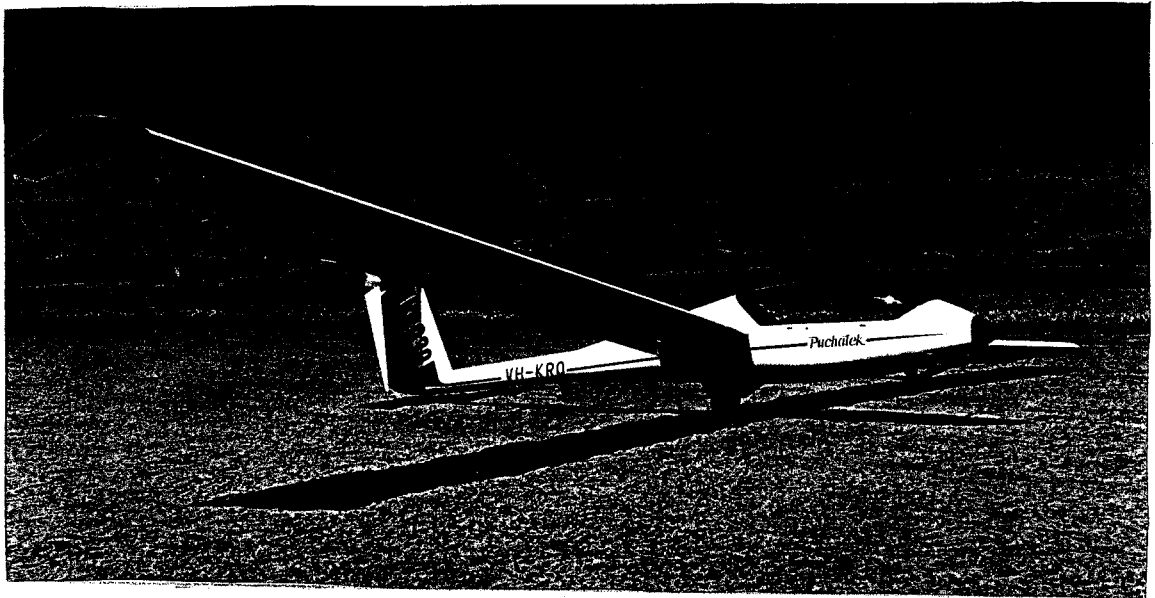


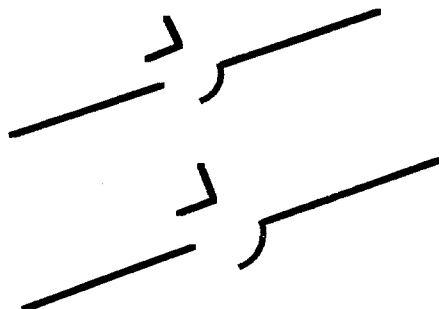
Adelaide University Gliding Club Annual Report



New club 2-seat trainer KR-03A Puchatek VH-KRO

Presented to the
Annual General Meeting

5th April 1995



Adelaide University Gliding Club Inc.
1994/5 ANNUAL REPORT

CORPORATE INFORMATION

Adelaide University Gliding Club Incorporated,
c/- Adelaide University Sports Association,
Adelaide University,
South Australia,
5005.

1994 OFFICE HOLDERS

Executive Officers

President	Catherine Conway
Secretary	Greg Newbold
Treasurer	Dennis Medlow
Social Convener	Scott Battersby
Fifth Member	Peter Temple

Other Officers

Chief Flying Instructor	Redmond Quinn
Airworthiness Officer	Redmond Quinn
Clubhouse Officer	Roger Pirola/Greg Newbold
Contact Person	Scott Battersby/Steven Were

1994 OPERATIONS

Airfield: Lochiel, South Australia (ph: (08) 88262203).

Aircraft	Designation	Launches	Hours
<i>Twin Seater</i>			
Bergfalke IV	VH-GZM	897	238
Bocian 1E	VH-KYW	466	131
Puchatek KRO3A	VH-KRO	64	19
<i>Single Seater</i>			
Arrow ES59	VH-GNF	0	0
Super Arrow ES60B	VH-GTJ	195	121
Libelle H210B	VH-GCY	170	139
<i>Total</i>		1792	670

MEMBERSHIP

AUGC Membership (Student and Associate): 255
GFA Membership: 42

President's Report

The year 1994-1995 has been one of contrasts and change for the Adelaide University Gliding Club. We have seen both good times and bad, and had an opportunity to reflect on future club directions.

On the down side, we have had a few unfortunate incidents in which the Bocian and Libelle have sustained damage. In addition, a cable break during the launch of a visiting pilot at the Regatta started a fire which destroyed a small amount the crop on our airfield.

O'Week this year was particularly disappointing in terms of the reduced number of new members joining through this event. This trend was reported by all Sporting clubs and may be a reflection on the changes made to O'Week by the Union in recent years. Many students are driven away by the increased commercialism and noise from bands. With the increased activity during the week, we simply do not stand out as much.

The Arrow 30 yearly inspection is still in progress although nearing completion. This project has taken more than a year and has cost us in lost revenue. It has also highlighted the need for more new faces becoming involved in airworthiness since a large proportion of the burden has fallen on a few regulars.

The news is not all bad. Damage to the Bocian caused us to evaluate our options in terms of two seater trainers. This was something that needed to be addressed in the near future. The opportunity for a loan from the Sports Association allowed us to purchase a brand new two-seater trainer from Poland - the KR-03A Puchatek. Such an investment by the Sports Association in our future is beneficial to both parties since we have grown to be one of the largest clubs in South Australia. The Puchatek has proven to be very popular in the club and is an ideal training aircraft offering excellent visibility and handling characteristics.

The Bocian will be repaired over a period of time. When repairs are completed, we will have the option of offering one of the two-seaters for sale, strengthening our financial situation.

The fire last summer has caused us to re-evaluate our equipment and readiness for such an emergency. Although the club has always had fire extinguishers and handsprays, it was decided to move up a level in terms of fire fighting ability. In consultation with the local CFS, we had a special fire trailer built. This trailer with a 500 litre tank provides the first line of defence until the CFS arrives with their larger capacity tanks. We have also made the trailer available to the local community.

A directive from the Gliding Federation on increasing winch safety has seen the cage on the winch (Thunderbird II) rebuilt to a high standard. A lot of work went into this project. The final outcome (soon to be approved as a papal conveyance) is a credit to all involved.

This soaring season has seen a slight increase in members flying club gliders cross-country. This is a trend we need to continue to encourage. The purchase

of a motorglider by one of our members and his generosity in making it available for outlanding checks has been an asset to the club.

Club members have competed again at Sports Class National competitions and State championships and performed well.

We have also been able to broaden our experience by once again flying with other clubs at camps in the Grampians in Victoria and Stirling Ranges in WA.

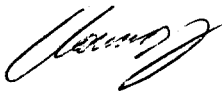
The club also continues to have members involved with Sporting, Airworthiness, Operations and Administration of Gliding at both the State and National level.

I would like to thank the Instructors Panel for their work in maintaining safety and flying training standards throughout the year and all who have been involved in Airworthiness to ensure that we have aircraft to fly.

I would especially like to thank our Patron and Landlord, Bob McDonald and family, without whose continued support we would not have the excellent site from which we operate. The presence of the ridge makes our club unique in SA and one of very few in Australia where pilots have the opportunity to develop advanced ridge flying skills.

There are several projects scheduled for this year to keep the club occupied. Extensions to the West Beach maintenance shed will create the additional space required to repair the Bocian. A new hangar is planned for Lochiel for the Puchatek. Work can proceed on the new winch (Thunderbird III). And perhaps most importantly, the lease on the airfield should be renegotiated to ensure our continued flying; this being essential to our continued growth, meeting our current financial commitments and undertaking these new projects.

Thankyou also to the committee for their hard work throughout the year. I wish the incoming committee every success.



Catherine Conway

Secretary's Report

Personally I believe 1994 has been a good year for the Club. Acting as the Club Secretary has been a novel experience in which I feel I have learnt a great deal. Hopefully my efforts have been a valuable contribution to the club.

The membership should realize that this club has a very high profile in the gliding movement, with successful competition pilots, SAGA representatives and GFA representatives. Within the University we are well respected by the Adelaide University Sports Association as a reliable and professionally run club. They value the role of ex-students and non-students in our organization as much as we do.

In 1994 the Club was one of the biggest on campus. A poor recruitment result this year is a considerable disappointment. Students have proven less willing to get involved with the clubs on campus. Comparison with other clubs shows similar trends in membership. The club must address this problem during this year and be well prepared for next years Orientation Week.

During the last year the Executive Committee has run well, mostly due to the President's and Treasurer's commonality of workplace. Communication within the club has been excellent, with many members attending the West Beach Shed. It is a benefit(?) of the continuing high airworthiness load.

Executive Meetings have proven to revolve around day-to-day business. The Treasurer frequently reminded us that we had no financial plan, and we have been lucky to receive an investment from the AU Sports Association when the need arose. It is good to have seen a 1995 budget prepared and hopefully we can make further plans for the long term.

And the flying was good too.

Greg Newbold
AUGC Secretary

Treasurer's Report

GENERAL COMMENTS

In financial terms 1994 was a moderate year for the Adelaide University Gliding Club Inc. (the Club). Revenues were steady throughout the year and expenditures were generally as expected. There were however two aircraft accidents that caused the Club some financial stress that should be avoided in the future. Whilst the Club carries accident insurance cover on its aircraft, \$500 excess on the repairs is paid from Club funds.

Funding from the Sports Association was reduced by \$2000 on 1994 due to an error in the funding of the aircraft insurance subsidy. This amount was erroneously included in the Operating Grant payments by the Sports Association administration. This error was not detected until early 1995, by which time we were informed that all 1994 funds had been drawn. The club will ensure that a similar error is not made again this year.

The Clubhouse savings account was closed in July of 1994 as the account was not being used for its intended purpose and Bank Account fees were eroding the balance on a monthly basis. The balance of the account (\$177.17) was transferred to the NAB Operating Account on 13/7/94.

The airfield fire during the Club regatta has not impacted upon the Club (as of the date of this report) as the damage from this even was covered by the GFA Broad Based Liability insurance (which is paid through GFA fees) however this accident could have been much worse if the fire had not been contained and may well have caused damage exceeding our liability cover, thus bankrupting the Club.

It is therefore vital that we work to ensure that these accidents do not occur again and that we prevent further occurrences or it will impact upon the Club's ability to operate or in an extreme case cause it to cease to exist.

1995 however will be a difficult year for the Club. The further reduction in Sports Association funding and lower than expected membership has already meant an increase in flying fees to maintain our revenue and avoid an end-of-year loss. The Club needs to become more efficient in its operation and actively market itself to the University community (and beyond) to attract additional members. However there are a number of projects that the Club is working on that should show good progress in the next twelve months:

- New winch construction
- New hanger for Lochiel airfield
- Extensions to the West Beach Maintenance Facility

With careful management and good flying we can ensure that these projects (and possibly even more) are achieved in 1995.

FINANCIAL INFORMATION
Income and Expenditure Report

Income

Flying Income	\$22,609.25
M/ship Income	\$777.40
C/house Income	\$3,315.89
West Beach Shed Proceeds	\$10.00
Sports Association Income	\$8,429.32
Sports Association Investment	\$10,000.00
Interest	\$77.68
Misc Income	\$72.00
Total Income	\$45,292.54

Expenditure

Bank Charges	\$67.55
Government Charges	\$93.88
GFA Fees	\$5,045.30
Sports Association Fees	\$2,490.00
Loan Payments	\$2,400.00
KYW Maintenance	\$294.50
GZM Maintenance	\$415.97
KRO Maintenance	\$465.00
GNF Maintenance	\$2,344.88
GCY Maintenance	\$1,266.10
GTJ Maintenance	\$524.67
Maintenance Facility	\$22.00
Trailers	\$778.69
Aircraft Insurance	\$5,561.00
Winch Maintenance	\$635.76
Cable	\$1,546.84
Fuel	\$2,992.19
New Winch	\$749.27
Utilities (ETSA & Telecom)	\$865.25
Buildings	\$1,185.45
Lease	\$1,036.95
Clubhouse Goods	\$2,826.80
Equipment Hire (include flying camps)	\$1,925.29
Newsletter	\$379.65
Administration Costs	\$17.00
Account Payments	1,500.00
Other Expenses	\$349.41

Total Expenses \$37,779.40

Surplus/(Loss)

Surplus for 1995 \$7,513.14

Assets At 31 December 1994

Cash Accounts

National Australia Bank	\$11,398.17
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Investments

National Australia Bank (matures 13/8/95)	\$15,000.00
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Physical Assets

Assets Located at Lochiel Airfield

Main Hanger	\$6,000.00
Winch Hanger	\$3,000.00
T Hanger	\$3,000.00
Aircraft	
o VH-KRO (Note 1)	\$45,000.00
o VH-KYW	\$10,000.00
o VH-GTJ	\$10,000.00
o VH-GNF	\$8,000.00
o VH-GCY	\$20,000.00
o VH-GZM	\$26,000.00
Winch	\$12,000.00
Clubhouse	\$15,000.00
Fire Trailer	\$2,000.00
Pie Cart (Note 2)	\$250.00

Assets At West Beach Maintenance Facility

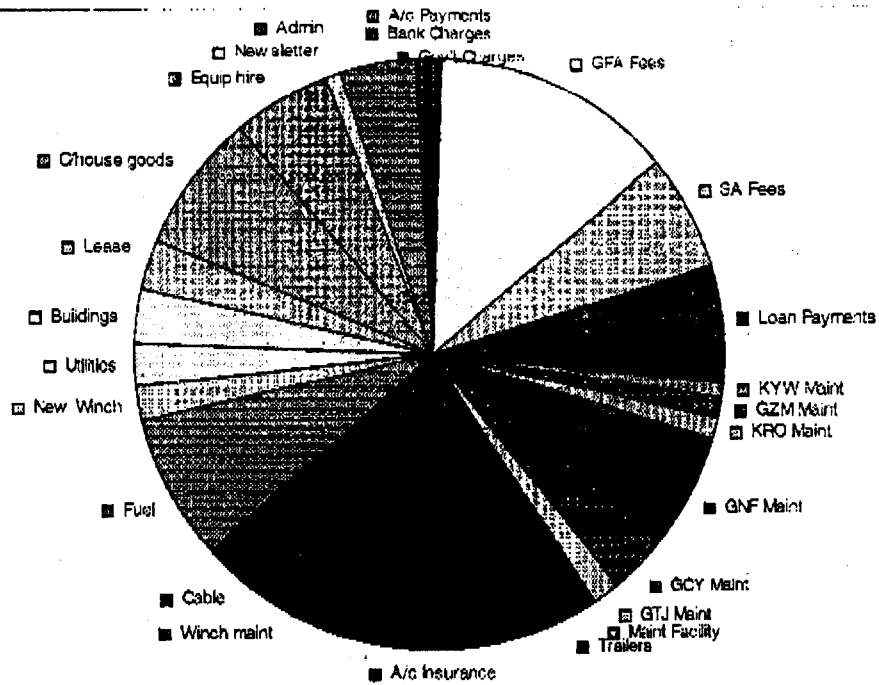
West Beach Shed	\$5,000.00
Tools and Equipment	\$3,000.00

Note 1 The funds used to purchase the Puchatek were paid directly to the supplier.

Note 2 Asset valuation is based on purchase price.

Analysis of Expenditure

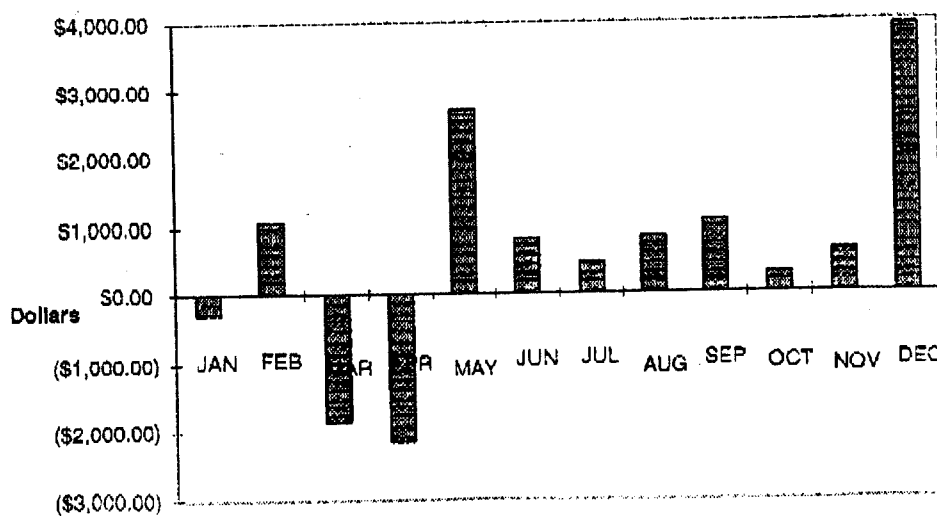
The following graph illustrates the components of expenditure by the Club for 1995.



Monthly Financial Performance

The following graph illustrates the surplus/loss performance on a month by month basis:

Monthly Surplus/Loss



Use of Sports Association Funds

During 1994 the Sports Association agreed to invest \$50,000 in the Club. The Club is required to account for the use of these funds in each annual report.

For 1994, the funds were used as follows:

- Funds used to purchase VH-KRO \$38,000
- Funds invested in National Australia Bank \$12,000

The National Australia Bank investment will mature in August 1995, at this time the funds will be reevaluated.

1994 FLIGHT OPERATIONS

The following statistics have been obtained from the Club database for 1994. Where relevant a pro-rata with 1995 has been included.

Aircraft	1994		Pro-rata estimate for 1995	
	Launches	Hours	Launches	Hours
KYW	466	131:37	0	0:00
GZM	897	238:25	716	205:52
KRO	64	19:00	888	229:44
GNF	0	0:00	0	0:00
GCY	170	139:51	8	1:44
GTJ	195	121:25	204	135:24
Total	1792	670:18	1816	572:44

Dennis Medlow
AUGC Treasurer

ADELAIDE UNIVERSITY GLIDING CLUB INC.

C.F.I.'S REPORT 1995

The past year has been one of mixed outcomes. The Bocian and Libelle have suffered significant damage. These events have had a negative impact on the club. In particular the Libelle was out of service through the peak of the soaring season.

The mishap to the Bocian crystallised moves to replace the aircraft. As a result the Puchatek was purchased by the Club and is proving to be a very successful training aircraft.

I would like to take this opportunity to thank the members of the instructor's panel for the continuing effort put in over the last twelve months. In particular I would like to thank Steve Were and Peter Temple who are still carrying more than their fair share of the load.

Our winch has recently had an upgrade to the operator's cage to improve operator protection. On completion of this work attention will once again turn to building a second winch.

During a competition on field during December a visiting aircraft dropped a broken cable end over the power lines alongside the airfield and started a fire in the crop. This incident exposed a weakness in our fire fighting preparedness. This has now been rectified by the commissioning of a fire trailer which will be kept ready for any future fire incident on field or in the surrounding area.

The Gliding Federation is in the process of establishing a Sports Flying training system. Peter Temple is playing a lead role within the Club in introducing this training. I expect we will see dividends from these activities over the next couple of years.

The 30 yearly inspection and refabric of the ES59 Arrow has taken much longer than planned due to a lack of people working on the job. It is almost complete and should return to service in the next month. Having this aircraft out of service for such a prolonged period has impacted negatively on early solo pilots.

I would like to take this opportunity to ask all club members to make a special effort in the coming 12 months to fly safely and avoid further damage to our fleet.

April 1995

Redmond Quinn
Chief Flying Instructor