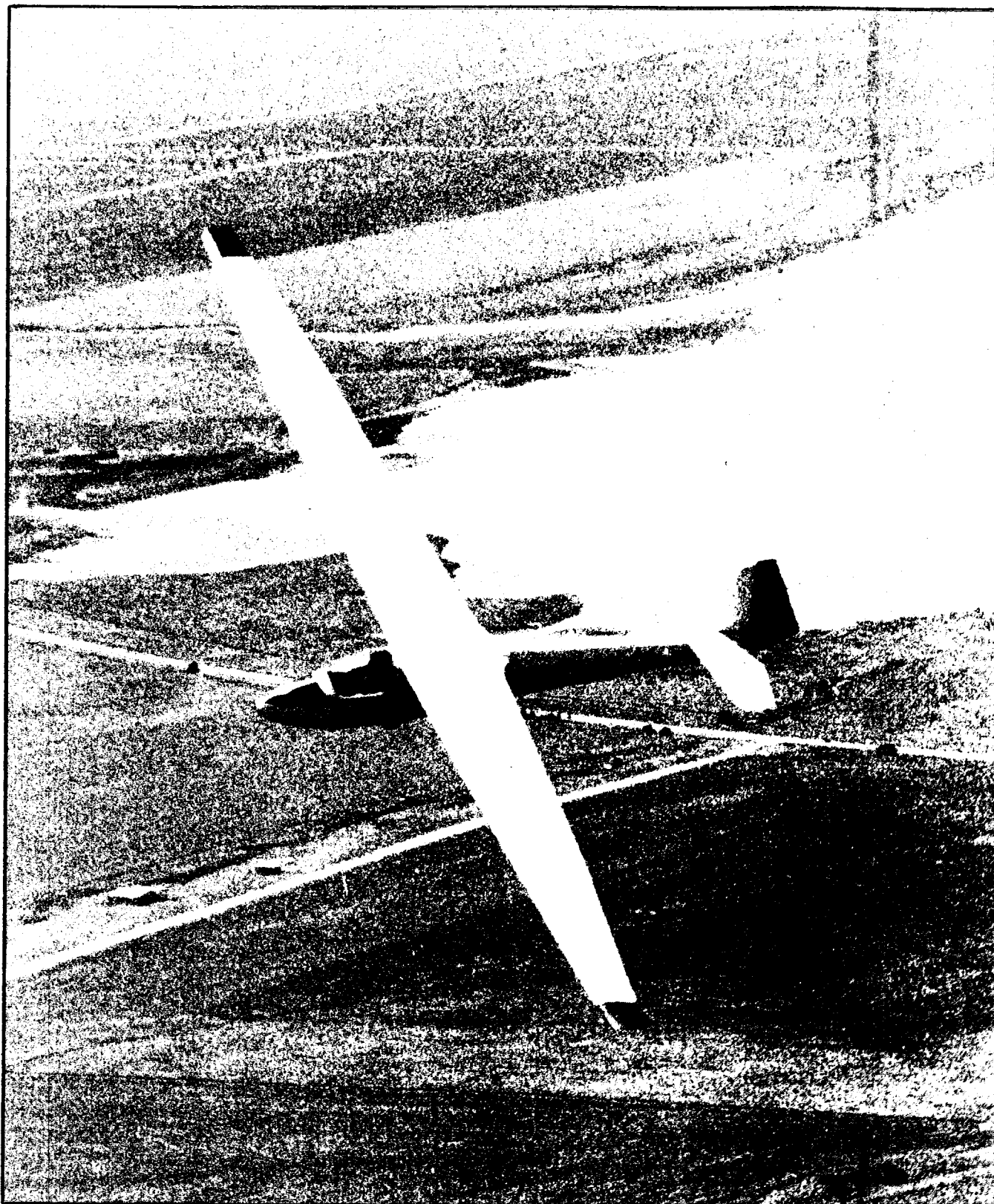


Uni Glidin

A publication of the Adelaide University Gliding Club Inc

June 1985



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The Ever Present Editorial

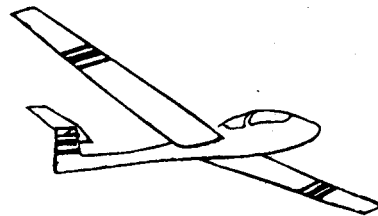
Gliding is a selfish sport. What do I mean by that ? I mean that if you enjoy jogging, fishing, stamp collecting or any other 'normal' hobby, you can pursue your recreation at any time, by yourself, and not worry anybody else around you. But gliding is a different matter. For a start you need a very expensive aircraft, and people to help rig it. Then you need somewhere to launch and land on, then you need help in launching it, and just when you think you've finished with everyone else, you need people to help retrieve you from your outlanding. All for just your flight. You can't change that, it's a problem of the nature of the sport. Until they build self-rigging, launching and retrieving gliders we're stuck with it. Even then unless you have an independant ops rating you'll still need a qualified instructor before you can fly.

To overcome this problem we form gliding clubs, to which we belong. This solves the problem of aircraft, and to some extent, people. On field we have a number of willing volunteers to perform the various duties of washing the aircraft, driving the winch, instructing, launching etc. All are happy to work for the odd 8 hours to get their half hour of flight. Some people do get the idea however, that the club is there to work for them. Not a good attitude to take, for you will soon discover that no longer are people prepared to pitch in and help out. I don't think we have anyone like that in our club, I hope it stays that way.

But not only that, people also have responsibilities to the club. This varies depending on the person. For example, the executive is responsible for the running of the club, the instructors are responsible for the flying operations and ensuring that a high standard of instruction is given to students, the Airworthiness officer looks after the aircraft, the winch officer the winch, and so on. Each person's contribution may not be much, but it helps to keep the club active, and allows it to progress through the good and the (inevitable) bad times. So if you're a member that hasn't been involved, think ... have you got any skills the club could use. Have you got any spare time to help glue a patch, or erect a windsock ? The club has traditionally progressed through the hard work of just a few individuals who really pushed to get things done, whilst everyone else was quite happy to let them do it.

It's a tradition I think we should break.

Dennis Medlow
June 1985



In This Issue

Dick Temple Reveals The Truth About Instructor Courses !
AUGC Annual Dinner Details
New Membership List
How to turn lead into gold ... just kidding !

Air worthyness

By Dick Temple
Club Airworthiness Officer

BergFalke (VH-GZM):

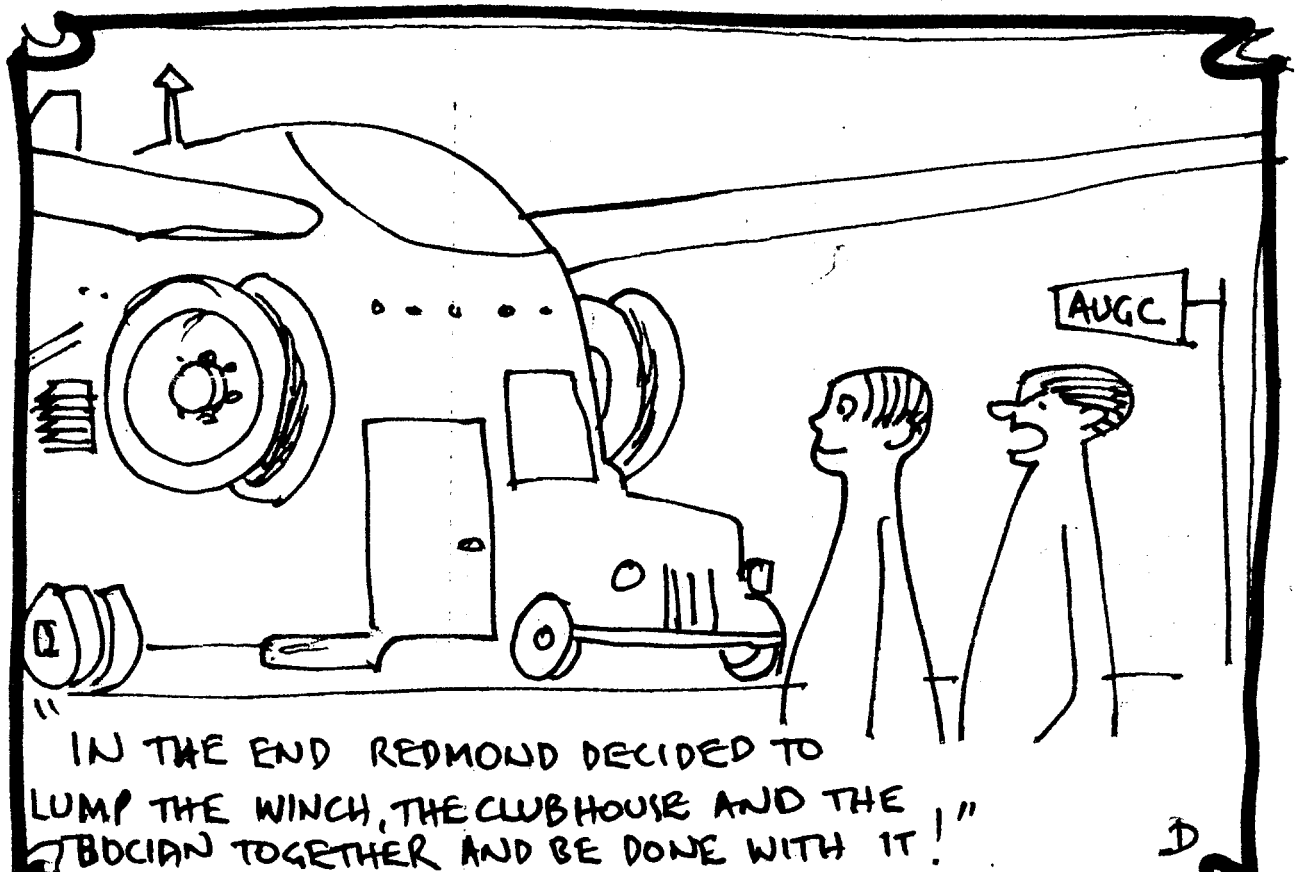
Airworthy. Currently the club's mainstay. No problems.

Phoebus (VH-GYB):

Airworthy and back in service after skin repair. Painting has been completed - you'd never know it skidded on its belly. Once again, thanks to Neil. (Interesting way of phrasing that Dick .. DM). However the last time the Phoebus was rigged, it was found very difficult to get the wing roots fitting together. This will need investigation before it is next rigged.

Bocian (VH-KYW):

The control circuits of the fuselage and wings have been inspected at West Beach by Andrew Sayer and materials lists have been drawn up. When these are obtained, cabling can be commenced, and assistance from club members will be needed once again. This work may be done at Andrew's place at Elizabeth - details in a later newsletter.



Ops Notes

Instructors Course

Two new qualified instructors have joined the instructors ranks, viz. Messrs Parish & Medlow, having "done very well" at the latest upgrade course at Waikerie.

The recent assistant instructors course at Gawler yielded three new assistant instructors. Dick Temple, Andrew McGrath & Mark Raftery now hold Assistant ratings.

Well done everyone.

Special thanks to Mike Valentine (National Coach) for holding the Gawler course during the Uni holidays.

Paddock Bulletin

ALL TO NOTE : The paddock at the rear of the hanger (west of the airfield) has recently been plowed and MUST NOT be driven over. Got it !

DO NOT DRIVE ON THE Paddock, when going from the gate to the hanger use the track. Keep next to the fence, if you don't like the track use the strips instead.

We have also heard that the paddock that we operate from will not be cropped this year.

Rain Alert

Now that we're entering the wet part of the year, there's a few points that should be noted :

- (1) Don't let the aircraft get wet
All of our aircraft (including the Phoebus) have a wooden component in their construction. In order to keep it in good condition it must be kept dry. If the aircraft get wet make sure that they are wiped dry before leaving the field and the airbrakes are craked open to let moisture escape from the airbrake box.
- (2) Avoid accidents
When the field gets muddy it also gets slippery, be EXTRA CAREFUL when driving the winch and any other vehicles, especially near the aircraft.
- (3) Drive Sensibly
The track and dirt road are slippery when wet. Make sure you arrive on field and back in Adelaide in the correct number of pieces.

Centre Of Gravity

This subject was raised at the latest Executive Meeting, and was discussed at the last General Meeting. The following is an extract from the latest "Cloudbase" (Journal of the Adelaide Soaring Club) ...

COCKPIT BALLAST

Sometimes we are asked 'How much under the minimum cockpit weight can I be, before I need to worry about ballast?'

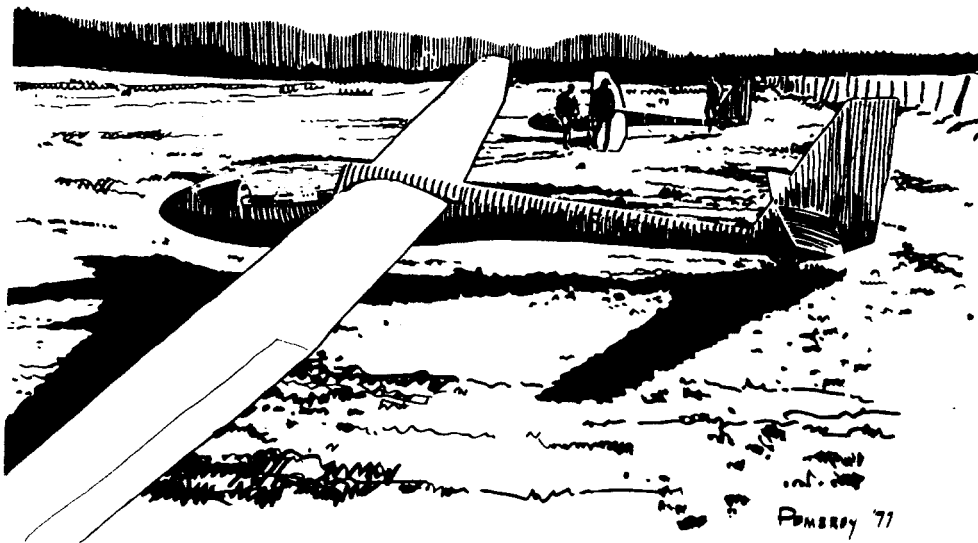
The answer, very clearly and loudly, is "NOTHING".

Minimum cockpit weights are established so that the glider will be flown with its Centre of Gravity (C of G) ahead of, or on, the permissible rear limit. It is certified safe to fly when so loaded. If you load it so the C of G is aft of the rear limit (less than the minimum cockpit weight) it will probably be unsafe to fly. It might well be irrecoverable from a spin, no matter who is flying it. Pitch control may be lost at take-off.

Glider with their C of G ahead of the forward limit will have problems of a different time, but are less likely to kill you. A few extra ballast weights are not going to be fatal. Too few can be.

Weigh yourself and know what you need. This is your responsibility. Don't guess--know.

And, remember that a one kilo weight on the seat has a different effect to one fitted in the nose of the aircraft. So seek advice before fiddling with ballast weights on different moment arms.



WINCH REPORT

Old Winch:

Quite a lot of maintenance and repair work has been carried out on the winch lately, in order to match the rate at which it is breaking down. Work will probably continue at this rate for some time to keep the winch operational until the new winch is completed hopefully sometime next year.

The throw-out lever of the clutch on the front engine was repeatedly being forced out of the clutch housing, resulting in a completely unusable clutch - it was fixed during the first term holidays - thanks David Conway.

The broken CB antenna was replaced and was repositioned at the same time to allow better transmission and reception. ← THANKS NEIL (BOROK)

The automatic transmission was leaking transmission fluid quite badly for several weeks and it was assumed that the sump gasket was broken. The transmission was cleaned (who ever dreamt it was so small), the filter was renewed and the sump gasket was replaced, all between 8.30pm and 2.05am, for your convenience. Thanks go to Martin Roberts and Steven Were for their help and patience. Unfortunately, once the transmission was cleaned, other leaks became visible - various seals will have been replaced by the time you read this.

The front engine silicon-core leads have been replaced with copper-core leads with resistors - poor connections resulted with the old leads because of the fastener type incompatibility between the silicon-core leads and the old LUCAS distributor cap.

STOP PRESS Timing marks have been found on the front engine. By the time you get this newsletter, the spark plugs should have been cleaned and set, the points set, the timing set and the carburettor adjusted, and no, contrary to rumours, the front engine will not be dyno-tuned.

The front engine low-oil-pressure light has been glowing recently at driving speeds. A new oil filter and an oil change will hopefully solve the problem. Don't assume this to be the only cause - check the oil level!

Remember, if you find anything faulty (or for that matter anything that is working properly), contact David Conway or myself so that we can arrange for materials and/or repairs.

New Winch:

This project is being delayed until the Bocian is back in the air.

Neil Boroky

Quote of the month: If the winch stops leaking oil, it means

Features

Assistants Instructors Course

0900 hours, 3 June 1985. Mike Valentine, National Coach of the GFA, awaits the arrival of three AUGC members at Gawler airfield. By 0905 all are present, if not yet fully awake. Foul weather has made them late, and will further disrupt activities to follow. But the assistants instructor course is underway.

During the next five days, Andrew McGrath, Mark Raftery and myself were to learn much from Mike, both on the ground and in the air. His intimate knowledge of gliding (and powered aircraft) and his ability to explain and interact with his students make Mike an excellent teacher. He appears to know the characteristics and quirks of virtually every glider type flown in Australia. He also is able to put his students at ease, even though they know he is THE National Coach.

The course was a mixture of lectures/talks/discussions and flying exercises, although no flying was possible on the Monday due to foul weather. Even on the Tuesday, we were able to manage only 1 flight each, dodging the squalls. Flying was done in the "clockwork mouse", i.e. a MotorFalke. This is quite a machine - I'm not sure whether it is a glider with an 80hp motor added or a power aircraft with glider wings added! Best glide ratio is not impressive, about 1 in 20, but for gliding training, the thing to do is to climb to a few thousand feet, throttle back to about 2000rpm, and turn it into a BergFalke! Then when you get down to 1000 ft, if the exercises are not complete, you simply turn on the power and climb up again. All very easy. Flying it under unusual circumstances (e.g. near the stall) is not so easy. And try landing it for the first time in 15 knot gusts!

However the MotorFalke must not be spun, so for this we took aerotows in a Twin Astir with spin "whiskers" (small auxiliary aerofoils either side of the nose). These flights were quite an eye-opener. The aircraft was flown with the centre of gravity very close to the aft limit, which made it somewhat slow to recover from spins. For example after a spin of four turns, it took two further turns with full recovery controls applied before it started to recover. Recovery took over 1000 ft! The message is clear. DON'T fly an aircraft below the permissible front pilot weights, and allow plenty of height for recovery if doing full spin training.

Another item of interest was the daily requirement of obtaining air clearances from the RAAF at Edinburgh. Max height over the field is usually only 2500 ft, with 5000 ft available to the North East. Sometimes flying is totally suspended while a Mirage, or similar, flies past. We are indeed fortunate at Lochiel not to have such restrictions.

A word of warning to anyone contemplating a winter course at Gawler - take your thermal underwear (underwear that generates thermals - what a breakthrough! .. ED). The temperature in the lecture room (clubhouse) at 9am was seven degrees, rising to a magnificent ten degrees by morning tea. The two bar heater had one bar inoperative, and the building overload would trip if a second heater was used. We put on jackets to come inside.

Oh yes, I nearly forgot. We all made it through the course, so you now have three more instructors whose quirks and fads you have to learn

Travellers Tales

News from Afar !! Russell Norman has sent us some correspondence which we dutifully include into this newsletter

Russell Norman
Kambubu High School
Private Mail Bag
RABAUL
Papua New Guinea

Dear Gliding Club Members;

This is just a short note from a member who has gone in search of the ultimate in thermal, and have come very close to finding it. However I have the minor problem of no glider through-out Papua New Guinea. Don Hein thought he had seen pretty big thermals in Thailand, well I think the ones here would compete quite well with his giant thermals.

For those wondering where I am exactly, I am at a high school called Kambubu, which is south-east of Rabaul. For those ignorant people who don't know where Rabaul is, it is on the north-eastern corner of the island of New Britain which is north-east of the main part of Papua New Guinea. For those who like exact location it is 4 30' degrees south of the equator and 152 40' East.

Andrew tells me that the gliding club is full of enthusiasm at the moment which I find pleasing to hear. When I return at the end of the year I hope to see 3 club aircraft at Lochiel !!!!!

Getting back to the gliding situation up here. The school where I work actually has an airstrip of similar quality to our airstrip at Lochiel, complete with windsöck. I hope in the near future I can send you a picture of it, as I have renamed the airstrip "Adelaide University Gliding Club Airstrip (PNG Branch)". Actually the strip is not used much (1 or 2 light planes a year so it is quite overgrown at the moment.

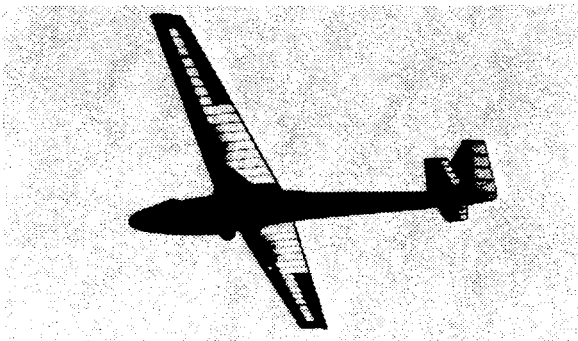
Rabaul is one of the nicest harbours I've seen except for the fact that it is likely to be blown off the map by the volcano it lies on. The volcano is pretty quiet at the moment however they got to within one day of evacuating the whole area last year. Just lately we have had quite a few earthquakes, (well tremors actually) they are quite an experience, to actually feel the ground move under your feet, it is quite disconcerting

I had the opportunity to go on board a couple of U.S. warships when they were in Rabaul for refueling. They were the USS John Young and the USS Buchanan.

The USS Buchanan was the ship that was refused permission to enter New Zealand waters, (which was one of the reasons it was in Rabaul) and the one that was mentioned in Time magazine and various other press releases, actually both ships were refused permission but the USS John Young is not set up to carry nuclear weapons so it didn't make it into the news. The USS John Young is the larger of the two and is set up for anti-submarine warfare which was very interesting since they had a helicopter on board which the public could go up and have a decent look at. It was all very interesting indeed.

Just to prove that I am not too far from civilisation I am writing this letter on a MicroBee using Wordstar word processor and a Brother daisy wheel typewriter hooked up as a printer, (which is horribly slow but give good print quality.)

Well I must go now as I have quite a bit to do. I would appreciate if someone could send me the gliding club newsletter and any other information about the club as think about the club and how it is going quite a bit (especially when I see Cumulus clouds going to 30,000 feet) I anticipate to be back in Adelaide by mid December so I would appreciate it if you have at least one glider in a flyable state at that time. Well I must go



Bye for Now

Russell Norman

Russell Norman

Coming Events

The club has arranged the 1985 Annual Dinner for the 24th of July. See details and reply slip elsewhere in this newsletter.

The Australian National gliding records and International gliding records reprinted here from Australian Gliding June 1985, may be of particular interest to those new to the sport. Considering that these tasks are accomplished only with the help of the weather, the speeds and distances achieved are quite incredible (motor-glider records have not been listed):

AUSTRALIAN NATIONAL RECORDS

AS AT 12.3.1985

OPEN

Straight Distance	I. Renner, 30.9.82, Nimbus 3	1095.05km
Distance to Goal	I. Renner, 30.9.82, Nimbus 3	1095.05km
Goal & Return	N. Roediger, 13.1.85, LS3	1015.16 km
	I. Wight, 13.1.85, Mini Nimbus	1015.16 km
Distance around Triangle	R. B. Tuncks, 7.2.82, Mosquito	1063.703 km
Speed around Triangles		
100 km	I. Renner, 14.12.82, Nimbus 3	195.3 km/h
200 km	I. Renner, 13.11.82, Nimbus 3	162.3 km/h
300 km	T. Cubley, 10.12.80, Cirrus 75	143.32 km/h
500 km	I. Renner, 22.1.83, Nimbus 3	152.09 km/h
750 km	R. J. Rowe, 15.1.77, Nimbus 2	134.0 km/h
1000 km	I. Renner, 6.11.82, Nimbus 3	129.68 km/h
Speed over 300 km O & R	G. Hayes, 7.2.82, Mini Nimbus	138.84 km/h
Speed over 500 km O & R	I. Renner & U. Knauss, 31.1.79, Calif A21,	130.38 km/h
Gain of Height	D. B. Wrenford, 3.1.84, Twin Astir	6980 m
Absolute Altit.	D. B. Wrenford, 3.1.84, Twin Astir	8915 m
15 METRE CLASS		
Straight Distance	Karla Karel, 21.1.80, LS3	949.69 km
Goal & Return	N. Roediger, 13.1.85, LS3	1015.16 km
	I. Wight, 13.1.85, Mini Nimbus	1015.16 km
Distance around a Triangle	R. B. Tuncks, 7.2.82, Mosquito	1063.70 km
Speed around Triangles		
100 km	G. Hayes, 16.1.82, Mini Nimbus	147.50 km/h
200 km	G. Hayes, 23.1.82, Mini Nimbus	125.15 km/h
300 km	T. Cubley, 10.12.80, Cirrus 75	143.32 km/h
500 km	Susan Martin, 29.1.79, LS3	133.14 km/h
750 km	R. W. Ward, 7.12.77, Pik 20 D	113.89 km/h
1000 km	R. B. Tuncks, 7.2.82, Mosquito	111.61 km/h
Speed O & R		
300 km	G. Hayes, 7.2.82, Mini Nimbus	138.84 km/h

500 km
Gain of Height
Absolute Altit.

Karla Karel, 9.2.79, LS3
G. Hart, 29.6.80, Mosquito
G. Hart, 29.6.80, Mosquito

122.78 km/h
7662.53 m
9444.0m

STANDARD CLASS

Straight Distance	B. McLaren, 22.11.71, St. Austria	810.39 km
Goal & Return	G. Vakkur, 8.4.77, Astir CS	1000.86 km
Distance around Triangle	R. Golin, 16.1.82, Hornet	778.92 km
Speed around Triangles		
100 km	B. Wood, 13.2.82, Hornet	128.07 km/h
200 km	P. Kayne, 16.1.83, Janar	122.69 km/h
300 km	T. Cubley, 10.12.80, Cirrus 75	143.32 km/h
500 km	R. J. Rowe, 30.1.75, Standard Cirrus	124.33 kph
750 km	R. J. Rowe, 4.1.76, Hornet 206	108.95 kph
Speed over 300 km O&R	G. Wrigley, 14.12.83, Cirrus 75	123.76 km/h
Speed over 500 km O&R	G. Wrigley, 26.12.83, Cirrus 75	120.60 km/h
Gain of height	M. N. King, 6.8.83, Libelle 201B	7436 m
Absolute height	Valerie Wilkinson, 29.6.80, St. Libelle	8176 m
MULTI SEAT CLASS		
Straight Distance	I. Renner & H. Geisler, 27.1.75, Calif A21	970.4 km
Distance to Goal	C. Crittenden & B. Caskell, 24.1.82, Twin Astir	559.26 km
Goal & Return	R. Druce & C. Callinan, 20.1.83, Janus C	692.61 km
Distance around triangle	R. Callinan & R. Druce, 24.1.82, Janus	827.88 km
Speed around Triangles		
100 km	H. Dunn & W. McIntosh, 3.2.81, Twin Astir	147.45 km/h
200 km	H. Dunn & A. Weal, 12.2.80, Twin Astir	113.17 km/h
300 km	H. Dunn & A. McTainsh, 10.12.80, Twin Astir	129.67 km/h
500 km	A. G. Tabart & R. Dyball, 20.1.78, Janus	117.35 km/h
750 km	I. Renner & Shigetoshi, 14.1.81, Calif A21	106.14 km/h
Speed O & R		
300 km	I. Renner & C. Calleja, 18.1.81, Calif A21	117.33 km/h
500 km	I. Renner & U. Knauss, 31.1.79, Calif A21	130.38 km/h
Absolute Height	V. Griffiths & S. Kirkwood, 5.7.81, Janus	7077.33 m
FEMININE RECORDS		
Straight Distance	Karla Karel, 21.1.80, LS3	949.69 km
Distance to Goal	Kay Veitch, 14.11.70, Libelle	329.8 km
Goal & Return	Susan Martin, 6.2.70, Libelle	656.04 km
Dist. around Triangle	Karla Karel, 9.1.80, LS3	814.01 km
Speed around Triangles		
100 km	Susan Martin, 2.2.79, LS3	139.45 km/h
300 km	Susan Martin, 8.2.81, Ventus A	129.52 km/h
500 km	Susan Martin, 29.1.79, LS3	133.14 km/h
750 km	Karla Karel, 28.1.79, LS3	95.45 km/h
Speed O & R		
300 km	Karla Karel, 19.1.79, LS3	95.9 km/h
500 km	Karla Karel, 9.2.79, LS3	122.78 km/h
Gain of height	Valerie Wilkinson, 29.6.80, St. Libelle	5890 m
Absolute Altit.	Valerie Wilkinson, 29.6.80, St. Libelle	8176 m
FEMININE MULTI SEAT		
Speed around Triangle 300 km	Diana Simpson & Maria Whytlaw, 14.1.82, Janus	83.55 km/h
500 km	Diana Simpson & Maria Whytlaw, 15.1.82, Janus	77.37 km/h

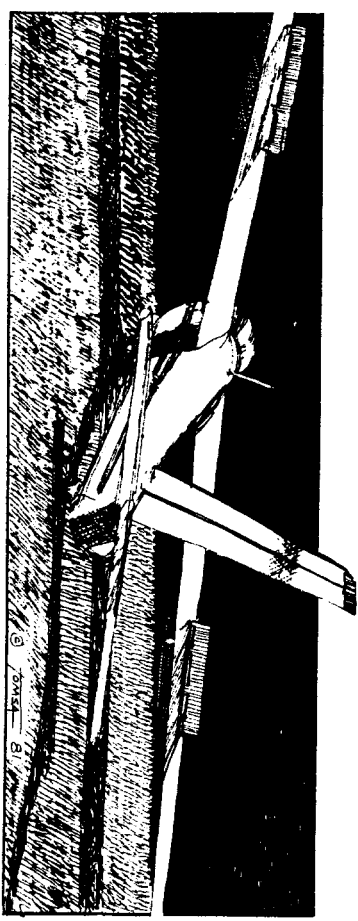
WOMEN
Single-Seaters

Distance in a straight line	Karla Karel LS 3 21 January 1980 Flown in Australia	Great Britain	949,6981 km
Distance to goal and return	Doris Grove Nimbus 2 28 September 1981	U.S.A.	1127.68 km
Straight distance to goal	J. Shaw Nimbus 2 17 August 1983	U.S.A.	748.4 km
Distance around a triangle	J. Shaw Nimbus 2 5 August 1984	U.S.A.	847.27 km
Absolute altitude	Sabrina Jackintell Grob Astir CS 14 February 1979	U.S.A.	12637 m
Gain of height	Anne Burns Skylark 3 14 February 1979	Great Britain	9119 m
100 km triangle speed	Susan Martin LS 3 2 February 1979	Australia	139.45 km/h
300 km triangle speed	Susan Martin Ventus A 8 February 1981	Australia	129.52 km/h
500 km triangle speed	Susan Martin LS3 29 January 1979	Australia	133.144 km/h
750 km triangle speed	J. Shaw Nimbus 2 5 August 1984	U.S.A.	100.55 km/h

WOMEN
Multi-Seaters

Distance in a straight line	T. Pavlova L. Filomenchkina Blank 3 June 1967	U.S.S.R.	864,862 km
Straight distance to goal	I. Gorokhova Z. Koslova Blank 3 June 1967	U.S.S.R.	864,862 km
O & R distance	Pelagia Majewska Violetta Malcher Halny 14 May 1980	Poland	618 km

Absolute altitude	Babs (Mary L.) Nott Hannah F. Durcan SGS 1-32 5 March 1975	U.S.A.	10809 m
Gain of height	A. Dankowska M. Marejska Bocian 17 October 1967	Poland	8430 m
100 km triangle speed	Adela Dankowska & Elzbieta Grzelak Halny 1 August 1978	Poland	126,286 km/h
300 km triangle speed	Adela Orsi Franca Bellingeri Calif A-21 18 August 1974	Italy	97.74 km/h
500 km triangle speed	A. Dankowska A. Platek Halny 4 May 1980	Poland	93.7 km/h



Barossa Valley Club Visit

The club has invited the Barossa Valley Gliding Club to fly at Lochiel on the weekend of July 27 and 28. More details at the next General Meeting.

Newsletter Plea !!


We're running short of things to print! Help avoid disaster by sending in any articles, letters, newspaper clippings, photos, even (shudder ... POETRY !), we'll take anything (blackmail threats a specialty). Required urgently, so write something ... now !!

(if anyone has some old used money they don't want, please feel free to deposit it with the Lochiel & Empire Editor Trust Fund, all contributions gratefully grabbed.)

Mailing List

Please ensure that your name & address is recorded accurately on our club newsletter mailing list. If you're moving please tell us ahead of time so we can alter our records.

The 'Pink Pig Wine Bar' menu.




WINE LIST

ORLANDO WINES

YOUR HOST AND HIS STAFF RECOMMEND THESE QUALITY WINES FROM ORLANDO

ORLANDO JACOB'S CREEK	1/2 BOTTLE	BOTTLE
RHINE RIESLING.....	\$4.10	\$7.30
ORLANDO CHABLIS (Dry Semillon) ...	\$4.10	\$7.30
ORLANDO JACOB'S CREEK CLARET.....	\$4.10	\$7.30
ORLANDO FROMM'S SPAETLESE.....	\$7.30	
ORLANDO CABERNET SAUVIGNON	\$8.80	
ORLANDO BLUE RIBBON SPAETLESE	\$8.60	
ORLANDO WENTWORTH OLD TAWNY PORT	\$6.50	\$11.00
PINK PIG BUBBLY	\$5.00	
WHY NOT TAKE HOME SOME PINK PIG BUBBLY	\$3.50	



PLEASE ORDER YOUR FOOD FROM THE KITCHEN

MENU

(YOUR SOUVENIR MENU)

SOUP (ALL HOME MADE)

PEA & HAM..... \$2.20
 SOUP DE JOUR \$2.40

ENTREE

	1/2 DOZEN	DOZEN
OYSTERS Natural.....	\$4.20	\$7.20
OYSTERS Kilpatrick..	\$4.50	\$7.70
HOME MADE PATE.....	\$4.20	
RAVIOLI	\$3.90	

SEAFOODS

FISHERMAN'S BASKET	ENTREE	MAIN COURSE	
			\$8.90
GRILLED OR FRIED WHITING ..	\$5.40	\$9.20	
GARLIC PRAWNS ...	\$5.80	\$9.90	
CRUMBED PRAWNS	\$5.80	\$9.90	
CRUMBED SCALLOPS	\$4.90	\$8.40	
FRIED CALAMARI ...	\$4.70	\$7.80	

STEAK

FILLET MIGNON
 With home made mushroom sauce..... \$8.40

POULTRY

CHICKEN CORDON BLEU
 Crumbed breast of chicken filled with ham and cheese... \$8.30

CHICKEN KIEV
 Breast of chicken stuffed and spiced with parsley and garlic butter..... \$8.30

52 O'CONNELL STREET,
 NORTH ADELAIDE. S.A. 5006

Pork Specials

PORK CHARTREUS
 Pork Medallions and Prawns in Brandy Cream Sauce \$9.60

HOME STYLE ROAST
 Traditional Roast leg with crackling and Apple sauce \$7.60

SPARE RIBS (when available)
 Definitely for those that like licking their fingers \$7.70

PINKY'S MEDALLION
 Prime fillet or Pork wrapped in bacon with Apple Sauce \$8.60

PORK CORDON BLEU
 Tender fillet of pork deliciously filled with ham and cheese, crumbed and fried \$8.60

PORK PARMIGIANO
 Pork schnitzel topped with sliced ham and cheese, served with spicy home made Italian Sauce \$8.90

PORK MEXICANA
 Pork fillet grilled and served with spicy hot sauce \$8.90

PORK SCHNITZEL
 Crumbed pork fillet fried in oil, garnished with lemon \$7.60

SWEETS

HOME MADE CHEESE CAKE..... \$2.00

CASSATA \$1.70

TARTUFFO..... \$1.70

MOKA \$1.70

NUT SUNDAE..... \$1.50

PAVLOVA..... \$1.80

BANANA FRITTER..... \$2.20

BLACK FOREST CAKE \$2.40

CHEESE & GREENS
 (Per person) \$2.20

THE PINK PIG

WINE BAR



BEER DRINKERS
 HAVE YOU TRIED
 "BREWERS
 LIGHT"



LIQUEUR COFFEE..... \$2.70

- Irish
- Royale
- Jamacian
- Roman



General News

Dateline : Adelaide June 5

CONWAY DEFEATS ALLCOMMERS IN ELECTION BID FOR POWER

Wild scenes were encountered at last months plenary sitting of the central committee of AUGC Inc. Politburo members, headed by the notorious Andrew 'Fingers' McGrath, were still reeling from the shock resignation of Guy Harley (former politburo and KGB chief, see our previous story "HARLEY BOWS UNDER POLITICAL PRESSURE"*). The central committee were asked to nominate a replacement member. The leftist controlled "Popular Front for the Liberation of Unmarried Pilots" immediately nominated their ace activist David 'Sleepy' Conway, a move they had obviously been planning for some weeks.

David, whose past conquests in the party have included leadership of the turbulent Winch division and a successful bid for the Presidency when ex-head Abbott was touring South America (at the invitation of the Marxist "Gliding Federation of Guatemala") had previously been lulling the party with assurances that he no longer wished to hold politburo office. Other committee members were visibly shocked by the announcement so much so that they failed to nominate any competition to Comrade Conway, even so, the election was extremely close. The outcome was not available for several hours due to the visibly confident Conway requesting numerous unnecessary recounts.

With the re-emergence of Conway as a political force, this must surely put President McGrath under considerable pressure to perform, both from outside the politburo and from within his own ultra-rightwing "Pilots Against ETSA" party. He must surely realize now that he will need to keep a firm grasp on the reigns of power, lest it be ripped from him one cold dark night behind the hanger. It remains to be seen whether Conway can have any influence on the generally centre-based politburo members Yeo and McKenney. Only one thing is certain, the quiet backwater of Executive politics have been well and truly shattered.

From our political correspondent.

*We apologise for the spelling error in the title, it should not have been "HARLEY BOWS UNDER POLITICAL PLEASURE", we also apologise to Guy and hope that his wife will let him in the house now.

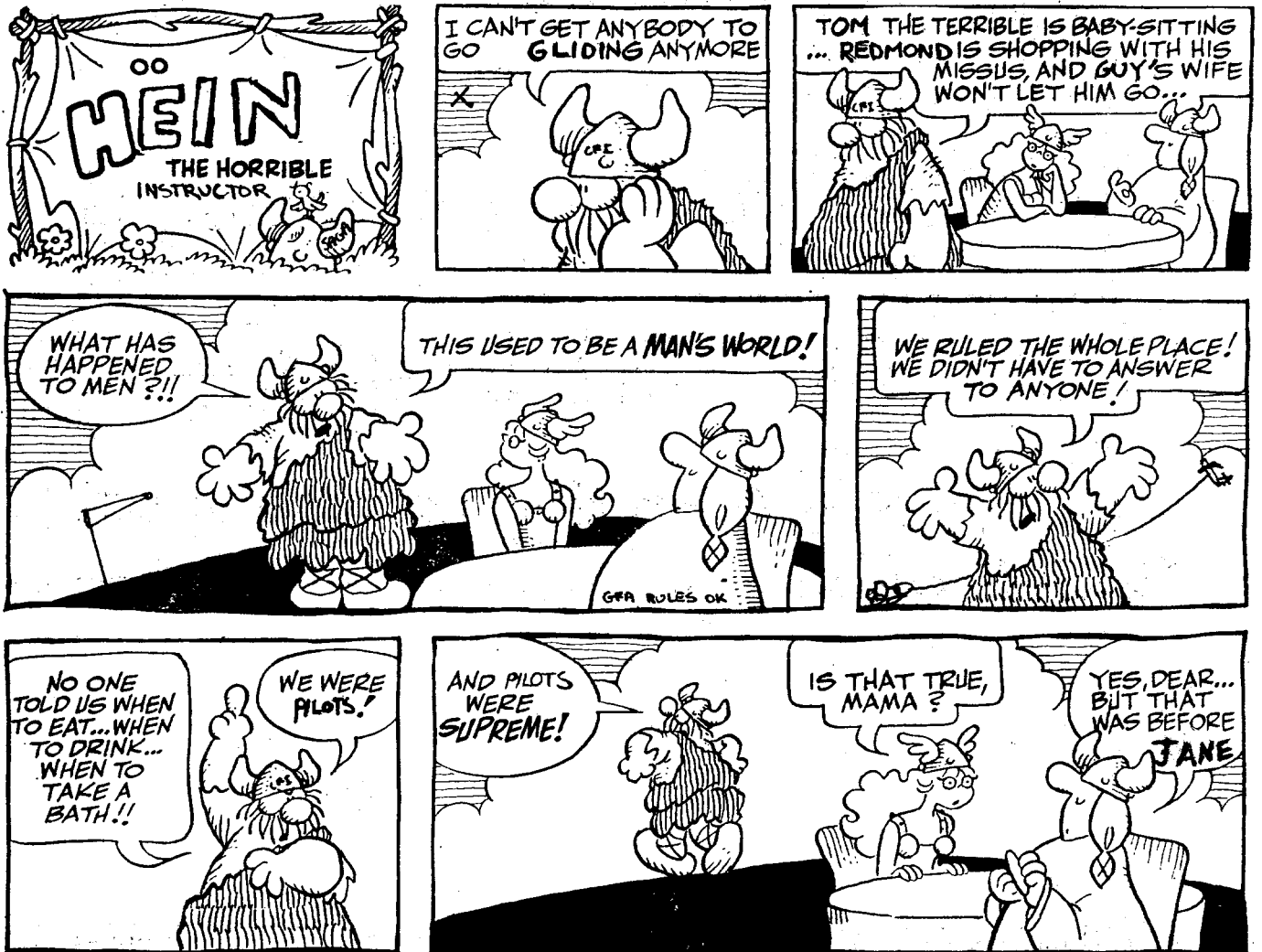
All Right McGrath !!

This is the third newsletter since you usurped power and became the President, so where's your speeches, manifestoes, proclamations; even a small 'hello' occasionally would be nice. Or have you become a puppet president and sunk silently without a trace beneath the murky waters of West Lakes ?

We expect a full President's Report next issue.

Return of 'The Phantom'

Unfortunately the Phantom cannot be with us this issue, instead we bring you Hein the Horrible Instructor.



Next General Meeting

Wednesday 3rd July 1985, 7:30pm in the Jerry Portus Room
Adelaide University Union
A videotape of Hans Werner Grosse's flight will be shown.

August General Meeting

Wednesday 7th August 1985.

EXTRA SPECIAL : We are trying to get the film 'Dawn Flight' for this meeting.

Next Executive Meeting

Wednesday 17th of July 1985.

Venue to be announced, all members welcome.

Membership List

Suppliment to Uni Gliding, July 1985.

All errors, omissions etc should be reported to Bob McKenney.

John Abbenante	35 North St, HECTORVILLE 5073	08 336 3175
Nick Abbott	P.O. Box 44, CLARENDON 5152	08 383 6236
Brenton Banham	12 Lucerne St, FINDON 5023	08 268 1463
Mike Barnden	11 Adelaide Rd, MALLALA 5502	085 27 2237
Eric Bardy	2 Western Pde, BROOKLYN PARK 5032	08 43 8994
Stephen Bates	125 Brougham Place, NORTH ADELAIDE 5006	08 271 0888
Neil Boroky	C/o 6 Wilson Avenue, FELIXSTOW 5070	085 32 4255
Peter Brooks	35 Snows Rd, STIRLING 5152	08 33 9425
Ian Button	11 Monaco Crt, GRANGE 5022	08 356 3848
Ralph Cardillo	29 Winzer St, SALISBURY 5108	08 250 4513
Virginia Castins	23/383 Cross Rd, EDWARDSTOWN 5039	08 297 8025
Paul Clarke	21 Quick Rd, MITCHELL PARK 5043	08 277 1391
Chris Clarkson	53 Elizabeth St, NORWOOD 5067	08 332 7275
Martin Cughlan	48 Swain Av, ROSE PARK 5067	08 332 3131
Rod Connolly	12/4 Loch St, STEPNEY 5069	08 42 5868
David Conway	187 Brougham Pl, NORTH ADELAIDE 5006	08 267 1915
Julian Cooper	3 Salter St, KENSINGTON 5068	
Rachel Coton	2 Beta Cres, PANORAMA 5041	08 277 2486
Paul Daman	12 Hughs St, LINDEN 5065	08 79 6684
M. Dedronni	Davoren Rd, ELIZABETH FIELD 5113	08 254 9016
David Elliot	15 Pitcairn Av, URRBRAE 5064	08 79 3425
Nick Ellis	99 Beafield Rd, PARA HILLS WEST 5096	08 250 1469
Peter Evans	11 Stanley St, WOODVILLE 5011	08 45 9442
Lyndon Evens	45 Brougham Pl, NORTH ADELAIDE 5006	08 267 2276
Jordi Evins	32 Seaview Rd, LYNTON 5062	08 277 9707
Kevin Frost	11 Tucker Rd, NEWTOWN KADINA 5554	088 21 2228
John Galluccio	9 Marion Rd, PAYNEHAM 5070	08 336 2657
Bob Giles	27 Collingbourne Dr, ELIZABETH VALE 5112	08 255 3233
David Gluyas	2 Highland Ct, BELAIR 5052	08 278 3053
Martin Gregory	13 Jackson Ave, CORMANDEL VALLEY 5051	08 278 3622
Guy Harley	29 Hermitage Rd, AULDANA 5072	08 332 5552
Brian Hillier	8 Nolan St, WEST LAKES SOUTH 5020	08 49 1951
Martin Howells	31 Linley Av, BLAIR ATHOL 5084	08 29 1627
Mark Jenkinson	65 Valley View Dr, HIGHBURY 5089	08 364 3259
Martin Jones	43 Francis St, ST AGNES 5097	08 265 1803
Kevin Jordan	23 Devereux Rd, HAZELWOOD PARK 5066	08 79 2791
Peter Kennewell	1 Palmer Pl, NORTH ADELAIDE 5006	08 267 4454
G.Y. Krippner	24A Blackburn St, ADELAIDE 5000	08 223 7526
Deborah Lange	30 Tomsey St, ADELAIDE 5000	08 223 1989
Dene Larwood	2/32 Hutton St, KLEMZIG 5087	08 266 2910
Albert Lee	2/120 Yainy St, PARKSIDE 5063	08 271 1180
John Lindsay	2 Canterbury Av, TRINITY GARDENS 5068	08 332 9228
Graham Luysden	Lower North East Rd, HOUGHTON 5131	08 380 5467
Peter Mahoney	60 Lucas St, RICHMOND 5033	08 43 3352
Andrew Materne	107 Sunshine St, BRIGHTON 5048	08 296 2491
Mark McCullum	Wellington Sqr, NORTH ADELAIDE 5006	
Andrew McGrath	185 Military Rd, TENNYSON 5022	08 356 2466
Bob McKenney	80 Archer St, NORTH ADELAIDE 5006	08 267 2002
Dennis Medlow	66 Boucaut Av, KLEMZIG 5087	08 261 9781
Tom Melville	213 Jeffcott St, NORTH ADELAIDE 5006	08 267 1973
Penny Millhouse	C/o St Mark's College, NORTH ADELAIDE 5006	
David Mottershead	5 Wycliffe St, FULLARTON 5063	08 29 4820
Peter Morey	28 Oruston Av, BRIGHTON 5048	08 296 5134
Guy Morgan	23 Marine Pde, MARINO ROCKS 5049	08 296 2579
Derele Nagle	16 Jessie St, SEACLIFF PARK 5049	08 298 2932
Tom Nemith	11 Terrigal Rd, REDWOOD PARK 5097	08 251 3127
Roger Northcote	38 Cooper Pl, BEAUMONT 5066	08 79 2032
Tim Parish	10 Rodda Rd, MYRTLE BANK 5064	08 338 1415
K.C. Paulson	5 Hamilton St, VALE PARK 5081	08 261 4914
Hank Plaggenars	39 Calway St, KILBURNE 5084	08 269 2265
David Praolin	45 Brougham Pl, NORTH ADELAIDE 5006	08 267 1086
Redmond Quinn	13 Redmond St, COLLINSWOOD 5084	08 344 5331
Mark Rafferty	16 Stradbroke Av, PLYMPTON PARK 5038	08 293 6276
Kevin Raner	5/36 Barke Rd, PROSPECT 5082	08 380 7082
Gordon Reddek	C/o Delhi Petroleum, 33 King William St	08 218 7611
Martin Roberts	P.O. Box 29, BROOKLYN PARK 5032	
Bernard Rossi	16 Blyth St, GLEN OSMOND 5064	08 79 8918
Andy Rowan	34 Hill St, PARKSIDE 5063	08 274 1820
Jacques Sayers	ADDRESS UNKNOWN, C/o AUGC Pigeonhole	
Michael Schilling	5 Whiteleaf Crs, GLENGOWRIE 5044	08 294 5243
Jodie Semler	4/25 Margatich St, CROYDEN PARK 5008	08 68 5563
Jenni Sleigh	78 Ferguson Av, MYRTLE BANK 5064	08 79 4995
Carol Smith	15 Correa Ct, BLACKWOOD 5051	08 278 8857
Michael Stapleton	16 Kerley Crs, ATHELSTONE 5076	08 337 7701
Paul Stephenson	111 Old Mt Barker Rd, STIRLING 5152	08 339 2827
Damen Svedgrass	46 Penington Tce, NORTH ADELAIDE 5006	08 267 2049
Mei Tang	187 Brougham Pl, NORTH ADLEAIDE 5006	08 267 1915
Nick Tembel	7 Russ Av, SEATON 5023	08 45 4571
Dick Temple	Rangeview Dr, CAREY GULLY 5144	08 390 1827
Peter Temple	Rangeview Dr, CAREY GULLY 5144	08 390 1827
Irene Thomas	3 Jersey Av, BRAHA LODGE 5109	08 258 2306
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Steve Turner	18 Avalvara St, PARALOWIE 5108	08 250 2711
Brenton Vandeeper	17 Grandevie Dr, TEA TREE GULLY 5091	08 264 0270
Lynton Vonow	104 Jeffcott St, NORTH ADELAIDE 5006	
Anna Virhos	6/25 Clifton St, CAMDEN PARK 5038	08 29 4528
Penny Virhos	6/25 Clifton St, CAMDEN PARK 5038	08 29 4528
Alex Weissmann	42 Dulwich Av, DULWICH 5065	08 31 1230
Stephen Were	19 Burns Av, SEFTON PARK 5083	08 44 1540
Andrew Wigney	45 Brougham Pl, NORTH ADELAIDE 5006	08 267 3432
Phillip Wood	C/o P.O., ONE TREE HILL 5114	08 380 7330
Chai Dol Yeap	16 Sheffield St, MALVERN 5061	08 271 0888
Gillian Yeo	75 Grenfell Rd, MODBURY HEIGHTS 5092	08 264 0316



A U G C

ADELAIDE UNIVERSITY
GLIDING CLUB

PRESENTS ITS

ANNUAL DINNER

AT:

'THE PINK PIG WINE BAR', 52 O'CONNEL ST. NORTH ADEL

AT 7.30, WEDNESDAY 24th OF JULY (FOURTH WEDNESDAY
OF THE MONTH)

BE THERE!

RETURN TO DAVID CONWAY ASAP

NAME :

NUMBER OF GUESTS :

The Back Page



Our pie cart getting the very best of care

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The Editors - Uni Gliding

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