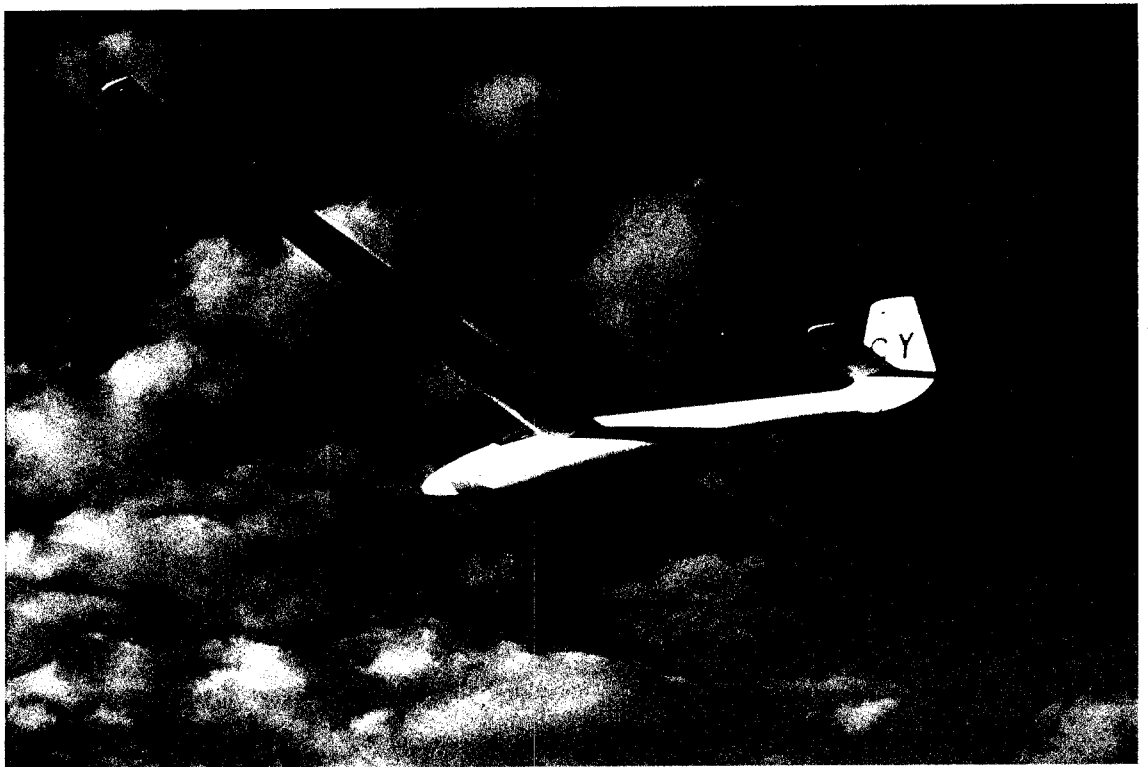


Original

# AUGC

ANNUAL REPORT OF THE ADELAIDE  
UNIVERSITY GLIDING CLUB  
1990



Corporate Information 1990

Adelaide University Gliding Club Incorporated

Postal Address : C/o Adelaide University Sports Association  
Adelaide University, North Terrace Adelaide SA 50  
Phone (08) 228 5403

Airfield : Lochiel, South Australia  
Phone (088) 26 2203

The AUGC Inc is a member of the South Australian Gliding Association Inc. All members of AUGC Inc. are also required to be members of the Adelaide University Physical Recreation & Sports Association Inc.

Number of members at 31/December '90 = 193

Operational Information

Aircraft Operated :  
Twin seater trainers : BergFalke IV  
Bocian IE  
Single seaters : Libelle H201  
ES59 Arrow  
Launch Mode : Winch  
Airfield : Lochiel

Flight Statistics:

Club	1990	
	Launches	Hours
Training	1276	268
Dual Seater	1853	395
Single Seater	<u>423</u>	<u>265</u>
Club Total	<u>2276</u>	<u>660</u>
Private	176	225
Total	<u>2452</u>	<u>886</u>

1990 ELECTED OFFICES

PRESIDENT : Peter Cassidy  
SECRETARY : Bradley Gould  
TREASURER : Terry Gould  
SOCIAL CONVENOR : Agata Jarbin  
FIFTH MEMBER : Andrew Huggins

CHIEF FLYING INSTRUCTOR : Redmond Quinn  
AIRWORTHINESS OFFICER : Redmond Quinn  
CATERING OFFICER : Vanessa Weddle  
CONTACT PERSON : Matthew Nicholls/Bradley Gould  
NEWSLETTER EDITORS : David Hulse/David Smith

## President's Report 1990-91

The executive year 1990-91 was one without enormous events on the scale of previous year, but was, rather, one of consolidation and quiet achievement for the club.

This year saw a marked increase in cross-country flying and active participation in regional and national competition. Five pilots flew Gold distance tasks, a large number of Silver distance flights were flown. Club members flew aircraft at the Gawler, Whitwarta and Brewster regattas and at the Sports Nationals. The club met with some success with days won at Whitwarta, including the most meritorious flight award, and Boomerang GPN winning the Brewster Trophy.

The future of the club looks good with ten pilots being sent solo this year. The club has now grown such that it is the largest non-professional club in South Australia.

As promised in last year's report, AUGC made full use of GFA instructor and airworthiness courses this year, producing three new QFIs, one new AFI, three new component replacement ratings and one instructor still in the pipeline. This, combined with three former instructors who have come back from overseas will alleviate the load placed on the instructors panel at least in the short term.

Redmond Quinn and the instructors panel again have kept operations running smoothly, and, apart from a bird strike, we have had an accident free year. In addition, Redmond has supervised nine Form 2 inspections this last year. The status of the AUGC amongst the Australian gliding fraternity has continued to increase and, significantly, one of our instructors has been chosen to become an NGS instructor.

1990-91 has seen a number of capital additions and subtractions. We began the year by completing the upgrading of the fleet with the sale of the Phoebus. At the same time, another private aircraft has commenced flying with the club bringing the number of aircraft operating from the university airfield to nine. Capital improvements this year have centred around the clubhouse, with the sheep-proof fence being completed and the new sprinkler system installed. The new trees and the grass are growing well and will add to the attractiveness of the clubhouse surrounds.

All club members offer their support for our patron and airfield owner, Bob MacDonald, and hope for a continued recovery from the stroke he suffered last year.

In the immediate future, the club will conduct the 20 yearly examination on Bergfalke, will acquire more capital in the form of winch and maintenance services and will continue to make use of GFA airworthiness and instructor training facilities, in particular to train more inspectors to Form 2 standard.



## SECRETARY'S REPORT 1990.

1990 was a year of change for the Club. For the first time I believe, not one instructor was a member of the Executive.

The Club started off the year with the decision to sell a long standing member of the fleet, the Phoebus. It was replaced with a Standard Libelle, VH-GCY, from the Gliding Club of Victoria, which is based at Benalla. It is an aircraft with a long history in Australian clubs, serving with Adelaide Soaring Club amongst others, during the seventies.

The Club has had a huge increase in exposure over the last 12 months, starting with the vintage regatta. This gave us a large amount of publicity in Australian Gliding. This has continued through-out the year with AUGC aircraft or people regularly appearing in the magazine.

The club attended numerous flying camps with other clubs, which included two ridge/wave camps with Adelaide Soaring Club, held at the Flinders Ranges and Black Springs. CY was flown at the Balaklava regatta, where Peter Cassidy won Day 1 in Standard Class with his Libelle TX. And with that flight won the BP Meritorious Flight Trophy. The club had two private aircraft competing at Mildura for the National Sports Class Competition, with numerous members stopping off on the way there to spend two days with the Renmark Gliding Club. Six or so members got LS3a conversions.

Once again this year the club attended the Brewster Regatta, with the Bocian, as well as TX and PN. PN won the Brewster Trophy for Excellence in Sailplane Care..

During the year CAA had decided that all gliders must carry radios for navigation/safety purposes. Prompt action by GFA had this rejected. Also with the CAA introducing a new airspace classification system, it was thought at some stage that all gliders would have to carry transponders, thankfully this has since been rescinded.

During the year I have received a great deal of varied correspondence, from offers of : a hangar at a major airport just outside of Sydney (737 sized); pilot salary insurance; airshow floor space; and offers of aircraft for sale. Also, an old member while cleaning up in his attic in Brisbane found an old logbook of the clubs earliest beginnings, and mailed it to the club.

SAGA has reported many clubs falling on hard times and Waikerie Gliding Club, one of the largest clubs in Australia has ceased to be a full time operation, now only operating on weekends. Thankfully we seem to be one of the few clubs expanding.

During 1991 the club hopefully will continue to grow at the same pace it set in 1990. With your help it should happen.



Bradley Gould  
Secretary AUGC.

## Treasurer's Report

### Introduction

1990 had a spectacular start when we were host to the National Vintage Regatta held between December 26th and January 2nd, to help celebrate the 60th anniversary of gliding in South Australia. The specific financial details appear in this report and show a financial profit of \$1640. A wonderful achievement.

In March the club purchased a Standard Libelle from VMFG, initially funded by increasing the National Bank overdraft and utilising the capital grant of \$6000. Subsequently a short term loan was obtained from the Sports Association to reduce the overdraft interest charges, and then these two liabilities were cleared when the Phoebus was sold.

Once again it is disappointing to reflect on the cost of repairs that the club has had to withstand during the last twelve months. Two eagle strikes largely prevented the Arrow from participating in the May/June ridge season, denying the Club anticipated flying income. And when our low flying trailer attempted an un-manned flight, the repairs soaked up endless hours and cost almost \$2000.

As in the past the assistance of the University Sports Association has been fundamental in the Club's progress this year.

In my AGM report last year I said that with careful planning and sound management the Club will grow and prosper. In 1990 the Club changed the shape of its aircraft fleet with the replacement of the Phoebus with a Libelle, which will allow lower hours pilots access to a higher performance aircraft, and hopefully, lead to more flying hours. A major challenge in 1991 is to cover the loss of the Bergfalke for several months, during the winter, when the wings will be refurbished.

Given a good financial performance in 1991, with strong emphasis on capital works for the future, AUGC Inc. can grow and succeed in years to come.



Terry Gould  
Assistant Treasurer.

## Treasurer's Report (Cont.)

### 1990 Financial Summary

The net operating surplus for the year ending December 31 1990 was \$3,086.59. This surplus served to eliminate the Overdraft negotiated with the National Australia Bank late in 1989, and allow a slight increase in cash levels in the Club Bank Accounts.

Please note that the following financial details have not been audited. A full audited set of accounts and Auditor's Statement will be published in the Club's publication, 'Uni Gliding' when available.

### Consolidated Accounts

#### INCOME

Income from Operations	46 162.20	
Income from Clubhouse	7 716.26	
Income from Investment Account	114.69	
TOTAL INCOME		53 993.15

#### EXPENSES

Expenses of Operations	44 293.35	
Expenses on Clubhouse Account	6 613.21	
TOTAL EXPENSES		50 906.56

NET SURPLUS OF INCOME OVER EXPENDITURE		3 086.59
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### Long Term Creditors

The Club has two main creditors, the National Australia Bank and the Adelaide University Union. The National Australia Bank holds the certificate of title on the Bocian Bergfalke and Libelle gliders on a secured loan, originally organised for the Bocian purchase, and later expanded to include other glider purchases. The Adelaide University Union has extended an interest-free loan to purchase the Arrow. The minimum service level for both these creditors is \$ 200.00 per month.

The amount outstanding to each creditor as at December 31, 1990 is as follows :

National Australia Bank (Loan)	\$ 5 500.00
Adelaide University Union	\$ 3 000.00

## Treasurer's Report (Cont.)

### Assets

At 1/Jan/91 the Replacement Value of the assets of the Club are detailed below. As can be seen the assets are considerable when viewed from the replacement cost perspective, but not in all cases would it be highly realisable if the asset were to be sold. The present debt/asset ratio of the Club is approximately 5.45%.

Category & Details	Qty	Current Repl Value	Notes
<b>Aircraft</b>			
VH-KYW Bocian 1E	1	27 000	Twin seater
VH-GZM BergFalke IV	1	27 000	Twin seater
VH-GNF Arrow	1	12 000	Single seater
VH-GCY Libelle H201	<u>1</u>	<u>17 000</u>	Single seater
Total Aircraft	4	83 000	
<b>Flight Equipment</b>			
Parachutes	3	4 400	Subject to inspection
Radios - HF	3	600	Incl antenna & batt
Radios - VHF	5	<u>5 000</u>	Incl antenna & batt
Total Flight Equipment		10 000	
<b>Buildings</b>			
Main Hangar	1	22 000	
Tee Hangar	1	2 000	
Inspection Shed	1	3 500	Located at West Beach
Clubhouse	<u>1</u>	<u>25 000</u>	Includes fittings
Total Buildings	4	52 500	
<b>Vehicles</b>			
Winch #1 (old)	1	10 000	
Winch #2 (new)	1	20 000	
Trailer #1 (twin)	1	6 000	
Trailer #2 (Libelle)	1	4 000	
Trailer #3 (Arrow)	1	1 500	
Trailer #4 (open)	1	400	
Pie Cart	<u>1</u>	<u>300</u>	
Total Vehicles	7	42 200	
<b>Other Equipment</b>			
Compressor	1	380	
Water Pump	1	180	
Welder	1	300	
Barograph	1	500	
Windsocks	2	<u>400</u>	
Total Other Equipment		1 760	
<b>Total All AUGC Items</b>		<b>189 460</b>	



Treasurer's Report (Cont.)

Operating Account

The Club's main operating account is a savings bank cheque account he with the Pirie Street branch of the National Australia Bank. This account provides all funding for Club operations and receives all membership, flying and AU Sports Association grant payments.

INCOME

Members Payments	17 115.74	
Grants	8 000.00	
Other Income	21 046.46	
TOTAL INCOME		46 162.20

EXPENDITURE

Loan Repayments	14 255.00	
Winch # 1	500.51	
Winch # 2	3 753.19	
Newsletter	794.82	
Miscellaneous Equipment	3 468.69	
Miscellaneous Expenses	9 127.27	
Regatta	3 310.12	
VH-GZM (Bergfalke)	2 317.57	
VH-KYW (Bocian)	1 331.87	
VH-GNF (Arrow)	1 090.18	
VH-GCY (Libelle)	1 757.12	
VH-GYB (Phoebus)	655.55	
Clubhouse Expenses	1 931.46	
TOTAL EXPENSES		44 293.35
SURPLUS OF INCOME OVER EXPENDITURE		<u>1 868.85</u>

Treasurer's Report (Cont.)

Clubhouse Account

The Club operates a savings bank cheque account with the National Australia Bank to provide a separate account for all transactions relating to the operation of the Clubhouse. These transactions are primarily in the form of food purchases and income from Club sales and accommodation, but also include capital and maintenance expenditure such as building works, power and telephone payments. The cheque book is held by the Clubhouse purchasing officer under delegation from the Treasurer.

INCOME		
Sale of Clubhouse stocks	7 699.54	
Interest	16.72	
TOTAL INCOME		7 716.26
EXPENDITURE		
Purchase of saleable items	2 046.58	
Regatta	3 186.52	
Other Expenses		
Repay Ops Accnt (Utilities)	1 004.35	
Bug Zappa	100.81	
Other Expenditure	274.95	
TOTAL EXPENSES		6 613.21
PROFIT OF INCOME OVER EXPENDITURE		1 103.05
		=====

Overdraft Account.

Secured by the same National Bank Bill of Sale that secures the long term loan, the overdraft gives immediate access to limited funds, but a somewhat greater interest rate, and is subject to Bank Service fees

This facility was used to temporarily fund the winch motor repair and the Libelle purchase. It was dis-charged by using funds from a short term loan from the University Sports Association.

Liability at 31/12/90	\$ 123.54
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Investment Account.

The Club operates a high interest savings account with the Commonwealth Bank to hold monthly transfers of funds from the Operating Account. These funds are normally used in September each year to pay the annual loan installment to the Adelaide University Union. However, due to the tight cashflow situation throughout the year, this account was not used and the Union loan installment was held over until after Christmas. A minimum of \$ 500.00 is required to remain in the account whilst it is operated by the Club.

INCOME

Transfers from Other Accounts	0.00	
Interest	114.69	
TOTAL INCOME		114.69

EXPENDITURE

None	0.00	
TOTAL EXPENSES		0.00

PROFIT OF INCOME OVER EXPENDITURE		114.69
		=====

Treasurer's Report (Cont.)

Analysis Of Accumulated Funds

	31/12/87	31/12/88	31/12/89	31/12/91
	\$	\$	\$	\$
Operating Account	1734.40	895.27	-703.97	1164.88
Clubhouse Account	185.09	22.41	101.68	1204.73
Investment Account	1259.60	1209.93	504.96	619.65
Overdraft Account	0.00	0.00	-1500.00	-123.49
Total Accumulated Funds	3179.09	2127.61	-1597.33	2865.77

Conclusion

I would like to thank all members of the Club for their restraint and patience during 1990. In particular I would like to thank the Airworthiness & Winch Engineers for their resoucefulness and cunning, their ability to do more with less, whilst still performing the repair and maintenance to the required standards.

I will not be seeking re-election this coming year. I have enjoyed th last two years, and I wish my successor all the best for 1991.

# Flight Statistics 1990

Compiled from the Flight Log Database

Month	KYW		GZM		GCY		GNF	
	Lnch	Min	Lnch	Min	Lnch	Min	Lnch	M
JANUARY	106	718	134	1175	0	0	14	2
FEBRUARY	87	989	38	310	36	1165	23	7
MARCH	63	1154	106	1693	18	589	10	5
APRIL	104	1615	144	2072	43	1699	23	5
MAY	27	411	141	1176	19	548	0	
JUNE	14	80	23	336	18	761	0	
JULY	56	738	66	855	25	961	11	6
AUGUST	0	0	72	956	6	411	5	
SEPTEMBER	37	190	227	2226	42	1262	22	5
OCTOBER	3	304	102	1602	12	852	11	2
NOVEMBER	25	319	55	1015	7	436	8	3
DECEMBER	77	936	146	2852	30	2019	30	10
1990 Totals	599	7454	1254	16268	256	10703	157	50

\*\* NOTE GYB had 10 flights for 190 mins in Jan 1990.  
if these are added to CY's times  
- the totals for historic comparison are :

1990 Totals	599	7454	1254	16268	266	10893	157	50
1989 Totals	799	11014	833	11808	202	8705	240	70
1988 Totals	120	1152	1075	17134	128	3404	523	139

## Flight Statistics:

Club	1989		1990	
	Launches	Hours	Launches	Hours
Training	1136	237	1276	268
Dual Seater	1632	380	1853	395
Single Seater	<u>442</u>	<u>262</u>	<u>423</u>	<u>265</u>
Club Total	2074	642	<u>2276</u>	<u>660</u>
Private	359	256	176	225
Total	<u>2433</u>	<u>898</u>	<u>2452</u>	<u>886</u>

ADELAIDE UNIVERSITY GLIDING CLUB INC.

C.F.I.'S REPORT 1991

The club has completed another successful year of operation. I would like to thank all those who contributed to safe operations through the period.

This record hasn't been achieved without a continuing effort on the part of many club members. In particular I would like to thank the members of the instructor's panel who have spent many weekends at Lochiel running operations and occupying the back seat, passing on their techniques to others.

Not only have the operations been conducted in a safe manner, but on field organisation seems to be improving, resulting in better utilisation of the club aircraft and more flying time available to club members. I ask everybody to work towards running an efficient ground operation at Lochiel.

Congratulations to David Teagle, Catherine Conway and Peter Temple on gaining Qualified Instructor's Ratings during the year. I would also like to welcome Peter Cassidy to the instructor's panel as an Assistant Instructor. Bradley Gould is also well on the way with Assistant training. These additions to the panel will enable the club to move forward in the future.

Another bright prospect has been the recent return to Adelaide and active flying of past instructors Andrew McGrath, Dick Temple, Mark Raftery and Guy Harley. In due course they will be press ganged into the back seat.

It is pleasing to see the number of new student pilots turning up regularly since 'O' week. By now those who have come up regularly will be settled in to the training routine. This year we have scheduled five night lectures on theoretical aspects of flying spread over the first semester. Hopefully this will get the timing of theory to line up better with practical training on field. If anyone sees other ways of improving the training practices of the club I would be pleased to hear from them.

The viability of the club is dependent on running a safe operation. I ask each and every pilot to remember this and fly safely at all times.

April 1991

Redmond Quinn  
Chief Flying Instructor