June 1983

Uni Gliding
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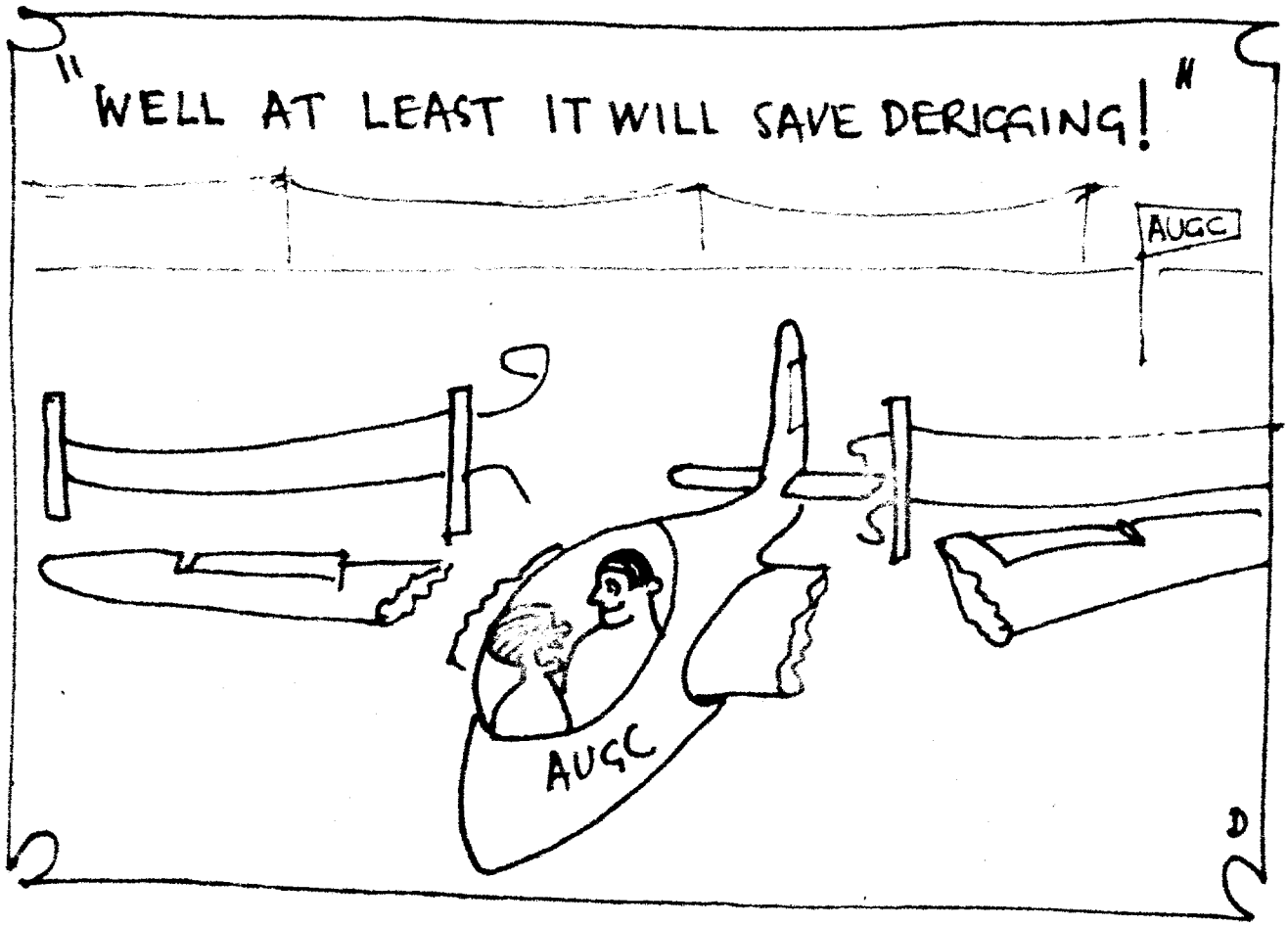
Official Journal Of The Adelaide University Gliding Club.



Next Meeting

Wednesday, 6th July, 7:30 p.m.
in the Jerry Portus Room.

Agenda: 1:Business: Reports, arguments, boring trivialities.
2:Educational Lecture: Normally quite interesting and useful.
3:Coffee: Sometimes tea as well !
4:Film: ??- if it can be arranged.
Come along and find out !

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At the last general meeting, our illustrious CFI (Chief Flying Instructor) Don Hein, gave a lecture on the ground handling of aircraft, and general safe conduct on the ground.

For the benefit of those who were unable to attend, and to help reinforce the matter for those who did, here is a summary of most of the points raised. (Most of them are just common sense, when you know a bit about the aircraft)

General ground handling and safety;

-don't lift or push on the trailing edges of the wings. (the back edges) The wood here is very thin and easily damaged.

-don't push on any parts of the aircraft only covered in fabric; our aircraft are of fairly old design, largely made of a framework covered by (in low surface-stress areas) fabric (like a balsa model aeroplane).

-don't push on the canopy; this is made only of plastic, and is very expensive to replace. For the same reason, if no-one is in reach of the canopy, it should be locked shut; canopies have a habit of blowing open or closed even on days of apparently no wind; we don't want to pick up a canopy in a wheelbarrow.

-don't push on the control surfaces (these are the bits on the wings and tail that move) ; the hinges are not meant to take that kind of stress.

-don't push a glider by the wingtips; the wings are very strong to support the glider in the air, but don't like being pushed back and forth.

-when lifting the tail of a glider, use the handles in the fuselage (the fuselage is the 'body' of the aircraft), NOT the tailplane (the tailplane is the horizontal part of the tail).

-basically, you can push on anything solid; like the nose, the side of the fuselage, or a solid part of the wing close to the fuselage.

-the person holding the wingtip is normally in charge.

-face in the direction you're moving, and keep an eye out for obstacles.

-NEVER leave a glider unattended unless it's properly tied down with rope and pegs.

-a glider should be left (if not on the strip waiting for a launch) side on to the wind - it doesn't take a gale capable of tearing down trees to get a glider with no pilot off of the ground.

-the wing pointing into the wind should go down so the wind won't get under it and flip the aircraft over.

-if a glider is landing, with another glider on the strip, the wing of the glider on the ground towards the landing area should be put down out of the way of the landing.

-never step over a glider wing (they don't like being walked or fallen on/through, and we don't like fixing footprints/ knee holes/etc.)

-if a glider is being towed downwind by a car, especially if turning with the wind behind it, someone should hold the rudder to stop it blowing hard over one way (we don't want to collect the rudder in the wheelbarrow with the canopy).

-if a glider is being towed behind a car at all, then the controls should be lashed to stop the elevator flapping up and down (the elevator is the bit that moves on the tailplane, for controlling the attitude of the glider.).

-there should be at least two people walking with a glider being

towed; one holding a wingtip and steering, and one with the nose.

-for turning corners when being towed, the tail should be lifted off the ground to prevent sideways stresses on the tail-wheel.

-don't step over cables on the ground; you will see why if you ever see one pulled off its peg at speed; similarly, don't leave a glider wing over one.

-the cable closest to the strip is used first. (It would be sad if the winch driver pulled the wrong one....)

-when holding the end of a cable, keep in mind that if the winch driver did something wrong (accidentally or otherwise), and you had a finger through the ring on the end, it is not inconcievable that you, or parts thereof, will follow the cable down the strip; so hold the cable loosely.

-never walk, sit, stand, drive, crawl, or simply be in front of a glider with its wings level, or simply with cable attached- it may be launched unexpectedly.

-vehicals should only move on the strips, and then down the sides, and not with excessive speed, especially near gliders; also, don't spin wheels, or otherwise cut up the strips.

-before moving onto the strip, watch for aircraft landing; even if all our aircraft are on the ground, we sometimes have visitors drop in by air.

-if you see anything wrong, shout 'STOP, STOP ,STOP';preferably over the radio.

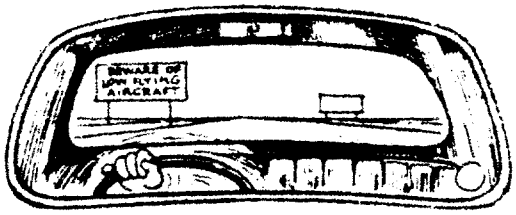
-a launch should not proceed if there is any possibility that the cables are crossed, or if there is a piece of broken cable lying on the strip.

-cars should be parked about two car lengths off the strip,and facing it, to give the best visibility of the launching/ landing area.

-when a glider lands, don't just sit there for others to bring it back to the launch point- help.

-if in doubt ASK!

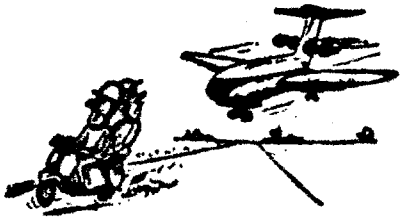
-see, it is all common sense, isn't it ?



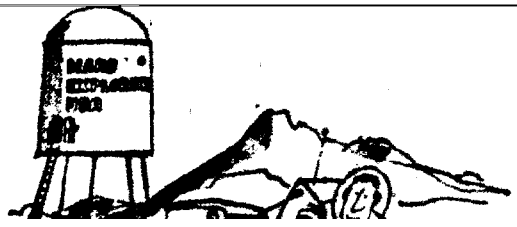
Wind

The Beaufort Scale

Beaufort Force	*Description*	*Effects on land*	*Wind speed/knots*
0	Calm	Smoke rises vertically.	Less than 1
1	Light air	Wind direction shown by smoke drift, but not strong enough to turn wind vanes.	1–3
2	Light breeze	Wind felt on face. Leaves rustle. Wind vanes respond to wind.	4–6
3	Gentle breeze	Leaves and small twigs in constant motion. Wind extends light flags.	7–10
4	Moderate breeze	Raises dust and paper. Moves small branches.	11–15
5	Fresh breeze	Small trees begin to sway.	16–21
6	Strong breeze	Large branches in motion. Telegraph wires hum. Umbrellas difficult.	22–27
7	Near gale	Larger trees sway. Inconvenience felt when walking against the wind.	28–33
8	Gale	Breaks twigs off trees. Generally impedes progress.	34–40
9	Strong gale	Slight structural damage to chimney pots, slates, TV aerials, fences, etc.	41–47
10	Storm	Trees uprooted.	48–55



"I wonder why no one else is using this Motorway."



Gale warnings

Warnings are issued for:

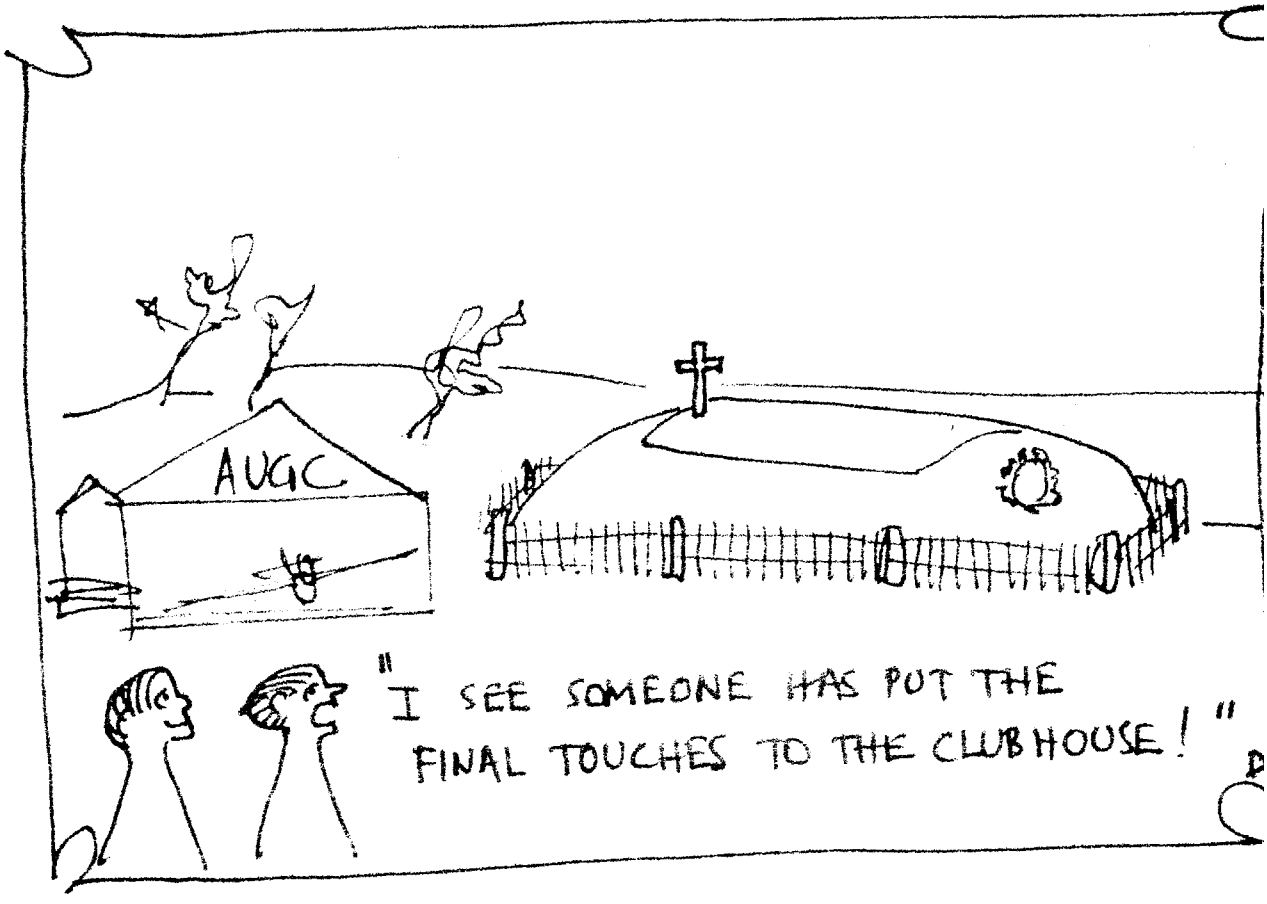
GALES if the mean wind is expected to increase to Force 8, or gusts of

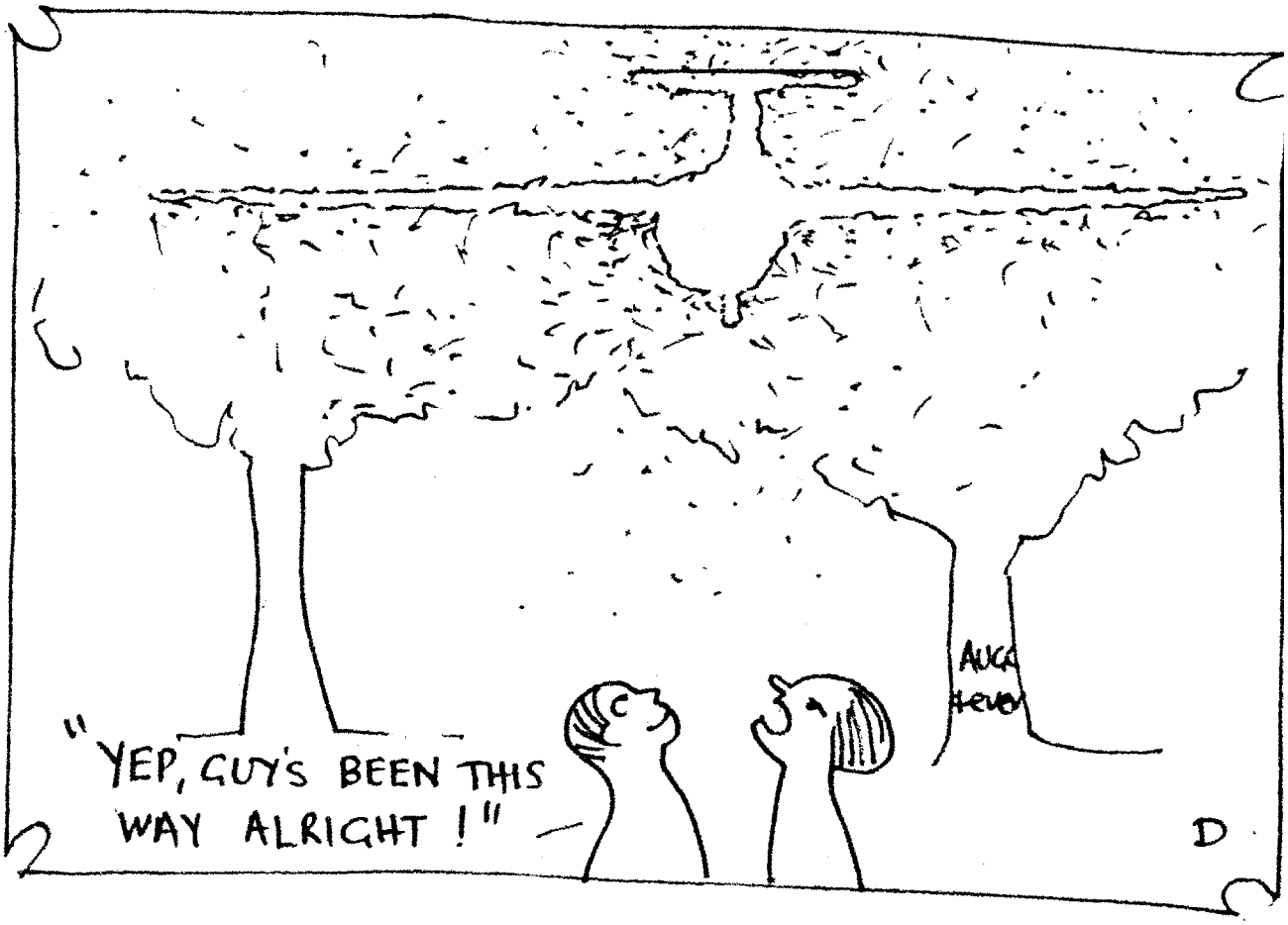
FLIGHT STATISTICS

	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
Bocian (KYW)							
'82							
Flight time	2:09	6:45	8:58	21:17	12:22	20:46	72:17
Launches	4	16	21	22	71	142	255
Ave flight time (min)	30.25	25.31	25.62	58.05	10.45	8.77	17.0
'83							
Flight time	44:44	14:54	13:03	25:07	20:19	-	118:07
Launches	48	69	106	134	105	-	462
Ave flight time (min)	55.9	12.96	7.39	11.25	11.61	-	15.23
[illegible]-6 (SNB)							
'83							
Flight time	13:53	13:07	9:52	19:19	21:26	5:25	83:02
Launches	19	36	50	51	81	26	263
Ave flight time (min)	43.94	21.86	10.82	22.73	15.88	12.5	18.94
Berg-faulke (GZM)							
'82							
Flight time	25:40	13:59	27:37	26:50	23:57	8:21	126:24
Lauanches	99	43	72	103	130	59	506
Ave flight time (min)	15.56	19.51	23.01	15.63	11.05	8.49	14.0
'83							
Flight time	12:50	-	-	1:11	-	2:06	16:07
Launches	21	-	-	9	-	25	55
Ave flight time (min)	36.7	-	-	7.89	-	5.04	17.58

THE LONGEST FLIGHTS (1985)

	TIME(min)	AIRCRAFT	DATE	PERSON(S)	PLACE
JAN	270	KYS	I5	A.McGrath & J.Harley	Leeton
FEB	II9	GNB	I2	K.Quinn	Lochie
MAR	I06	GNB	27	D.Medlow	Lochie
APR	73	GNB	I7	D.Medlow	Lochie
MAY	290	GNB	28	K.Norman	Lochie
JUN	50	GNB	I2	K.Norman	Lochie





GENERAL NEWS

Aircraft: After much hard work, Mark has completed the replacement skid for ZM. The Bergie flew on Sunday 12th, and Monday 13th, till it blew the tyre on the main wheel.

KYW, unfortunately, is out of action due to a damaged winstie, but at least ZM is back in action, so we do still have one two seater operating.

Congratulations to the Kadina Mob on selling the Nambus and getting a Boomerang, adding to the already considerable privately owned fleet.

Gawler visit: We invited A.S.C. up for the long weekend, and several people brought their plastic machines along. The weekend was a success, with ridge soaring for most of the day on Sunday, when the Bergie at last got into the air, we had the Bergfalke, two Ka-6's, a Boomerang, a Jantar, a Cirrus, and a Mini-Nimbus ridge soaring. Sunday ended with hauling NB out of a paddock over a fence...

Clubhouse: Much work has recently been done on the clubhouse: it now has doors, most of its windows, ends to the gutters, and downpipes. Lockup stage is now not far away. Also, the toilet at the side of the hangar has been restored to luxurious conditions, with a brick floor, lockable door with 'engaged/vacant' sign, etc., etc.

Winch: The winch has been running well of late: there were no cable-breaks at all over the long weekend. However, people have been experiencing some difficulty starting the V-8 in the mornings due to the lack of a choke: the answer seems to be to apply choke by removing the air cleaner and holding the butterfly closed by hand.

National Coach: Mike Valentine, National Coach for GFA, is visiting our field on this Saturday, 25th of June.

Secretary's Report

This column has been absent from the newsletter for a long time (due to popular demand) but the editors have decided that the newsletter could do with some more information to pad out Don's cartoons with.

One of the more important events in our near future is the Barossa Valley Gliding Club visit. The tentative date is the 13th-14th of August, this is yet to be confirmed so watch this space for details. The B.V.G.C. have also extended a counter-invitation for us to invade them for a weekend later this year so if you think that's a good idea tell me (or Dick, the President) so the exec can chew it over.

To more droll aspects of administration:

My computer told me that we have 79 members on our lists, I'm sure we must have more than this, so if your name isn't on the list in this issue, or any details are incorrect, please call me.

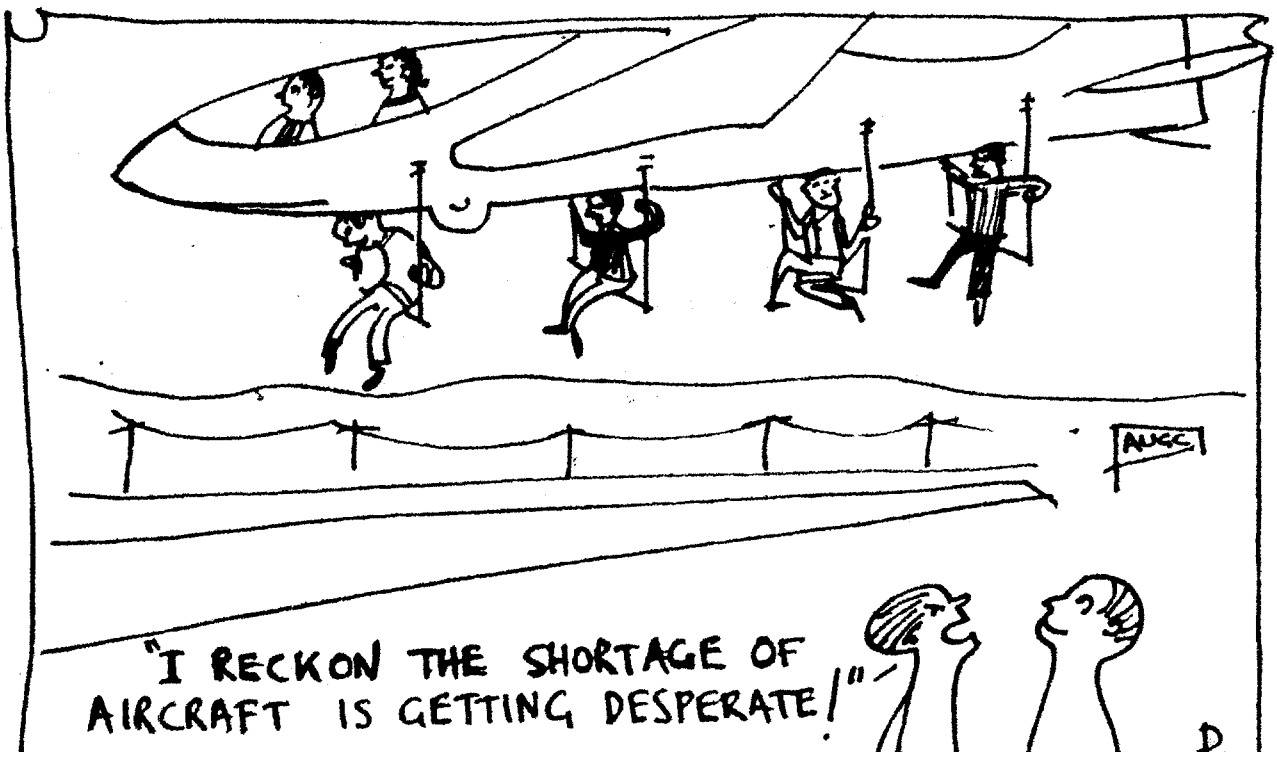
Also some of our members are unaware of the officers of the club, and the printing in the 'New Members' page didn't come out very well, so I'll list them here...

President: Richard Temple	390	1827
Secretary: Dennis Medlow	42	5093
Treasurer: Russell 'Scrooge' Norman	390	1824
CFI (Chief Flying Instructor): Don Hein	261	4245
Airworthiness Officer: Mark Forster	251	2820
Legal Officer & Auditor: Guy Harley	31	7340
Other Executive members: Bob Giles	255	3233
Andrew McGrath	356	2466

Newsletter Editors: Andrew McGrath & Russell Norman

There...reading all that wasn't too bad, was it? Now that I've satisfied the Editor's lust for words, I'll see you at the next meeting.

Safe Flying
D. Medlow.



SUMMARY OF MINUTES OF EXECUTIVE MEETING HELD ON 18th MAY 1982

Aircraft Maintainance; Mark reported that work on the BF is proceeding and that the Bocian wings will be covered after the BF returns from the C of A course.

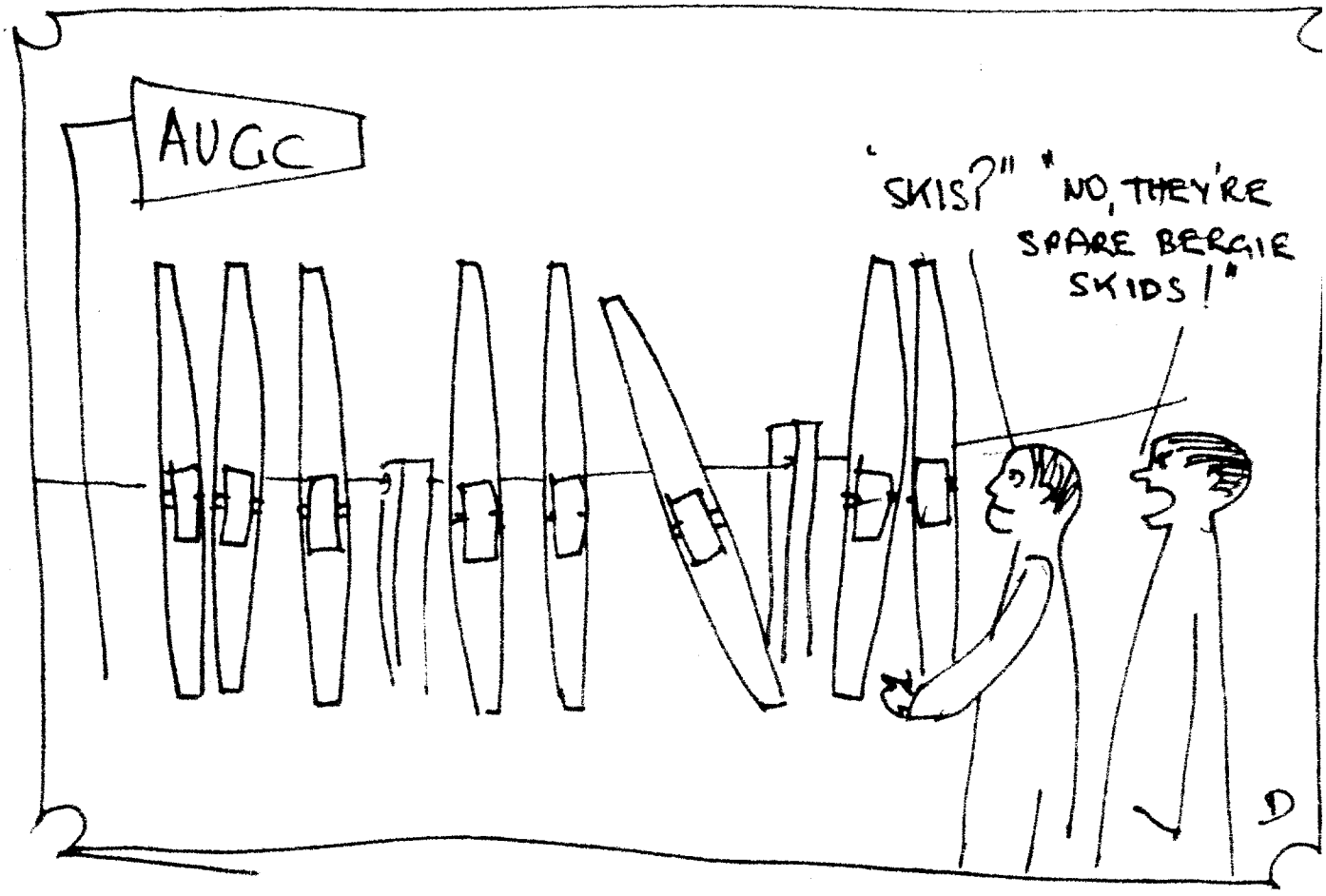
Telephone; Guy, Dick & Dennis are to organise changes to the on field telephone service.

Huts; The club has tendered for five huts from the E&WS.

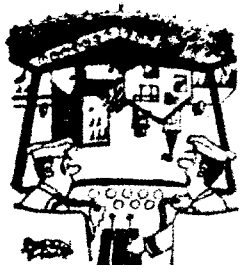
CFI's Report; Don reported that information regarding correct use of parachutes will soon be distributed, the Bocian needs a weight placard, and he recommended that the petrol bunker keys be secured under the fridge in the hanger.

Airworthiness Officer; Mark proposed to obtain a new lockable cabinet to store aircraft parts, as the stores currently in the cupboard are almost unusable and unqualified people were doing jobs on aircraft.

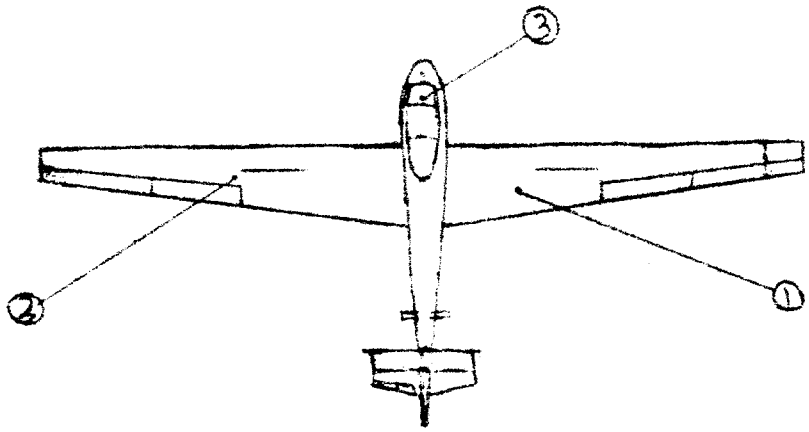
General; Andrew McGrath took over from Dene Larwood, with Russell Norman, as Newsletter Editor.
The executive reiterated its policy that members arriving on field late and/or without notice should get low priority on flying.



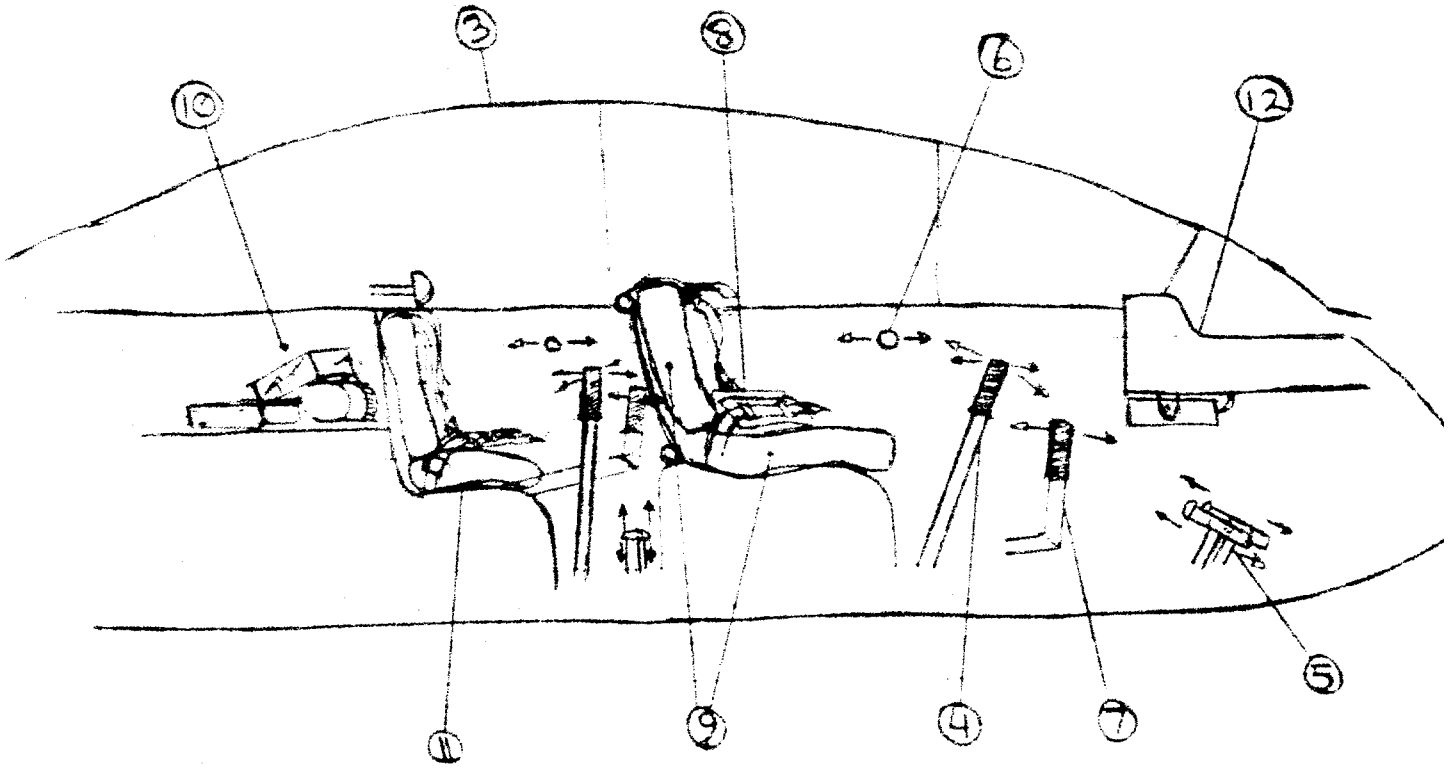
MARK FORSTER TAKE HEART ;
Pilot Douglas Corrigan took off from New York in dense fog in 1938, planning to fly west to California.
Unfortunately he got his bearings wrong and flew due east for 28 hours. He landed in Ireland and gained the nickname 'Wrong-Way Corrigan'.

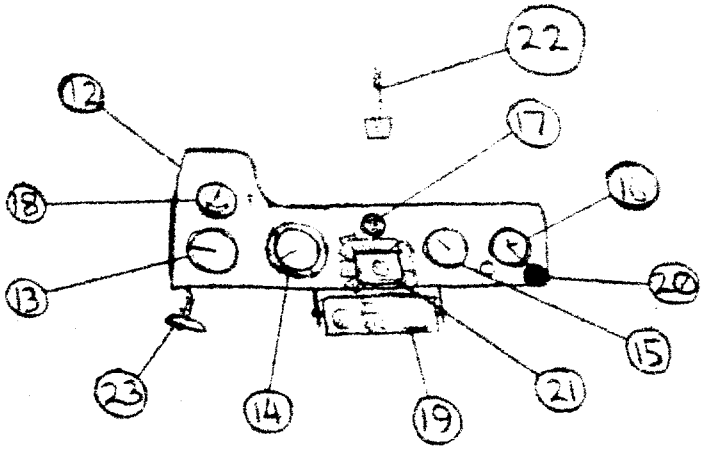


"I thought you w
navigating!"



SZD BOCIAN 1E 9-BIS





PARTS OF THE BOCIAN.

(1) - Wing; Improves the performance of the glider
(2) - Another wing; See (1)
(3) - Lid; Keeps breeze out, supports yaw string
(4) - Stick; used for steering the aircraft:
Forward movement; throws occupants violently upwards.
Backward movement; throws occupants violently downwards.
Left & Right movement; little effect.
(5) - Rudder pedals; No effect.
(6) - Trim knob; Forward movement; throws occupants violently upwards. (See (4))
Backward movement; No effect.
(7) - Airbrake lever; For signalling the launch point of intention to land.
(8) - Harness; Stops head from hitting canopy when stick is moved forwards. (See (4))
(9) - Cushions; come in two varieties: too hard & lumpy, too soft & lumpy.
(10) - Luggage compartment; produces disconcerting bangs and thumps during flight.
(11) - Rear seat; Sometimes occupied by instructor. (please ignore)
(12) - Instrument panel; Supports a number of little glass-fronted dials. (please ignore)
(13) - Airspeed indicator; used to stimulate instructor into producing loud screams of abuse.
(14) - Variometer; Very confusing (please ignore)
(15) - Another variometer; See (14)
(16) - Altimeter; Also confusing: changes with the weather (See (14))
(17) - Compass; Trying to read this in flight produces disorientation, eye-strain, and baldness. (please ignore)
(18) - Gyroscopic angle of bank indicator; turned off permanently (please ignore)
(19) - Radio; produces constant stream of instructions to land ('off' switch may help) (please ignore)
(20) - Air-vent control knob; causes roaring gale to blow pilot's hat into instructor's face.
(21) - D.I. slip holder; Capable of holding 10 D.I. slips simultaneously.
(22) - Yaw string; If flapping around, it's windy, or you are flying. If glued uselessly to the canopy, it's raining (please ignore)
(23) - Release; causes large amounts of cable to hurtle towards the winch.

It's better from below on tow . . .

Three weeks of bad weather is nothing unusual in December in Poland, but to have to cancel an urgent ferry flight flight twenty times and return by rail could be just too much. Finally it appeared to be OK and we took off on tow under a clear blue sky; that the small electric turn-and-slip did not work affected my happy mood very little. Suddenly, after half an hour, fog began to form underneath. As a glider pilot I am used to only seeing clouds from below, and I was not amused by the possibility of being separated from the ground by complete cover. I wanted to get down as quickly as possible, but my attempts to inform Stanislas, the tug pilot, of my decision by manoeuvring the glider were unsuccessful. Steadily the high wings of the Gawron 4-seater towed me towards Warsaw 180 miles away, above complete overcast.

Alone in the tug Stan thought the situation would provide an interesting navigational exercise, and that the cloud below was local to the hilly country that we were crossing. He was still out of radio range of Warsaw, but talked to an airliner recently out of there which reported good visibility and 1/8 cloud. OK, in half an hour the ground would reappear.

The waviness of the cloud surface made it look as if a hole would show up just after the next cloud top; but there were no holes, and after an hour even Stan lost patience. Suddenly the Gawron lowered its nose, and with an altimeter reading of 1800 ft we dived into cloud. Slowly, at the rate of 6 ft per second we sank towards unknown ground. The spooky silhouette of the tug only 75 ft ahead became less visible, and then only barely discernible. Canopy icing! Open the vent. The outside world shrank to a narrow slit in the canopy, and maximum effort was needed to keep station. At 300 ft on the altimeter – it had been set at our airfield departure height – there was still no ground in sight, and after a short while I noticed that we were climbing again. I breathed a bit easier when we reappeared on top.

Stan finally got radio contact and requested weather and position. The chatter went something like this.

Air Traffic Control. Vis 1 mile, cloud 8/8, ceiling 700 ft, deteriorating.
You are on course, proceed WA-NDB and report over Beacon.
Stan. Cannot proceed, have no radio compass.
ATC. What DO you have?
Stan (modestly). Altimeter, ASI, compass, turn-and-slip.
ATC. Stay on course, report in 20 minutes.

[Meanwhile visibility below had deteriorated to ½ mile and the ceiling to 400 ft.]

ATC. Gawron, course 15° right, descend to 2100 ft. You will be guided into the approach sector of the precision radar which will give you heading to steer on 121·5. Have you this frequency?
Stan. No.
ATC. (breathing deeply). Remain on 119·7. Radar will talk to you over the phone on this channel.
Stan (meekly). Request clearance for two approaches.
ATC. Say again! Why two?
Stan (resignedly). I am towing a glider.
ATC (very calmly). Stand-by, remain Visual.

[On the ground ATC tried and failed to find a clear alternate airfield, and realised that it would not only have to improvise, but change from international English to Polish to deal with the situation.]

ATC Radar. Gawron, I will guide you down. Steer 10° right. You are 5 miles from touchdown and 50 ft above glide path, descend faster. 100 ft above glide path, descend FASTER, 150 ft ab——
Stan (excited). Cannot descend faster, glider cannot follow.
Radar (unimpressed). 4 miles from touch down, descend faster or you will leave the glide path.

At about 900 ft it became dark, and despite my body contortions to see through the slit in the glider canopy, the tug disappeared from sight. This was lunacy, but to release would be even worse. Suddenly a large shadow loomed up – the Gawron was right in front. Airbrakes open! No sooner had it disappeared again than there was the first tearing jerk on the rope; but the second was more bearable. In the meantime my altimeter showed zero, then minus 60 ft. With the difference from departure height we should now be 500 ft up – I hoped not anywhere near the television masts.

Minus 150 ft. Still darkness
Minus 240 ft. Nothing to see
Minus 300 ft.
Minus 360 ft.

Suddenly the world appeared with industrial lights and a railway; still descending we shot past but I didn't read the station name. In a few seconds I landed. Nice to be back on Mother Earth, although with no airport building visible in the fog; only a small hut with two vibrating aerials – the precision radar.

—From an account by Adam Zientik

hauling of the glider back to the starting point. It should be arranged so that the glider can be placed on the dolly with wings behind the tow car. The tail group can then be taken off if necessary and handled as a separate unit. The wings and fuselage can be handled without disassembling. The wing should reach to a point over the tow car so that it can be held by some one riding the running board.

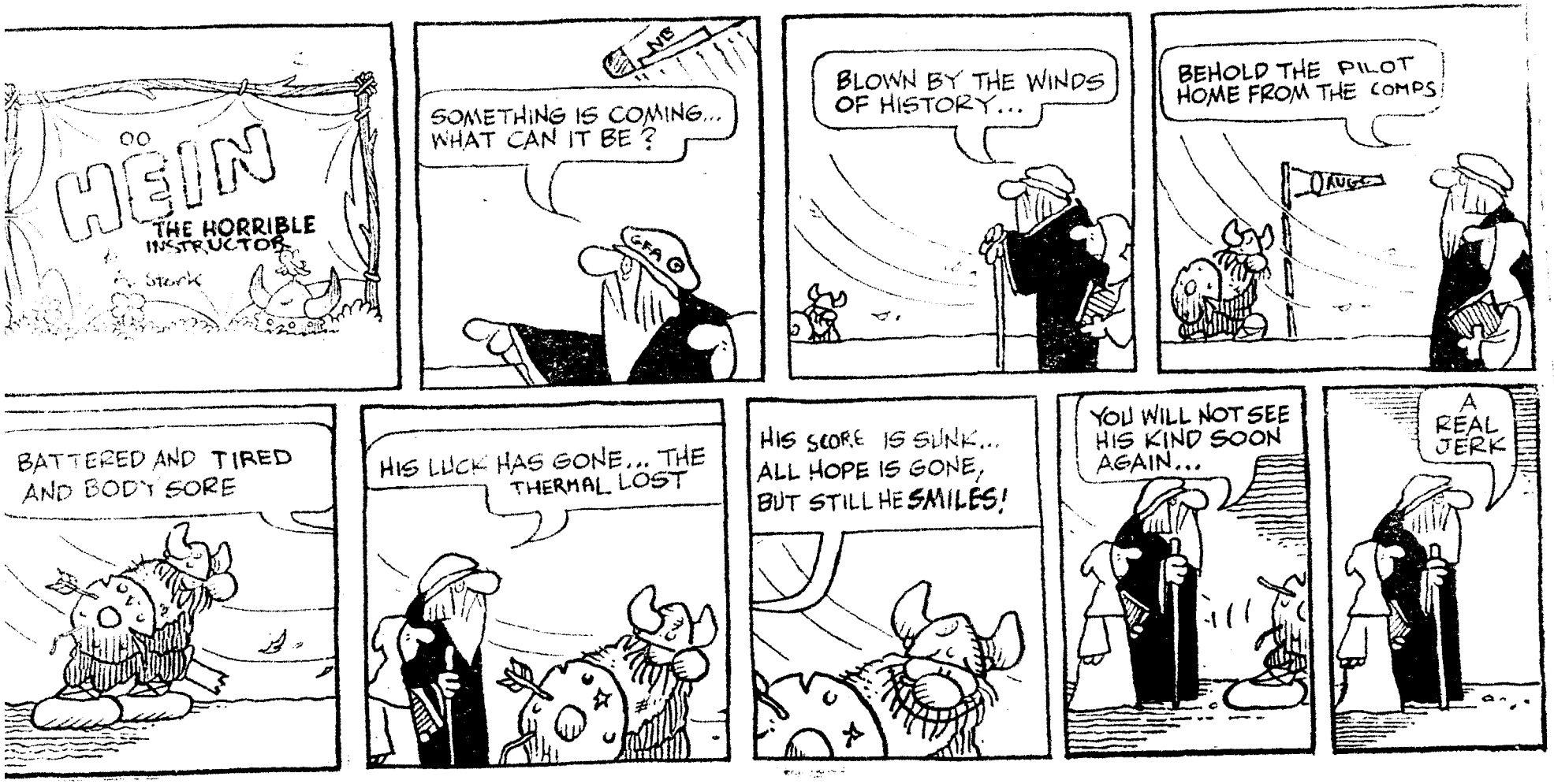
Method of Training Sailplane and Glider Pilots.—In training glider pilots the student usually "solos" from the very start and in that way the instructor can learn the ability of his pupil and in no way endanger himself. (Passenger carrying gliders have been successfully flown.) As there is no engine, it is possible for the instructor to coach his pupil by calling to him from the ground. The primary training or school machines are constructed quite heavily, to endure the hard landings of the pupil and for that reason they are not so very efficient. They are gliders rather than soarers. At the beginning the pupil makes a number of short jumps to get acquainted with the controls and to the sudden acceleration when being catapulted into the air by a rubber rope fastened to the front of the plane. The machine usually picks up flying speed after being dragged over the ground for about 50 to 100 feet and then being catapulted. Should the pilot stall in the air, he can regain flying speed by a vertical drop of about 25 feet. The wing area is so large and the weight so low that the planes can fly at exceedingly low speeds.

Students Sits in Open.—The student usually sits in the open in an entirely unprotected position. This type of construction is claimed to lessen the liability of the pilot being injured in the event of a crash. Since the student has no visible reference for

the position of the glider with respect to the horizon, he is obliged to learn to fly by feeling. The student usually begins by making a number of short jumps, merely take-offs and landings. The length of the jumps are gradually increased, the student starting at the base of a hill and progressing upward to the crest. This takes about 18 or 20 jumps in the school machine, before the student is ready for his first soaring flight in what is called a secondary training machine. Conventionally, these are high-winged monoplanes of somewhat higher aerodynamic efficiency than the school machines; they have a fuselage, faired struts, etc., as previously described.

After the student is thoroughly familiar with the machine, and has mastered the controls, he is then launched on a few short glides, or jumps of only a few seconds' duration over level ground. This is to get him accustomed to the feel of the craft in actual flight. Gradually the length of these glides is increased until finally the student is taken a slight distance up the side of a gentle slope and launched from that point. When he has accomplished a simple down hill glide of at least 30 seconds' duration he has passed the "A" test and is ready, after making two glides of 45 seconds' duration, to take the "B" test in which it is necessary to glide for at least one minute and make a right and left turn while doing so.

The final, or "C" test is much more difficult. It calls for a flight of at least five minutes above the starting point. To pass this test the student must use a machine known as a secondary glider or soarer. These gliders, or more properly "sailplanes," which is the name given high performance machines, are of remarkably high aerodynamic efficiency. They are extremely sensi-


HEIN
THE HORRIBLE INSTRUCTOR
SOMETHING IS COMING... WHAT CAN IT BE?
BLOWN BY THE WINDS OF HISTORY...
BEHOLD THE PILOT HOME FROM THE COMPS!
BATTERED AND TIRED AND BODY SORE
HIS LUCK HAS GONE... THE THERMAL LOST
HIS SCORE IS SUNK... ALL HOPE IS GONE, BUT STILL HE SMILES!
YOU WILL NOT SEE HIS KIND SOON AGAIN...
A REAL JERK

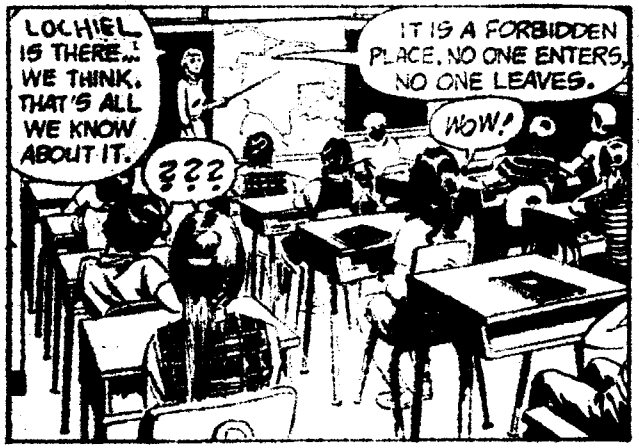

PHANTOM
by
Auntie A.


GURAN, EVER SINCE I WAS A CHILD HERE, I'VE HEARD OF LOCHIEL; WHERE IS IT?
THAT WAY, BEYOND MISTY RANGE, NO ONE CAN GO. DEATH IF YOU TRY.
RTO / Ops
CFI

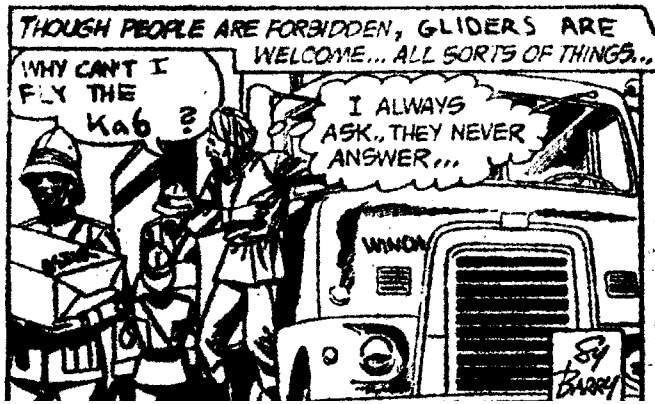

IS IT WORTH THE RISK?
NOTHING WORTH SEEING, THEY SAY. THAT'S WHY NO ONE TRY.
GOOD THINKING.
GFA RULES OK!


A FEW HARDY TRAVELERS, REACHING THE BORDERS OF LOCHIEL, ARE TURNED AWAY...
TURN. GO AWAY!
HEARD YOU THE FIRST TIME.


OTHERS HAVE BEEN CARRIED AWAY.


LOCHIEL IS THERE... WE THINK. THAT'S ALL WE KNOW ABOUT IT.
???
IT IS A FORBIDDEN PLACE. NO ONE ENTERS, NO ONE LEAVES.
WOW!


MISS BOROKY, WHY IS IT SO SECRET?
IF WE KNEW, DEAR, IT WOULDN'T BE SECRET.
I WANT TO GO THERE!
PROP. OF EDUCATION DEPT.


THOUGH PEOPLE ARE FORBIDDEN, GLIDERS ARE WELCOME... ALL SORTS OF THINGS...
WHY CAN'T I FLY THE Kab?
I ALWAYS ASK., THEY NEVER ANSWER...
WINON
BY BARRY

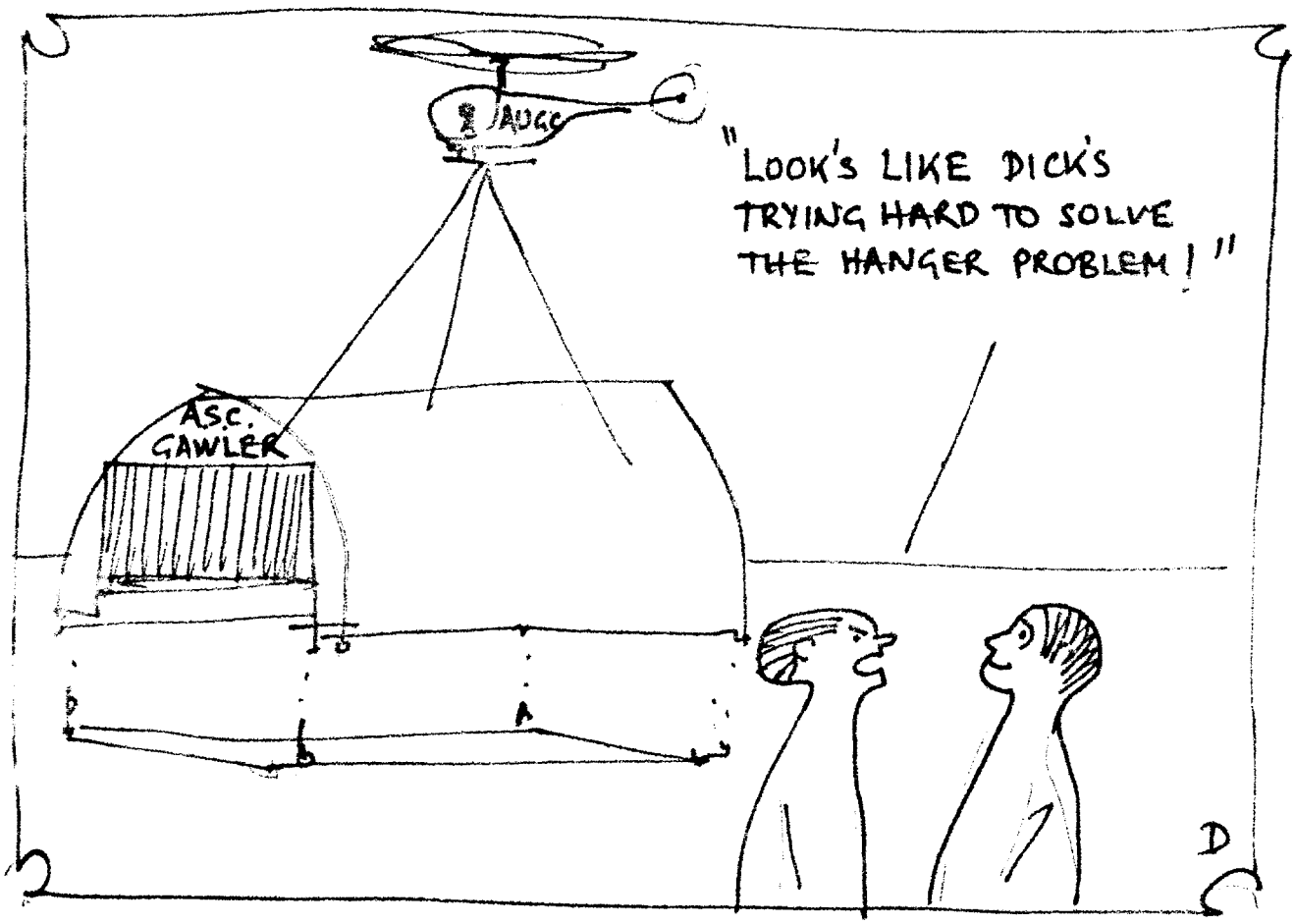

... SUCH AS FILM...
I WANT THAT AIRPLANE TOO.
THAT SHALL BE DONE, PRESIDENT.
HE WANTS EVERYTHING HE SEES.

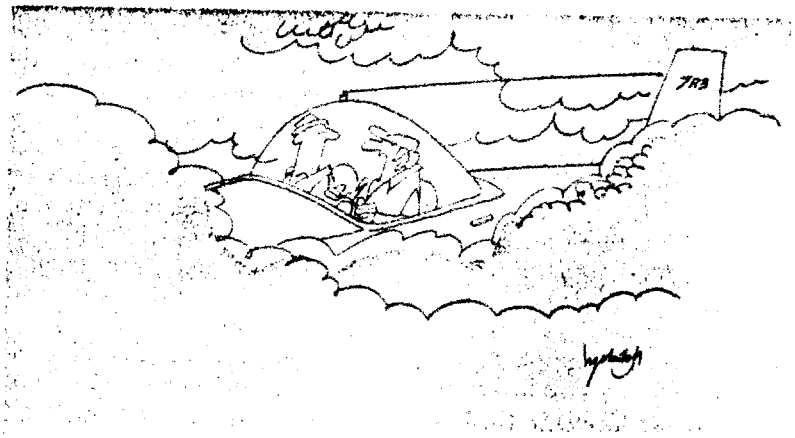
Adelaide University Gliding Club - Membership 1983

PREPARED BY : D.Medlow DATE : 15 June 1983
FILE ID : MEMBERS.TXT

Mem	Name	Address	Phone	Cntct	SAA	GFA
001	ARRENANTE, J	35 North St HECTORVILLE 5073	08 336 3175	SO		
002	ABBOTT, N	PO Box 44 CLARENDON 5157	08 383 6236	NM		
003	ADAM, John	60 Ashley St TORRENSVILLE 5031	08 433 938	RA		
073	ADAMS, Robert	6 Yarrel Av BURREY DOWNS 5126				
004	BAKER, Timothy	5 Shalford Tce CAMPBELLTOWN 5074	08 337 0077	SP		
005	BARNDEN, Mike	11 Adelaide Rd MALALLA 5502	085 272 237	OC		
006	BENZ, John	St. Anns 187 Brougham Pl NTH ADEL 5006	08 267 1478	UM		
007	BLANDFORD, A	41 Myrtle St SEACLIFF 5049	08 296 6768	LL		
008	BOROKY, Jane	PO Box 189 JAMESTOWN 5491	086 655 043	OC		
009	BOROKY, Neil	6 Wilson Av FELIXSTOW 5070	08 337 7942	NE		
078	BRADLEY, M	3 Coppin St GLENGOWRIE 5044	08 295 1699	OC		
010	BROOKS, P	5 Toolahy Av BEAUMONT 5066	08 795 081	NM		
011	COLEMAN, M	2 Mawson St PARA HILLS 5096	08 264 7136	GN		
012	COLLAS, P	2 Primore Rd GLEN OSMOND 5064	08 791 494			
079	CONWAY, David	16 Greenwood Cres GLENALTA 5052	08 278 7316	NE		
013	CRADDOCK, A	C/O Area School SNOWTOWN 5520	088 652 146	SG		
075	CROUCH, Rob	11 Landy Avenue SALISBURY EAST 5109	08 250 2276	OC		
014	DAMIN, Danny	7 Crenser St SALISBURY 5108	08 258 3948	LL		
015	DELLER, M	9 Heathpool Rd TUSMORE 5065		LL		
016	DELROY, Mike	61 Stanley St ERYNDALE 5066	08 332 2858	NM		
017	DENYER, A	31 Davenport Tce HAZELWOOD PK 5066	08 311 908	NM		
018	DUCKMANTON, R	5 John [illegible] EASTWOOD 5063		OC		
019	DUNLOP, E	Jenkins [illegible] MYRTLE BANK 5064	08 336 2235	SG		
020	EWING, D	64 Newton Rd CAMPBELLTOWN 5074	08 336 2235	GN Staff		
021	FAKOUI, K M	10/25 [illegible]an Av MITCHELL PK 5043		SG		
022	FORSTER, Mark	37 Cronulla Dr REDWOOD PARK 5097	08 251 2820	OC		
023	FROST, Kevin	11 Tucker Pde NEWTOWN KADINA 5554	088 812 228	OC		
024	FINN, Brian	26 Wilton Av SOMERTON 5044	08 298 3350	DD		
025	FRASER, C	12/308 Anzac Hwy PLYMPTON 5038				
026	GEORGE, David	3 Pegler St BEVERLEY 5009				
027	GIARDINI, M	24 Alfred St PARKSIDE 5063	08 272 1252	MD		
028	GILES, Bob	27 Collinghourne Dv ELIZABETH VALE 5112	08 255 3233	OC		
029	GREENSLADE, V	2 Ravenswood Av NORWOOD 5067	08 425 141			
030	HARLEY, Guy	35 Watson Av ROSE PARK 5067	08 317 340	OC		
031	HEATH, Robert	21 George St KADINA 5554	088 211 401	OC		
032	HEIN, Donald	1 Yandra St VALE PARK 5081	08 261 4245	OC		
033	HOUGH-DAVIES,M	29 Le Fevre Tce NORTH ADELAIDE 5006	08 267 1582	SY		
034	HUNTER, B	7 Tamingo Av GLENUNGA 5064	08 794 088	NM		
035	JOHNSON, Tim	12 Blackwood Ct RIDGEHAVEN 5097	08 264 3972			
036	JOYCE, J	11 Keen Av SEAVIEW DOWNS 5049		SB		
037	KRCMAROV, R	6 Harrow Av MAGILL 5072	08 336 6912	SC		
038	KULASINGHAM, M	45 Brougham Pl NORTH ADELAIDE 5006				
039	LARWOOD, Brett	58 Harris Rd KLEMZIG 5087	08 261 5732	OC		
040	LARWOOD, Dene	58 Harris Rd KLEMZIG 5087	08 261 5732	OC		
041	LIM, Eddy	73 Third Av ST PETERS 5069	08 421 541	SG		
042	MCGRATH, A	185 Military Rd TENNYSON 5022	08 356 2466	NO		
043	MCLACHLAN, C	28 Hardy Ct CAMPBELLTOWN 5074	08 337 9543			
044	MARTIN, M	Kincardone Av ST GEORGES 5064	08 295 016	LL		
045	MEAKIN, S	10 Ridgecrest Av DARLINGTON 5047	08 298 0339	SG		
046	MEDLOW, Dennis	34 Tenth Av ST PETERS 5069	08 425 093	OC		
047	MELVILLE, Tom	213 Jeffcott St NORTH ADELAIDE 5006	08 267 1973	NM		
077	NEWCOMBE, G	ENGLAND		OC		
048	NEMETH, Tom	11 Terrigal Rd REDWOOD PARK 5097	08 251 3127	Comp Cntr		
049	NORMAN, R	PO BOX 76 CHERRYVILLE 5134	08 390 1824	OA		
050	NOTTLE, B	45 Brougham Pl NORTH ADELAIDE 5006		AP		
071	PARISH, T	10 Rodda Rd MYRTLE BANK 5064				
051	PATERSON, A	21 Leone Av GLENELG NORTH 5045	08 294 6369			
052	PETRICK, D	15 Yallum Tce KILKENNY 5009	08 268 1057	EE		
053	PHILLIPS, I	12 Crispian St FULHAM 5024	08 356 4917	LL		
054	POTTER, Adrian	18 Albert Av TRANMERE 5073	08 356 7409	LL		
055	PRINZ, A	1 Gurr St PROSPECT 5082	08 269 4128	AH		
056	QUADROS, Nikel	Lincolm Coll 45 Broughsm Pl NTH AD 5006		DD		
057	QUINN, Redmond	13 Redmond St COLLINSWOOD 5081	08 445 331	OC		
058	RAFT, A	3 Hughes St FULHAM 5024	08 353 2025	SJ		
059	RAFTERY, Mark	16 Stradbroke Av PLYMPTON PK 5038	08 293 6276	SC		
060	RAUD, Tarmo	2 Hollywood Way GLENALTA 5052	08 278 1387	OA		
074	REDDEK, Gordon	Delhi Petroleum 10/45 King William Adel	08 218 7611	OC		
061	RODDA, Dean	51 Port Rd KADINA 5554	088 212 285	OC		
062	RUSSO, Remo	20 Donaldson Drv PARADISE 5075	08 337 6095	MD		
063	SAWYER, Andrew	19 Salerno Ct ELIZABETH EAST 5112	08 255 3646	UC		
064	SCADDEN, John	112 Swaine Av TOORAK GARDENS 5065	08 332 0491	EE		
065	SCHULTZ, A	Aquinas Coll Palmer Pl NORTH ADEL 5006		AE		
072	SLEIGH, J	78 Ferguson Av MYRTLE BANK 5064				
066	TAYLOR, Deb	30 Stonehenge Rd PARA VISTA 5093		UM		
067	TEMPLE, Dick	Rangeview Dr CAREY GULLY 5144	08 390 1827	UC		
068	TEMPLE, Peter	Rangeview Dr CAREY GULLY 5144	08 390 1827	OC		
069	WACHTEL, S	46 Pennington Tce NORTH ADELAIDE 5006	08 267 1279	NE		
076	WILLIAMS, L	6A Emerson Grv TRANMERE 5073	08 310 467			
070	WILLMORE, J	34 Columbia Ct MODBURY NORTH 5092	08 265 3182	SP		

PLEASE REPORT ANY ERRORS OR OMISSIONS TO THE SECRETARY AS SOON AS POSSIBLE





"The clouds are green because they're trees."