the hell of it, let Matt know!

Remember, professional parachutists have thousands of jumps under their belts. Modern parachutes are very reliable. I'd just be suspicious of any parachute marked "Acme".

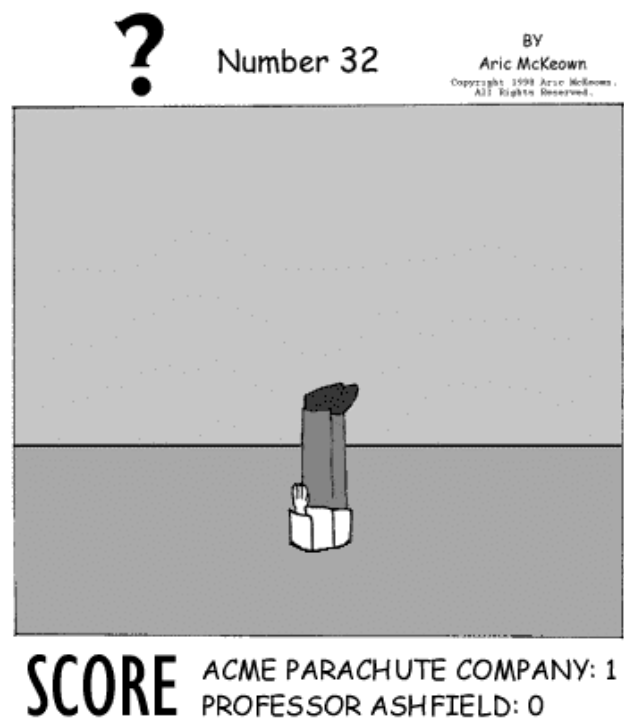
Also, Matt is planning another Go-Karting day and a Ridge Picnic.

IMPORTANT OPERATIONS NOTICE

Downwind calls are now required, by order of the CFI (All hail the CFI!).

It is now mandatory to use the radio during the downwind leg of your landing circuit, *after* FUST, to announce your intention to land. It is also recommend you inform others when you leave the ridge.

There are many reasons to use downwind calls, and with the widespread change from hand held to cockpit microphone radios, a major practical hindrance has been lifted. Downwind calls are an accepted statewide practice, and provide many benefits. The instructor's panel has determined that the club can greatly benefit from increased radio usage and awareness, especially in light of a certain recent incident. Expect an article on the full implications of this move next month.

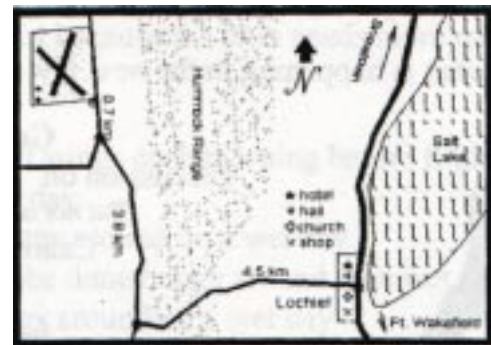


WEST BEACH

West Beach? What is West Beach? Well, it has nothing to do with McDonalds. It doesn't have a website. What it actually *is*, is the club's aircraft and winch maintenance facility. At West Beach, the suburb.

It's a magical place where tired, unhappy gliders go and come back a few months later, happy and shiny and with new life breathed into them. How would you like to be a part of this wondrous process? Yes?

Well, just ring Anthony Smith on (08) 8393 2646 (or email at anthony.smith@adelaide.on.net) to let him know you intend to go up, and arrange a lift if need be. It usually operates on Monday and Tuesday evenings, 7:30ish. It's that simple! Do not send any money. It's free!



FLY, BE FREE!

Want to go flying this weekend? Just ring Matt Fenn on the Thursday before you, between 8:00pm and 10:00pm, on 0412 870 963. This is to make sure we can arrange instructors and transport for those needing lifts.

Lifts are available at the Adelaide University footbridge at 7:30am, from the Caltex Service station on Port Wakefield Rd, Bolivar at 8:00am, or from elsewhere by arrangement.

Remember to phone the contact person or you could be forgotten

Uni Gliding
 If undelivered please return to
 AUGC Inc.
 c/o Sports Association
 Adelaide University SA 5005