

Uni Gliding

April 1981

Official Journal Of The Adelaide University Gliding Club.

Vol. 9 No. 3



EDITORIAL.

Well, another month here already, and we're all (well, most of us (well, some of us (maybe one or two of us))) back into the swing of study. The thermal season is well on the way out, and the old executive is getting into the swing of things just in time to make way for the new executive. On field, things are taking a turn for the better; the piecart has been brought on field out of retirement, and orange juice has been being sold (at cost) from it, making life on field just that bit more comfortable. Another two cross-countries were flown in the Ka6 (some more successful than others), and we've had lots of new members come up to fly; some of these had, as their first glider flight ever, three quarters of an hour on the ridge.

On the other side of life, however, work on club projects is progressing with a speed almost equalling that of a snail with a limp; work on the Bocian, after that superlative effort at the end of the holidays, has ground to a halt until Mike Burns, CTO/air, inspects it. After that, we have only to replace a few (well, a lot) of the old patches on the wings, replace the control cables, cover the wings with fabric, and fix anything that looks worn, broken or the wrong colour. Then we can start on the fuselage...

And before I go; remember that articles, cartoons, photos, etc. are all eagerly snapped up and printed by your beloved newsletter-editor Magazine editor; so get them to me either direct, or via the Sports Association (put them in at the desk in the Sports Association office, Lady Symon Bldg.).

Andrew

(P.S.- I shouldn't have opened my typewriter so soon; on the last flying day before going to print, our streak of efficiency was marred when Bob and Andrew's Ka6 was blown over in high winds and damaged (maybe 'destroyed' would be a better word for it) AND the Bergfalke blew a tyre AND the carrying handle near the Berlie tail got broken; hopefully we will only lose one weekend of flying before we have this two-seater repaired and operational again.)

Adelaide University Gliding Club

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting Of The Adelaide University Gliding Club
Will Be Held On Wednesday The 4th Of April 1984 In The Cinema,
Level 5, Union House, Victoria Drive, Adelaide.

A G E N D A

1. Apologies
2. Minutes Of The Previous Meeting

The minutes of the previous meeting have been previously distributed. Additional copies will be available for perusal on the night.
3. Business Arising From The Minutes
 - 3.1 Any Business Arising
4. Reports
 - 4.1 President
 - 4.2 Secretary
 - 4.3 Treasurer
 - 4.4 Chairman Of Instructors' Panel
 - 4.5 Airworthiness Officer
 - 4.6 Any other reports
5. Questions
6. General Business
 - 6.1 Election Of Officers
PRESIDENT
SECRETARY
TREASURER
2 OTHER MEMBERS OF THE EXECUTIVE
AIRWORTHINESS OFFICER
RADIO OFFICER
WINCH OFFICER
NEWSLETTER EDITOR
Any other office required for election
 - 6.2 Any Other Business
7. Date And Time Of Next Meeting

D. P. Medlow
AUGC Secretary

MINUTES OF THE ANNUAL GENERAL MEETING OF THE
ADELAIDE UNIVERSITY GLIDING CLUB INCORPORATED
HELD ON THE 6TH OF APRIL 1983 AT 7.40 PM
THE JERRY PORTUS ROOM, UNION HOUSE, ADELAIDE.

IN ATTENDANCE:

Mr. D. Hein (President), Mr. D. Medlow (Secretary), Mr. R. Quinn (Treasurer), Mr. A. Sawyer, Mr. G. Harley (CFI), Mr. T. Johnson, Mr. D. Larwood (Newsletter Editor), Mr. M. Forster, Mr. B. Larwood, Mr. A. McGrath, Mr. N. Abbott, Mr. T. Parish, Ms. J. Sleigh, Mr. R. Norma, Mr. N. Boroky, Mr. R. Heath, Mr. K. Frost, Mr. B. Giles, Mr. B. Banham, Mr. J. Abbenante, Mr. G. Reddek, Mr. R. Adams, Mr. A. Prinz, Mr. R. Temple, Mr. D. Damin, Mr. T. Nemeth.

APOLOGIES FROM:

Ms. J. Boroky, Mr. A. Sawyer, Mr. R. Duckmanton.

The President Welcomed attendees and opened the meeting at 7.40 p.m.

1.

MINUTES OF PREVIOUS MEETING

The minutes had been previously distributed. No amendments were proposed.

RESOLUTION 1

THAT the minutes of the previous Annual General Meeting be accepted as a true and correct record.

R. QUINN/A. McGRATH
carried

2.

BUSINESS ARISING

There was no business arising from the minutes.

3.

REPORTS3.1 Treasurer's Report

The Treasurer distributed copies of the accounts as at 5th April, 1983. He added that Fuel and Insurance accounts are still to be paid and the dispute over payment of the new winch drums has been settled. He noted that several flying days had been lost recently due to lack of instructors and other problems. He added that costs must be contained by the club and that more than one written quotation should be obtained when purchasing major items of equipment.

The President said that no member had the right to indebted the club.

The Treasurer said that the club's capital value was approximately \$4,000 in liquid reserves, and approximately \$30,000 in fixed assets, and that the club was probably about \$1,000 better off than it was this time last year. He stated that the club should apply for a supplementary grant to cover increased operating costs and that the University had been late in the payment of the lease money to Mr. McDonald and that overall the University and Sports Association had been suffering from a lack of money. In answer to a question, the Treasurer stated that the club was repaying \$150 per month in loans and a payment of \$1,800 was due in January 1984.

3.1 President's Report

The President said that this was the 8th year of operations and summarised the major events of 1982/83, he apologised for his absence over the summer period. He said that the club faced some difficult problems in 1983, but could easily be resolved with concentrated effort by club members and officers.

3.2 Secretary's Report

The Secretary gave a brief report on the activities of the Executive Committee and the roles of club officers. He added that the club should be actively pursuing social activities in the next year to improve that side of club life.

3.3 CFI's Report

The CFI introduced those instructors present to the meeting and said that Instructors should be respected, none are trained teachers and are not as perfect as they need to be. He said feedback from students is essential. He said that pilots must also respect themselves and their abilities. In addition there must be respect for the aircraft and other club equipment. He said that if you protect the aircraft it will protect you. He added that recent problems with instructor numbers are slowly being resolved. He encouraged all members to stay overnight on field to obtain greater flying experience. In addition any defects in the aircraft should be reported as soon as possible in order to maintain airworthiness standards. He concluded by mentioning that airtraining articles appear periodically in the newsletter, lectures are provided at club meetings and several good books on Gliding are commercially available, and members should avail themselves of as much information as possible to enhance their training.

ELECTION OF OFFICERS

The President declared all offices vacant and called for nominations for President. Nominations were:

Mr. M. Forster - proposed by Mr. B. Larwood, nomination not accepted

Mr. R. Temple - proposed by Mr. R. Heath and Mr. R. Quinn.

Mr. N. Boroky - proposed by Mr. M. Forster, nomination not accepted

Mr. R. Quinn - proposed by Mr. T. Nemeth, nomination not accepted

Mr. B. Giles - proposed by Mr. G. Harley, nomination not accepted

There being no further nominations, Mr. Temple was declared duly elected as A.U.G.C. President for 1983. Mr. Temple assumed the office and called for nominations for Treasurer. Nominations were:

Mr. R. Norman - proposed by Mr. R. Quinn and Mr. B. Giles.

Mr. A. McGrath - proposed by Mr. D. Medlow and Mr. N. Boroky.

Mr. N. Boroky - proposed by Mr. M. Forster, nomination not accepted

Mr. D. Larwood - proposed by Mr. N. Boroky, nomination not accepted

There being no further nominations, Mr. Medlow was declared duly elected. The next positions were for Social Convenor and 5th Executive member.

RESOLUTION 2

THAT the positions of Social Convenor and 5th Member be dealt with by common ballot.

G. HARLEY/R. QUINN
carried.

The President called for nominations. Nominations were:
Mr. A. McGrath - proposed by Mr. R. Quinn and Mr. D. Temple.
Mr. B. Giles - proposed by Mr. G. Harley and Mr. B. Larwood.
Mr. N. Boroky - proposed by Mr. M. Forster, nomination not accepted.
Mr. M. Forster - proposed by Mr. N. Boroky, nomination not accepted.
Mr. G. Harley - proposed by Mr. R. Quinn, nomination not accepted.
A ballot was not required since only two nominations were received.
Mr. A. McGrath and Mr. B. Giles were declared elected.

The outgoing President pointed out that Executive meetings were open to any club member and that most club business is conducted at Executive meetings.

Other Officers nominations were:
Newsletter Editor - Mr. D. Larwood assisted by Mr. R. Norman.
Winch Officers - Mr. R. Heath and Mr. K. Frost.
Clubhouse Officers - Mr. R. Heath and Mr. K. Frost.
Airworthiness Officer - Mr. M. Forster.
Auditor - to be appointed by Executive.

5.

ANY OTHER BUSINESS

5.1 Hang Gliding

The A.U.G.C. and the A.U.H.G.C. were combined two years ago. The union has not benefitted either group and there is a legal risk with A.U.G.C. for their hang gliding operations.

RESOLUTION 3

THAT the A.U.G.C. suspend Hang Gliding Operations, retrieve equipment and hand back to the Sports Association to determine directions on Hang Gliding.

R. QUINN/D. HEIN
carried

The Secretary will organise a S.G.M. of the club to vote on necessary constitutional changes to effect the separation.

The President closed the meeting and thanked members for attending.

Signed as a true and correct record
date

Feb, 1984

The Newsletter Editor
Adelaide University Gliding Club

Dear Sir/Madam,

As a recent inconspicuous and unimportant visitor to Lochiel, a "fly on the canopy", so to speak, may I voice my sincere appreciation for the help and friendly attention I received from some of your club members.

I was particularly impressed by two of the female pilots present that day, who involved themselves naturally in the necessary organizational and launching chores of the day, including flight record keeping, operation of the winch, and considerable groundhandling and retrieval of gliders. More notably, they put several of their fellow pilots, including the duty instructor to shame by their consistently pleasant manner, and dedication, despite the uncomfortably hot weather.

Although I was somewhat perturbed by the chauvinistic attitude of several pilots towards these ladies, I feel certain that the club as a whole must appreciate the valuable contribution of your, hopefully numerous, female members. There was even talk of such traditional tasks as ironing fabric and patching cloth covers for aircraft - mundane work indeed! I wonder how many of us have bothered to learn such skills. It is with these thoughts in mind that I would like to offer my personal encouragement to the pilots concerned, and my congratulations for a job well done.

Thank you for a wonderful day.

Yours sincerely,



P.S. I was there too and personally I think the girls are not to put up with the lack of cooperation, non-existent facilities, and constant staring (read: harassment) by sub "buddies" (though may be a slight exaggeration). Apart from that, the flight was great. Not desperandum carbonicum, girls!

Chris O'Dea

MENTOR SCHEME

This year the club is launching a new scheme to help integrate new members into the club environment, and help them feel 'at home' in the club. For the want of a better word, we're calling it the 'mentor' scheme, and it works like this:

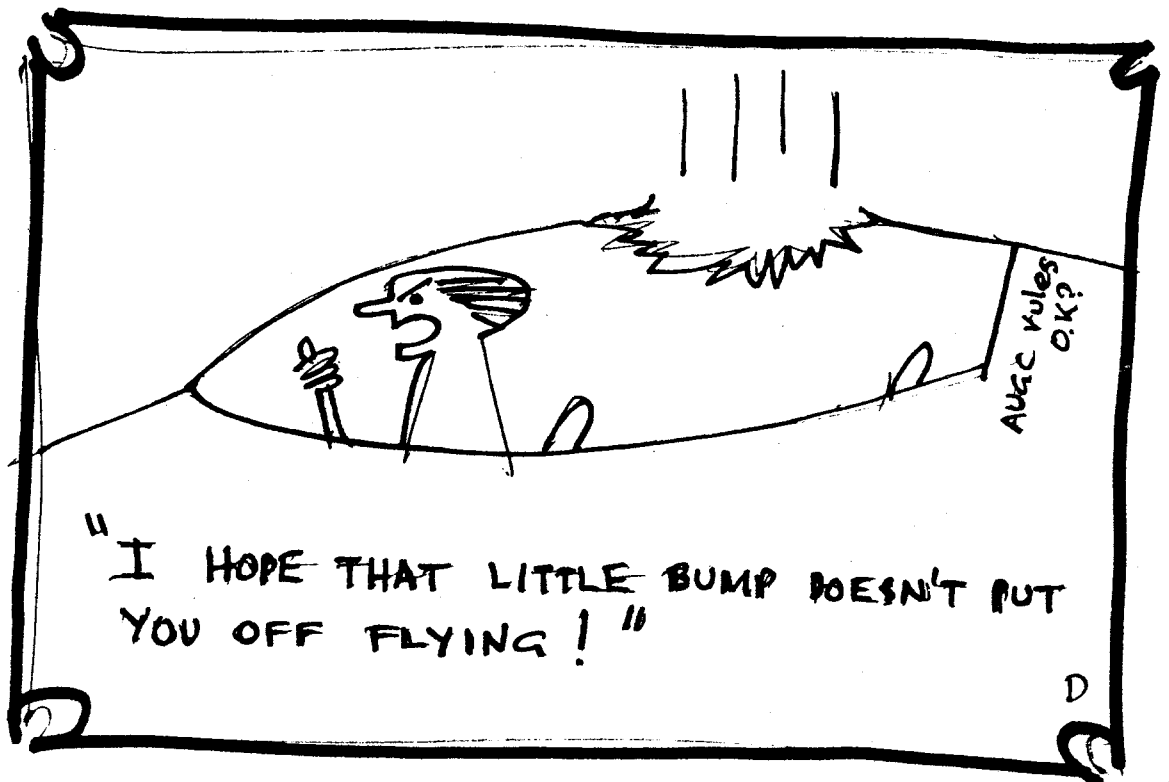
For each new student or member (a 'mentee') an older or more experienced club member (a 'mentor') is assigned. The mentor's task is to introduce the new member to life in the club and explain the basic 'survival' rules, introduce other members, help where possible with transport problems. The mentor need only assist the new member for about a month, by which time the mentee should feel an established club member. The mentor is not to be considered as a replacement or assistant to instructors, but simply a contact that the new member has to ask questions to and ensure that the member is looked after on the first couple of times on field. The scheme is to try and make new members feel welcome and informed, as well as to help pass on experience and knowledge to new people on field. In order to facilitate this, mentees will be matched with mentors so as to provide compatibility on residential location, transport availability, flying days etc. So both mentors and mentees are required

NOW

So contact the mentor co-ordinator, Dennis Medlow (phone 42 5093 home, 225 5240 work) to register. For both mentors and mentees we need to know;

- 1) - Name, address and phone number.
- 2) - Whether own transport (i.e. car) is available.
- 3) - What regular flying days you have (e.g. every Sunday or every second Saturday etc.)

Help make this scheme a success. Register yourself NOW.



Adelaide University Sports and Physical Recreation Association Inc.



North Terrace, Adelaide, South Australia 5000

General Secretary: C. Pickering

Telephone: 223 4333

...Gliding.....Club

The President

Adelaide University Gliding Club Inc.

Dear Richard

The following is my report, as Secretary, for the year ending 4th of April 1984, for presentation at the Annual General Meeting.

SECRETARY'S REPORT

I believe that 1984 was not one of the most successful years for the club, but with most of our troubles behind us, I think we can look forward to a year of growth and activity. I hope that the social side of our activities, which has been somewhat dormant in the past year or so, can take the opportunity to rekindle itself.

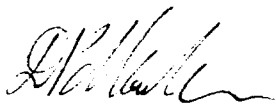
On the Secretary side of things, I feel that the amount of paperwork involved in our sport is increasing. Almost all of it is of an 'essential' nature, being from GFA, SAGA or other clubs, and it has probably not been given the attention it deserves, to this end I propose that an additional Executive position be created to look after communications with GFA, SAGA, airworthiness documentation, log books and related matters. The incumbent of this position should also be the club

delegate to the South Australian Gliding Association. With a position such as I have just described in action, it would relieve the club Secretary of some of the burden in addition to providing the club with an enhanced information flow on important matters.

Whilst on the subject of 'load sharing', the club should not expect the Executive to handle every problem by itself, but should try to recruit other club members, especially new members, to help.

In closing, I would like to thank the club for allowing me to act in this office for the past two years, and I wish my successor and the new Executive the best for the coming year. I trust that we will see it out without accident or injury.

Yours In Gliding



D.P. MEDLOW
AUGC SECRETARY

2ND APRIL 1984

SECRETARY'S NOTES

(1) Some Stats on '83

Data obtained from the 1983 flight sheets and submitted to GFA.

<u>AIRCRAFT</u>	<u>FLYING TIME</u> (Hours)	<u>LAUNCHES</u>	<u>AV TIME/LAUNCH</u> (Mins)
VH-GNB ES Ka6	161:23	544	17.8
VH-KYW Bocian IE	157:37	658	14.3
VH-GZM Berg Falke IV	30:21	141	12.9

Private owners flew 57:12 hours from 99 launches (average 34.6 mins/launch) from our field.

These figures include flying done at the National competitions at Leeton by G. Harley, J. Boroky and A. McGrath.

(2) The A.G.M.

Its that time of year again, the Annual General Meeting will be held on April 4th, 1984 at 7.30 p.m. in the CINEMA, Level 5, Union House. (Note change of venue). Anyone not sure how to get there can contact me for directions.

(3) Airworthyness Register

Can anyone in the club that possesses ANY form of AIRWORTHYNESS AUTHORITY from the Department of Aviation (thru GFA), Daily Inspectors this includes YOU, please contact me so I can complete the airworthyness register.

In addition, courses will be given this year for C of A and DI authorities, anyone interested in going on a course should contact any Executive member.

DENNIS MEDLOW,
Secretary.

Phone: 42 5093 (home)
225 7056 (work)

LETTERS TO AUNTY AMY

(Readers with questions can send them to Aunty Amy, c/o Editor, "Wind Gliding")

Dear Aunt Amy,

I am a responsible and well respected member of AUGC. For the past few months I have been actively trying to encourage enthusiasm and activity in this club. However, everyone shuns me and despises my "new order" of doing things. I really have the best interests of the club at heart, but what can I do?

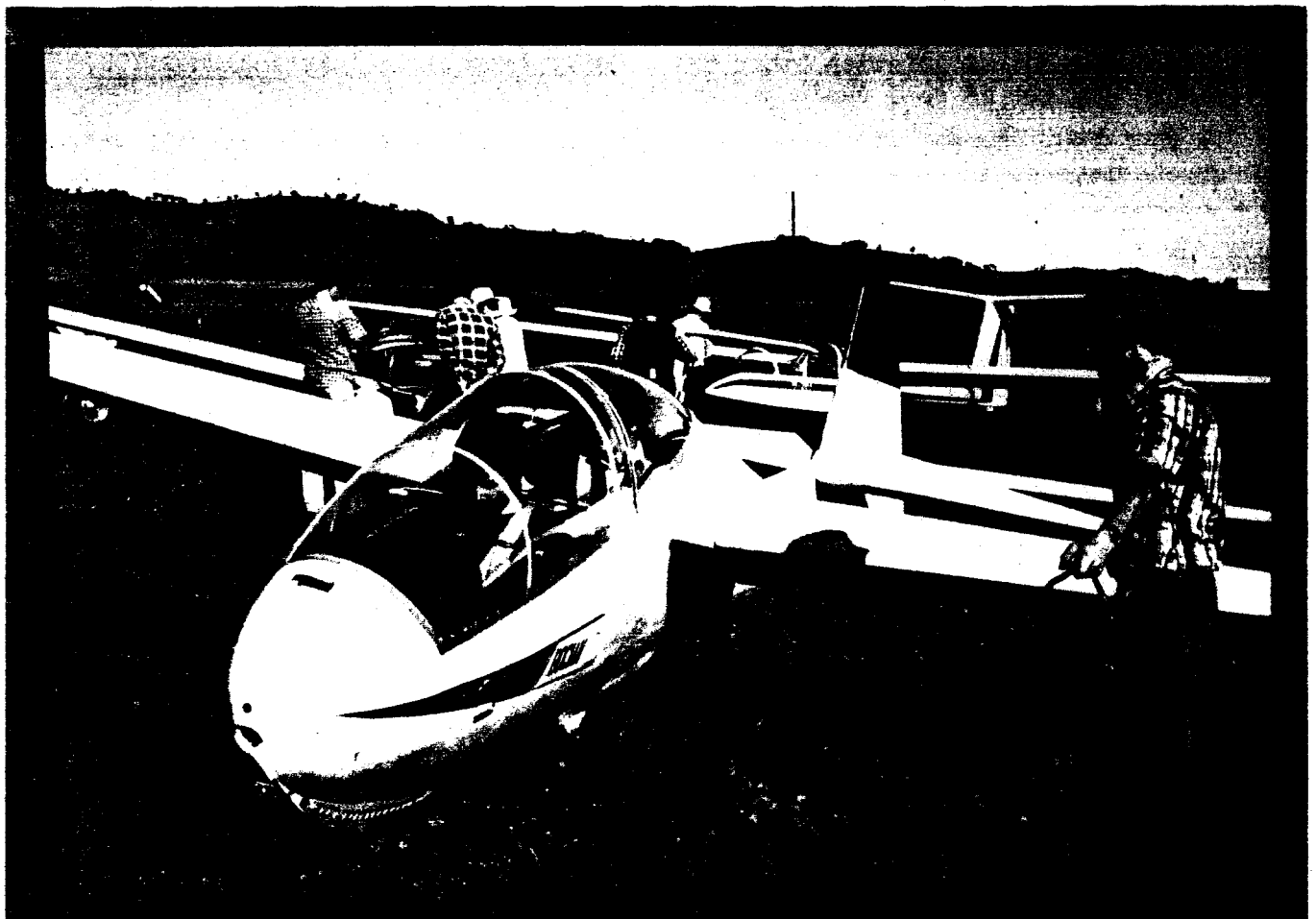
Yours Sincerely,
Anonymous Reformist.

Dear Anonymous Reformist,

Russell, don't get depressed, all little boys go through some megalomaniacal phase at some time of their life (Mark still hasn't stopped). You probably feel that noone understands you (I certainly don't), this is quite natural but I feel that marching up and down yelling out "we do things different now Ya?" in a harsh phoney German accent probably doesn't help.

Yours affectionately,
Aunty Amy.

P.S. Where did you get those kinky black knee high boots from?



MINUTES OF THE MEETING OF THE
EXECUTIVE OF THE ADELAIDE UNIVERSITY GLIDING CLUB INC.
HELD ON WEDNESDAY 18TH OF JANUARY 1984
AT MR. McCRATH'S RESIDENCE, TENNYSON.

Present: D. Temple (President), D. Medlow (Secretary), A. McGrath (A/g Treasurer and Newsletter Editor).

Observer: R. Quinn.

Apologies: M. Forster (OIC Airworthiness), R. Norman (Treasurer), D. Hein (CFI), B. Giles.

1. Previous Meeting

The President opened the meeting at 19.46 hours.

The minutes of the previous meeting (EM 13/83) were circulated.

RESOLUTION 1 *THAT the minutes of the previous meeting be accepted as a true and correct record.*

D. TEMPLE/D. MEDLOW
carried

2. Business Arising

The Secretary reported that as a result of the poll of instructors, Mr. G. Harley had been elected Chairman of the Instructors' Panel and Mr. R. Quinn had been elected Secretary of the Panel.

RESOLUTION 2 *THAT the Executive accepts the results of the poll and appoints Mr. G. Harley as Chairman of the Instructors' Panel and Mr. R. Quinn as Secretary of the Instructors' Panel, subject to the approval of the RTO/Ops of GFA.*

D. MEDLOW/A. McGRATH
carried

The President reported that the new winch truck had been purchased and transported to Mr. Normans residence. Redmond Quinn wants to remove tray and sell it and couple the V8 engine and transmission together. The truck has been registered. It is expected that the tray will sell for approximately \$100-\$150.

The Treasurer reported that as requested at the previous meeting he had contacted members with red accounts greater than \$20 and expects to collect about \$200.

The President reported on aircraft repairs, saying that Mr. Forster had inspected ZM last week and found no further damage but he has not contacted the welder and he leaves for the Nationals tomorrow (19/1/84). The President agreed to contact the welder and arrange a suitable time for inspection and work. There was some doubt as to the whereabouts of the ZM logbook the aircraft was currently in trailer at Gawler. The welder will sign out the repairs he does. Andrew Sawyer has been authorised by Mark Forster to disassemble and replace the control circuitry. Fabric and dope will also be required for reassembly. With regard to the repair Mr. Quinn suggested that instructors be more careful when allowing students to land ZM and to keep close control of the airbrake.

RESOLUTION 3

THAT the Executive recommends to the Instructors' Panel adopt a more conservative attitude when deciding when to allow students to land the Bergfalke, bearing in mind the clubs current situation with training aircraft.

D. TEMPLE/D. MEDLOW
carried

3.

REPORTS

3.1 President

The President reported that he had delivered the club Xmas present to Bob McDonald, and had visited Mr. Wilson, the farmer who owned the paddock that a Whyalla pilot had outlanded in. He had also completed the report for the Sports Association on club activities. He had also arranged for some of the trainees to fly at Barossa Valley G.C.

3.2 Secretary

The Secretary reported that he had written to Bronte Wood and Barossa Valley, that the notice of A.G.M. was submitted, that room bookings still had to be made. He also offered to go to the next S.A.G.A. meeting in March and prepare club files on each of the aircraft.

3.3 Treasurer

The Treasurer reported that there was \$913 in operating a/c, and that he would contact insurers to get a rebate on KYWs insurance whilst it was out of service. He would also contact club members with red accounts.

3.4 CFI

In Thailand, no report.

3.5 Airworthyness

OIC not present, Bergfalke already covered.

3.6 Winch

New winch covered before, existing winch has some damage to left side head but still operates after a partial repair.

4.

General Business

4.1 Next General Meeting

In Don Hein's shed, chairs required. Videotape to be shown.

4.2 O-Week

O-week co-ordinator aware of our requirements for O-Week. Secretary to keep in touch with him. The President is organising rosters for the stand/disply. Mr. Quinn suggested a new club poster The Secretary strongly opposed this on the grounds that it would be too expensive and not enough time was available for preparation.

4.3 Newsletter

A. McGrath preparing material that will be photocopied by R. Quinn prior to printing.

4.4 Calendar

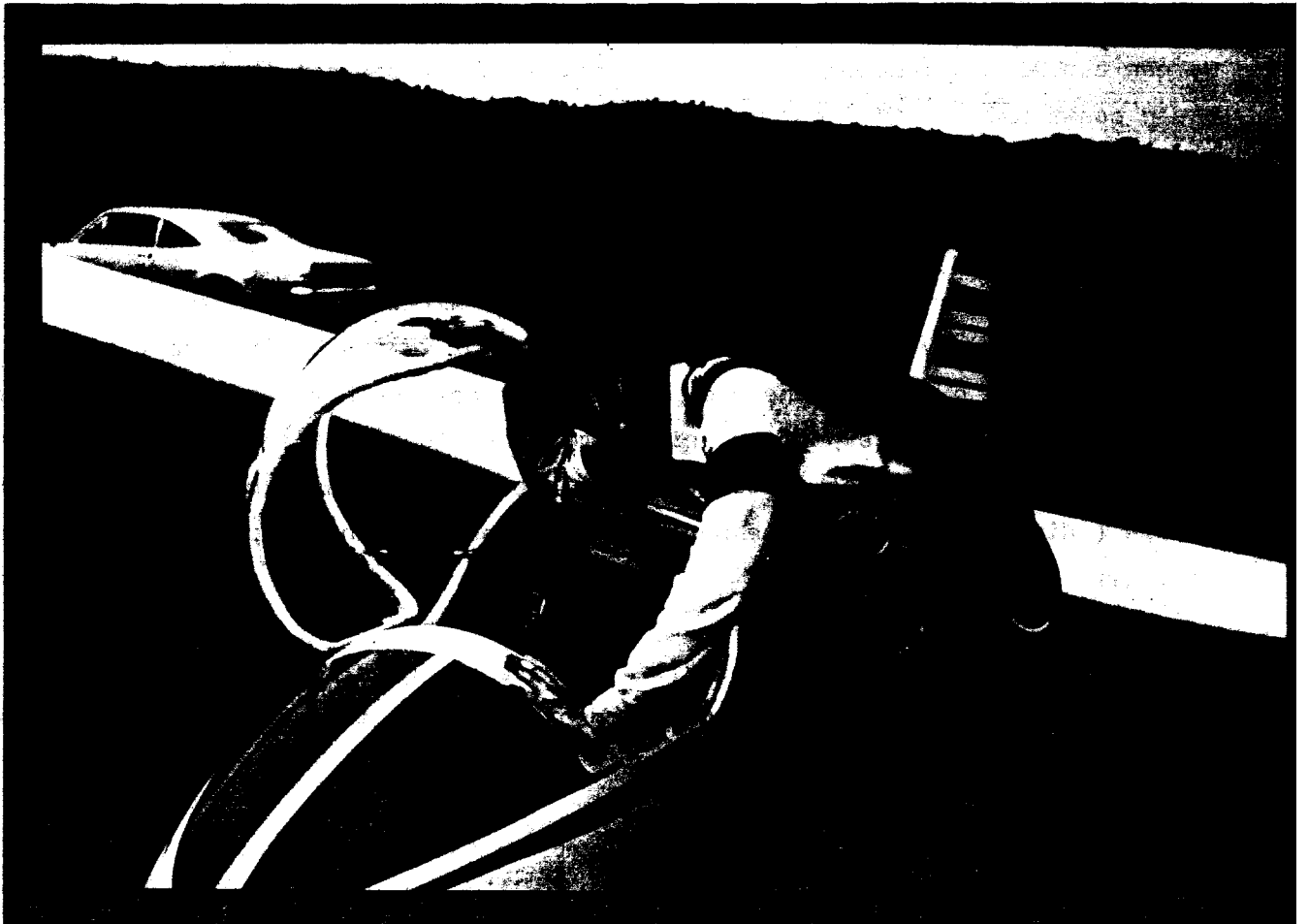
Mr. R. Quinn will instruct next Saturday (21/1/84). The Calendar will be upkept by Mr. Quinn as Secretary of the Instructor's Panel.

4.5 Next General Meeting

On February 15th 1984, at 7.30 p.m. at the President's Residence

The President closed the meeting at 22.05 hours.

Signed as a true and correct record *R. M. Temple*
date 21-3-84
.....



* A WORD FROM THE TREASURER

A general overview of the financial position:

Firstly, in the past 8 flying days we have on average earned over \$50, which is really good to see. However the latest damage to the Bergfalke may cost in excess of \$150 which isn't good to see. At the moment the accounts are looking quite good, however we have not started spending on the Bocian which will come soon. If you want the specific details on how I think the club will go financially in 1984 you will have to be at the AGM on the 4th of April. At present we have ;

Held with the sports association	\$ 3454
In loan repayment account	\$ 525
In operating account	\$ 1139
TOTAL	<hr/> \$ 5118

You may have already noticed that in this issue of the newsletter there is a membership list, well it is not complete and does contain a few errors but we felt that a nearly complete one was better than nothing at all. The next issue of the newsletter will contain an updated one. If you have any corrections to make to it please let me know.

As many of you are aware we have a number of projects on this year that have stagnated, and in an effort to get them going again we are asking for all the help we can get. All we want you to do is select a job or project that you think you could contribute to the most and get together with a few others and get stuck into it. A few of the major ones are:

1. The Bocian
2. The Clubhouse
3. The New Winch
4. Hanger & Airfield maintenance

A word on the money side of things, it is important to check with the treasurer and/or with two others on the executive. In the past we have had people spend money on behalf of the club expecting reimbursement and found out that the club did not want to make the purchase, so to avoid any embarrassment please check with the right people (despite how small the purchase) unless you want to pay for it out of your own pocket.

Well that's about all I have to say, if you have any questions about your account or the club accounts in general please don't hesitate to get in contact with me.

RUSSELL

It's so nice to be getting some material for printing from Russell now that I won't even criticise his typing or point out his spelling errors - FD

TREASURERS REPORT

Summary of year ending Dec 1993

1. Earnings (from accounts) - Sports association - operating -		\$ 5,645.00
" " - capital -		\$ 2,500.00
Flying fees & membership		\$ 3,657.00
	TOTAL	<u>\$ 11,802.00</u>
2. Flying (from flight sheets) - Flying time -	351 hrs 26 min	
No. of launches	1,343	
Money earnt - flying (0.08)		\$ 1,686.88
" " - launches (1.20)		\$ 1,611.60
	TOTAL	<u>\$ 3,298.48</u>
3. Winch cost (from accounts) -		
Petrol		\$ 1,303.21
Registration		\$ 114.00
Repair		\$ 30.00
Oil, Brake fluid, etc		\$ 16.85
C.B. Licence		\$ 9.00
Swages & cable		\$ 150.00
	TOTAL	<u>\$ 1,623.06</u>
4. Aircraft cost (from accounts) - Bocian		\$ 225.00
Bergfalke		\$ 718.00
KA-6 (inc. insurance)		\$ 848.75
	TOTAL	<u>\$ 1,791.75</u>
5. Newsletter costs -		<u>\$ 270.86</u>
6. Loan repayment -	\$ 150 * 12	<u>\$ 1,800.00</u>

Name	Addresss	Phone
ABBOTT Nick	P.O. Box 44 CLARENDON (or St Anns)	383 6236
ABE Toshihide	6 Indra Tce BRIGHTON	298 4334
BAKER Andrew	29 Angus Rd HAWTHORN	271 1080
BARNDEN Mike	11 Adelaide Rd MALALLA (085)	272 237
BOROKY Neil	6 Wilson Ave FLEIXSTOW	337 7542
CARPENTER Darryl	375 Glynburn Rd KENSINGTON PARK	313 478
CLARKE Paul	21 Quick Rd MITCHELL PARK	277 1391
CLELAND Perry	St Anns 187 Brougham Pl Nth ADELAIDE	
COCKS Trever	P.O. Box 52 TORRENSVILLE	352 3531
CONSTANTINE Paris	Unit 2, Percy St PROSPECT	269 3820
CONWAY David	386 Cross Rd CLARENCE PARK	297 8638
CORNWELL Geoff	Pitfour Rd LOWER MITCHAM	
DAVIS Belinda	5 Baker St GRANGE 5022	356 4060
DAVIS Phil	5 Cummins St ELIZABETH FIELD	254 7624
DUNSTONE Steve	249 Main North Rd SEFTON PARK (w)	441 552
EBERHARD Rachel	Pt Lincon Blvd PASEDNA	276 2601
FORSTER Mark	1 Yandra St VALE PARK	261 4245
FROST Bill	7/44 Jervois Ave MAGILL	
GAITE Adam	158 Barnard St Nth ADELAIDE	267 5333
GERKEN Paul	13 Parana St FLINDERS PARK	437 171
GILES Bob	27 Collingbourne Dr ELIZABETH VALE	255 3233
GRADDON David	1/3 East Pde KINGSWOOD	271 9984
GUMLEY C.M.	8 College Ave PROSPECT	267 3488
HARLEY Guy	Unit 8 1A Grant Ave ROSE PARK	332 5552
HARRISON Graham	16 Phoebe Ave MODBURY	263 6074
JANSON E	13 Briant Rd MAGILL	332 7284
KAMM I.G.	56 Ridgeway Dr. FLAGSTAFF HILL	270 3505
KAPUST Brigitte	187 Brougham Pl Nth ADELAIDE	267 1478
KILSBY Helen	24 Scott St ST AGNES	265 1761
KNIGHT Damein	1 Palmer Ave Nth ADELAIDE	
LARWOOD Dene	58 Harris St KLEMZIG	261 5732
LAU Wilson	12A St Peters St ST PETERS	421 539
LEONG Simom	13/38 Childers St Nth ADELAIDE	267 1459
LONGMIRE Nick	St Marks Nth ADELAIDE	
MATERNE Andrew	107 Sunshine Ave BRIGHTON	296 2491
MCCARTHY Michael	17 Kennaway St TRUSMORE	312 444
McClafferty Ian	17 Andrew St CHRISTIE DOWNS	382 8204
McGRATH Andrew	185 Military Rd TENNYSON	356 2466
McLEAN Andrew	15 North St ADELAIDE	211 8873
MCHALE Ronald	6/45 Avenue Rd HIGHGATE	271 6724
MEDLOW Dennis	34 Tenth ave ST PETERS	425 093
MURPHY Andrew	185 Brougham Pl Nth ADELAIDE	261 7147
NEMETH Tom	11 Terrigal Rd REDWOOD PARK	251 3127
NORMAN Russell	P.O. 76 CHERRYVILLE 5134	390 1824
NORTHCOTE Roger	38 Cooper Pl BEAUMONT	797 032
OSBORNE Chris	87 Eighth Ave ST PETERS	425 857
O'Conner Steve	18 Charles Veal Dr WEST BEACH	356 9815
PARISH Tim	10 Rodda Rd MYRTLE BANK	338 1415
PRACLINI David	Lincoln college Nth ADELAIDE	
QUINN Redmond	13 Redmond St COLLINSWOOD	445 331
RAFTERY Mark	16 Stradbroke Ave PLYMPTON PARK	293 6276
REDDEK Gordon	c/- Delhi Petroleum 10-45 King Wm. St	218 7611
ROBERTS Martin	P.O. Box 29 BROOKLN PARK	356 6946
ROESLER Nick	7 Emu Ave GLENALTA	278 5879
ROWEN Andrew	15 Alfred St PARKSIDE	352 5617
SAWYER Andrew	19 Salerno Ct ELIZABETH EAST	255 3646
SLEIGH Jenni	78 Ferguson ave MYRTLE BANK	794 995
STRETCH Mark	39 Daxidis St ST AGNES	265 161
TARCA Somjai	31 Hender Ave KLEMZIG	261 9481
TEMPLE Dick	Rangeview Rd CAREY GULLY	390 1827
TEMPLE Peter	Rnageview Rd CAREY GULLY	390 1827
THOMAS Geoff	16 David Ave FINDON	457 413
WAGLAND Dave	63 Kintore Ave PROSPECT 5082	445 5761

MINUTES OF THE EXECUTIVE MEETING OF THE
ADELAIDE UNIVERSITY GLIDING CLUB INC.
ON FEBRUARY 15TH, 1984 AT 7.30 P.M.,
AT THE PRESIDENT'S RESIDENCE, CAREY GULLY.

Present: D. Temple (President), D. Medlow (Secretary), R. Norman (Treasurer),
A. McGrath, B. Files, M. Forster (Airworthyness).

Apologies: G. Harley (COIP).

1. Previous Meeting

RESOLUTION 1 THAT the minutes of the previous meeting be accepted as a true and correct record of proceedings.

D. TEMPLE/A. McGRATH
carried

2. Business Arising

Since all business arising dealt with Airworthyness matters it was deferred to the Airworthyness Officer's report.

3. Reports

3.1 President

The President reported that the repair work was underway and that Tom Nemith will arrange for a parking permit for the trailer during O-Week.

3.2 Secretary

The Secretary has notified both Mr. Harley and Mr. Nemith about the appointment of the Chairman of Instructor's Panel. He has also written to RTO/Ops for ratification. The statistical form has been returned to the Bureau of Statistics, and has sent off the GFA membership return. The club has received letter of resignation from Messers. Frost, Heath and Rodda and letters from GFA.

3.3 Treasurer

The Treasurer distributed a report on the accounts (copy attached to club copy of minutes). He reported that the club had \$270 in operating a/c plus \$700 cash in hand. He also stated that the Sports Association grant for 1984 is \$5,000 with a capital grant of \$1,800 for trailer and ops center. The grants are subject to the club obtaining 90 members. The loan repayment is to come from the investment account. The treasurer will replace \$100 per month into the account for next year's repayment. There is \$7,400 remaining in loans to be paid. The Treasurer is concerned that the interest rate from the National Australia bank is too excessive and asked for permission to refinance the loan.

RESOLUTION 2 THAT Russell Norman examining financing plans to change loans and report back to the Executive.

D. MEDLOW/D. TEMPLE
carried

4 Airworthiness

Mr. Forster reported that the Ka6 was still flying, the ZM holding has been completed, Fabric covering in progress overseen by Redmond Quinn. The small dent in forward fuse of ZM is not structural and the aircraft should fly this weekend. A. McGrath has presented an idea for lettering on the Berg Falke and requests permission to carry it out.

IAT Andrew McGrath and Neil Boroky be authorised to letter the Berg Falke.

*D. MEDLOW/R. NORMAN
carried*

The Secretary advised the committee on the Department of Aviation rules as to aircraft insignia. The C of A expires on 1/7/85 for the Ka6 and Mr. Forster suggested a Form 2 inspection on June '84. Nothing has been done on the Bocian as yet, Don Hein is concerned about the use of shed and tools for repairs, Mark said that if gliders are to be repaired in the shed they must be worked on at least 4 nights/week, and that one of the following people must be present: Mark Forster, Andrew Sawyer, Redmond Quinn, Bob Giles. The Bocian trailer can still be stored on vacant block at Klemzig. The club is to send a letter of appreciation and gift to land owner. Submanagers are to be appointed for parts of the Bocian repairs, Redmond Quinn is in charge of refabricing. If ZM goes on field, Bocian will come back some weekend. Insurance for it is arranged, its front seat needs remaking before flying. The elder has signed out his work in the glider log book.

5 Winch

Apologies from Redmond Quinn for absence. It was reported that the tray was sold for \$140. Four new plugs were bought for existing winch front motor. The winch battery is failing on existing winch.

General Business

1 O-Week

A roster is needed for rigging/derigging, a roster for table work is not required. Dick Temple to organise rosters. Display material in club locker. Room for meeting still to be booked, Secretary to arrange.

2 Next General Meeting

In two weeks time, Secretary to enquire about Union Room availability. Don's shed will be used if room is unavailable.

3 Calendar

R. Quinn instructing next Saturday, G. Harley next Sunday.

4 Next Executive Meeting

On 21st March at 7.30 p.m. at Mark Forster's residence.

RESOLUTION 4

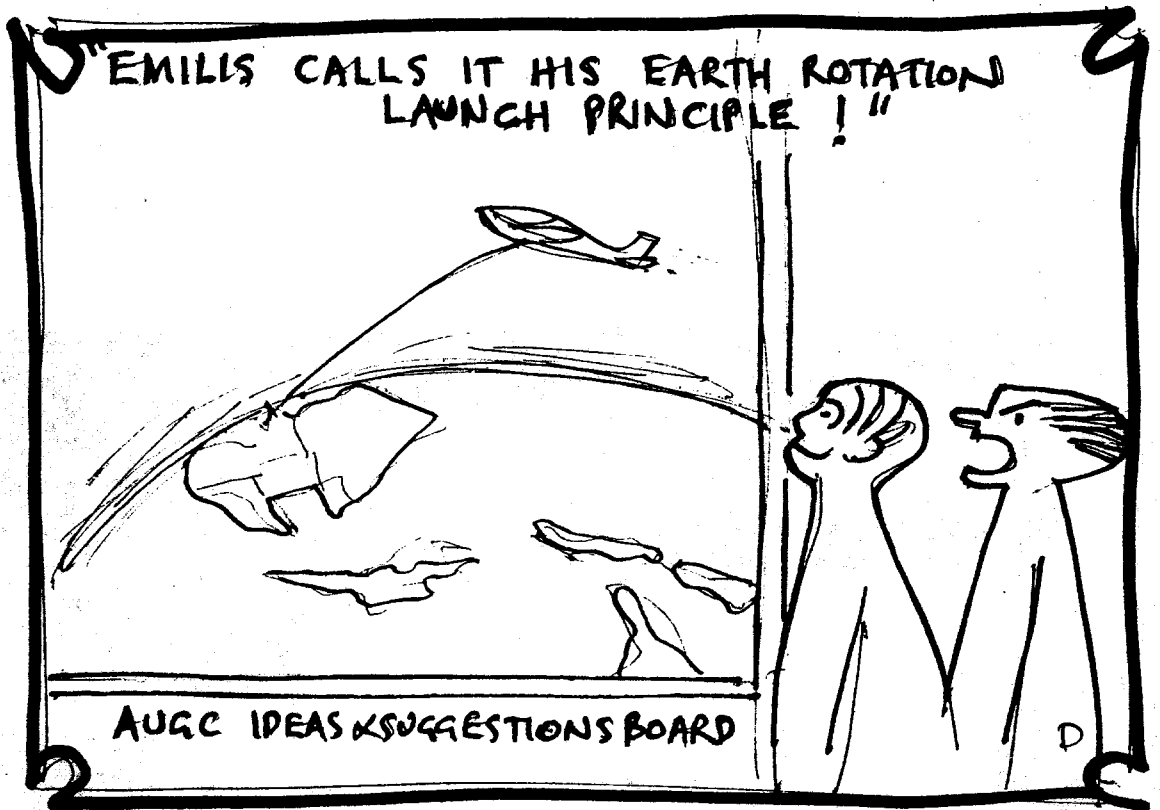
THAT full-time A.U. students be subsidized \$20 of their \$43 GFA fee for '84.

M. FORSTER/R. NORMAN
carried 4 - 2

The meeting was closed at 10.00 p.m.

R. M. Temple Pres

21-3-84



Another

Andrew McGrath

CROSS COUNTRY - in a club aircraft
or "How not to set a task."

Spurred on by my earlier success (?), I decided to go cross country again. On Sunday, 11/3 (I had hoped to go on the Saturday, but the weather wasn't good enough). I loaded up the aircraft, and sent off half a dozen pilots in it (no, not all at the same time) to test the conditions. By mid-afternoon, the thermals were going right up to 1,500' (conditions had improved greatly) and so I confidently launched, declaring Jamestown return. (A mere 100 km each way). I scratched for a while off launch, and found a roaring one and a half knotter to 2,000'. At which stage I remembered that the barograph wasn't on. Oh well, I've already got silver C height and distance, so I won't worry about it.

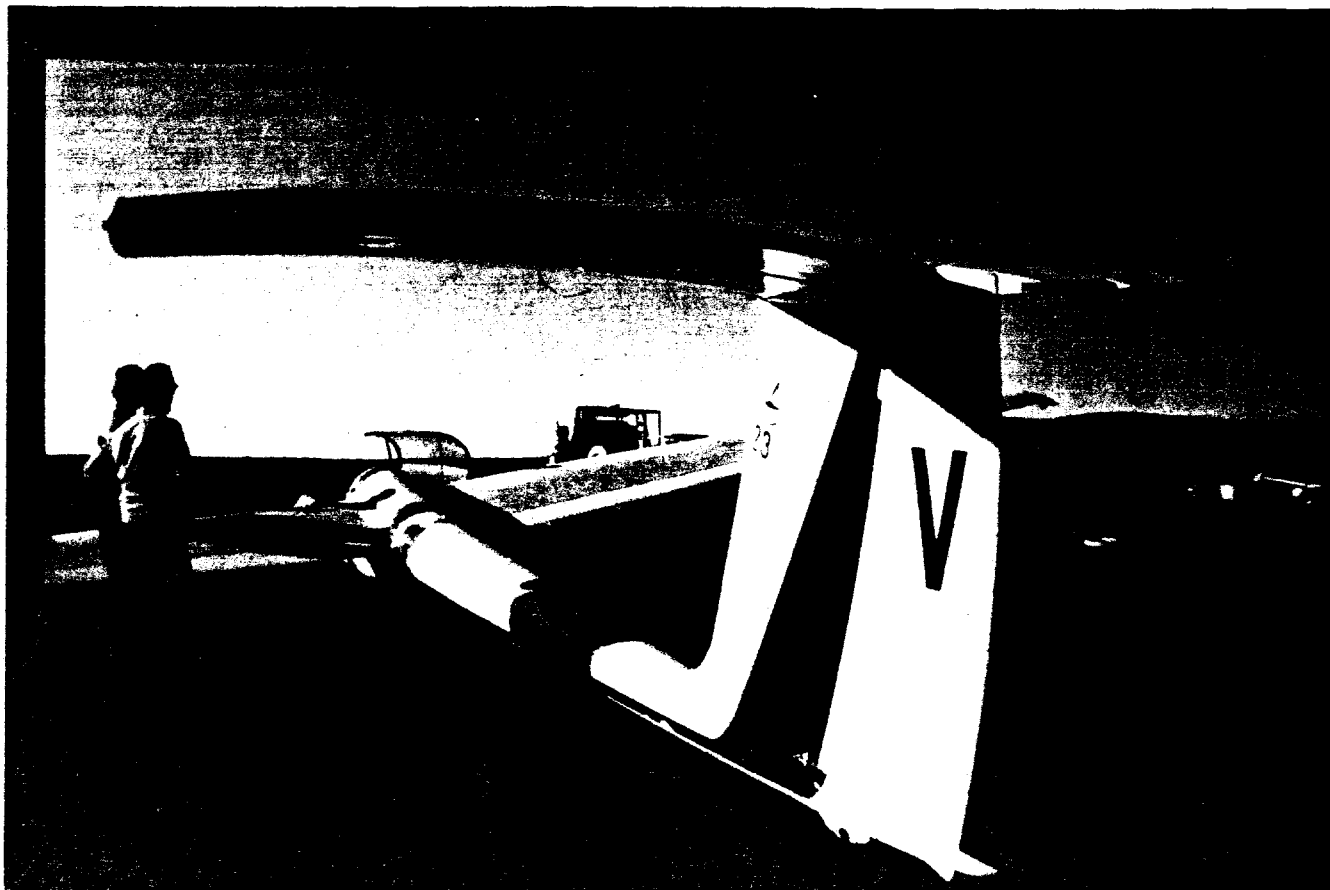
From this amazing altitude, I fly happily northwards, and a couple of minutes later (still nearly over the field), I find a boomer of a thermal to 2,500', accompanied by Bob Giles in Ka6 NN, where the lift seemed to die off, so I left Bob to scratch and pushed on northwards, slightly less confident now; I think I'll turn back at Redhill.

I fly through some lift near Barunga Gap at 2,200', and decide not to take it; stacks of height yet, and thermals seem to be everywhere.

That was the last lift I found. At 1,500' I decide that I will modify the task to Snowtown return (since I'm currently over Snowtown). Some zero sink at about 1,000' over a farmhouse, and then I'm on circuit into a ploughed paddock just short of Snowtown, nearly 10 km from the airfield. A conventional landing along the furrows, and I stop like a brick when I touch the soft earth.

At about this stage, I realize that Bob had scratched his way to three and a half in that last thermal, and was now on his way back to the airfield with news of my landing. This aerial reconnaissance saved much time, and the aircraft was flying again only about two hours after my launch, at a cost of only one round of drinks to everyone on field.

I had achieved almost 5% of my declared task.



Stick 'em up

From the Tiger Club's *Tiger Rag*, this collection of *double entendre* pilots' bumper stickers, many of which were new to us:

- Helicopter pilots do it with both hands
- Autopilots do it for you
- Business jet pilots do it in luxury
- Air defense pilots chase it
- Co-pilots do it when their captains let them
- Jet pilots do it with more noise
- Aerobatic pilots do it inverted
- Agricultural pilots spill doing it
- Ferry pilots do it longer
- Instrument pilots do it without visual reference
- Recce pilots peep at it
- Russian pilots do it behind the Curtain
- Airline pilots do it in their shirtsleeves
- Test pilots find new ways of doing it
- CIA pilots do it surreptitiously
- Tanker pilots do it with long hoses
- Without ECM nobody does it
- Shackleton pilots do it for hours on end
- Naval pilots get hooked on it
- Flight safety officers talk about it
- Radar directors turn you on to it
- Simulator pilots only pretend to do it
- Hovercraft pilots do it in skirts
- Company test pilots have first go at it
- Carrier pilots do it with mirrors
- Kamikaze pilots don't do it often

The international language of aviation

Readers thinking of journeying north of the border for Hogmannay may find this guide to Scottish ATC phraseology (or at least, Glaswegian ATC) useful. It comes courtesy of the British Airways HS-748 crewroom at Aberdeen, for the benefit of crews having to divert to Glasgow.

Acknowledge	Djaunnerstawn Pal?
Affirmative	Aye, atsrife
Break	Hodoan
Correction	Awshit
How do you read?	Yegoatyer lugsoan?
I say again	Wanmertime Pal
Negative	Noway Pal
Over	Overinnat
Out	Ahmoaf
Pass your message	Geezrapatter
Read back	Whiddajist tellye
Roger	Okay Pal
Say again	Gizrapatter agin
Speak slower	Geezitilingualish
Standby	Hoadanahmbizzy
That is correct	Spotoan
Verify	Yerjokin
Wilco	Naeborra
Words twice	Acannaunnerstawn, Geezrapatter twice oer
Clear to land	Getoan ragrunn
Line up and hold	Hodoan ratar
Cleared to take-off	Oanyer bike, oanyerwyepal

DON

IN THAILAND.

THE WORD IS
SPREADING...

