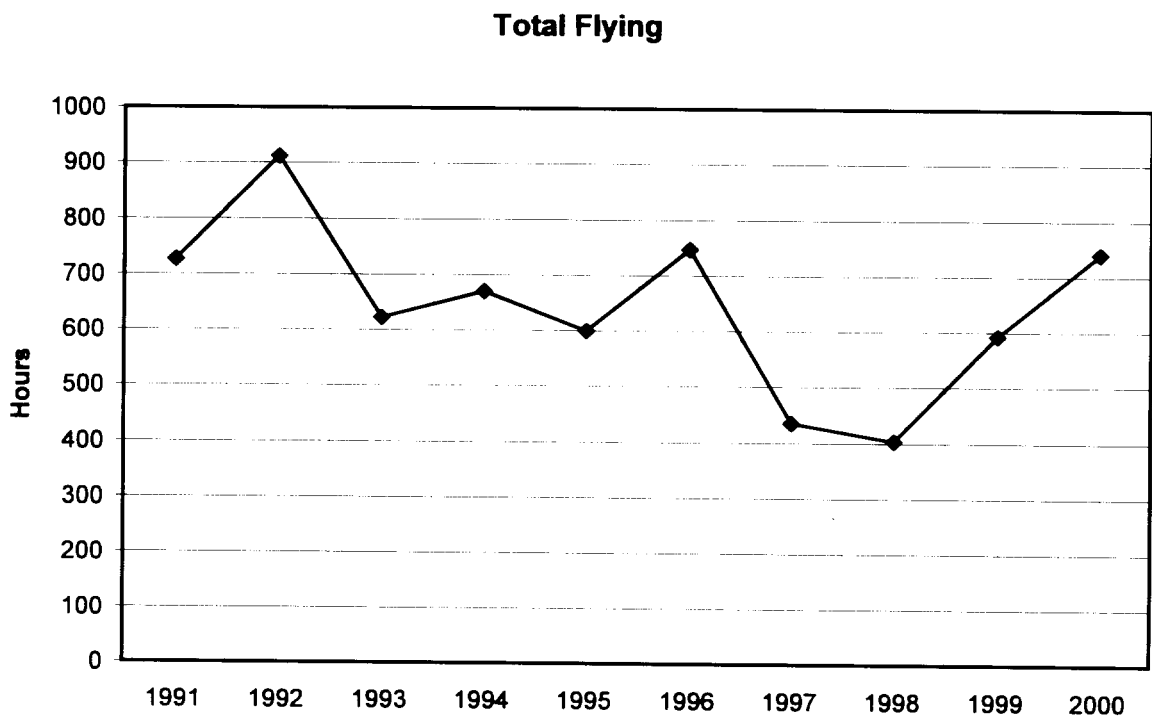


ADELAIDE UNIVERSITY GLIDING CLUB 2000 PRESIDENTS REPORT

2000 has been my third year as President of the Gliding Club and has been a very successful year for the Adelaide University Gliding Club. The club has continued its consolidation work from the previous years and this has shown significant results in terms of flying and active club numbers. As can be seen in the chart below, the club was in a slow decline from 1992 till I took over as President in March 1998 (1996 stands out as an odd year against the declining trend and was largely due to the efforts of the president at that time, Mandy Wilson). Since 1998, the club has been making a strong recovery and is now back to the level it was at in 1991.



The major thrust of the consolidation work has been to improve the club's assets and the services that the club provides. Improvements to the club's assets include the acquisition of a PIK-20D high performance single seat glider, continued renovation of the winch used to launch the gliders, the start of an extension to the club house, fitting better instruments to the club's gliders and completing the club's new hangar at the airfield.

Marring this years efforts was the unintentional landing of one of the club's single seat gliders on the nearby Hummock Range. This resulted in the aircraft being an insurance write off. Fortunately the pilot was unharmed in the accident. Ironically, the club executive had decided to sell this aircraft the previous week in order to raise funds to acquire the PIK-20D.

The other problem the club faced this year was the low retention of people interested in learning to fly. Whilst the club regularly gets large numbers of people coming to the airfield to experience gliding for the first time, the club is failing to retain their interest. To overcome this problem the club has drafted a strategic plan which will see the club set goals and improve for the next 10 years.

The club continues to participate in the competition scene each year. This year a club instructor, Peter Temple was placed third at the 2000 Australian Club Class Competition. Peter Temple was subsequently selected as part of the national team to represent Australia at the World Competition to be held at Gawler in January 2001. Peter subsequently won the 2001 Australian Club Class Competition.

The club has also been well represented by pilots at both the Australian Sports Class and State level competitions. Competition and cross-country training has been an integral part of the pilot training offered by the club this year and there has been a significant increase in the amount of cross country flying being carried out by members.

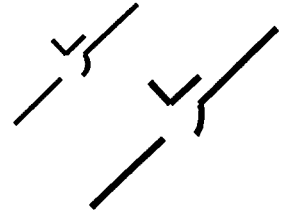
The club has also continued to participate in a number of events throughout the year. The club again held a very successful trip during the Queen's Birthday long weekend to the Flinders Ranges. While this camp was well attended, the average conditions restricted the flying somewhat on all of the three days. Club pilots also attended flying camps held by other clubs at Cooma in New South Wales, the Stirling Ranges in Western Australia and at Khancoban in Victoria.

I would like to thank all those who have assisted me throughout the year on the executive committee, especially Dennis Medlow who has expended a lot of effort as Treasurer and Scott Lewis as our enthusiastic secretary. I would also like to thank all those who have assisted in assorted projects throughout the year. Thank you to the other members of the instructors panel for their efforts in the continued operation of the club. Our patron and landlord, Mr Bob MacDonald and his family have our continued thanks for their ongoing support.

Next year promises to be a busy and enjoyable one, where the club strives to improve its membership and continues to participate as one of the most active clubs in the South Australian gliding community.

Anthony Smith
President

Adelaide University Gliding Club Inc.



ABN 68 465 971 865

**Treasurer's Report to
the AGM and
Annual Accounts for the
12 months to 31/12/2000**

AUGC At A Glance 2000

Adelaide University Gliding Club Inc.

AGM April 2001

See us on the web at:
<http://augc.aus-soaring.on.net>

2000—A Good Year Overall

The year 2000 was a good year overall for the AUGC Inc.

The Club increased its flying hours and finished a major capital work (the new hanger) as well as commencing other projects such as the extension to the Clubhouse. Additional associated works such as a new rainwater tank on the main hanger were also completes.

The Club changed over from the Libelle (VH-GCY) to the Pik 20D (VH-WVA) and for the first time the Club now owns a aircraft with advanced features such as wing flaps and LNAV electronics.

Numerous social events in Adelaide and BBQs at the Clubhouse were held, raising additional funds for further airfield development. In addition our annual pilgrimage to the Flinders Ranges introduced our pilots to the thrills of flying close to cliff faces.

The West Beach maintenance facility continues to be used for Club aircraft maintenance and is a vital part of the Club's airworthiness system.

Aircraft Utilisation

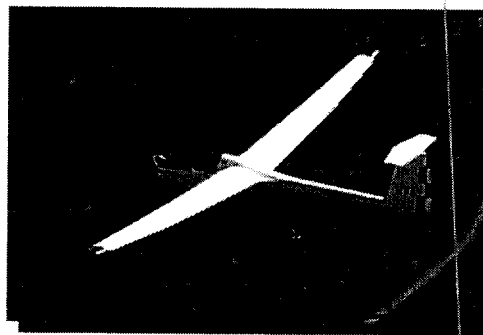
The aircraft utilisation for the 12 months ending 31 December 2000 are shown in the accompanying table.

*The Blanik (GYD) was hired from another Club whilst the Bergfalke (GZM) was under substantial maintenance for its 20-yearly inspection.

KRO & GZM are training (twin seater) aircraft and generally fly shorter duration flights.

Overall the Club did 6 more launches than 1999 and we flew 165 more hours.

On the financial side the Club ended 2000 in a healthy position, with sufficient funds in the Bank and a small surplus overall for the year. The hire out of the Pik for the World



Comps at Gawler earlier this year has helped to strengthen our financial position.

The Executive Committee the Flight Instructor's Panel and other volunteers have worked hard to ensure that the activities of the Club, both operational and social, have been safe and successful.

2001 should be an even better year.

Inside this issue:

Aircraft Utilisation	1
Assets	2
Financial Summary	2
Improvements	2

The AUGC acknowledges the support provided by the Adelaide University Sports Association.

The AUGC continues to provide safe and affordable access to Sports Aviation to the Student, Alumni and Wider Community.

Aircraft	Flights	Time (mins)	Avg Flt Time (mins)
GCY	50	4227	84.5
GMI	248	10793	43.5
GNF	152	5101	33.6
GYD*	41	1000	24.4
GZM	294	5065	17.2
KRO	853	12863	15.1
WVA	88	5982	68.0

Postal Address:
 C/o AU Sports Association
 Adelaide University
 North Terrace
 SA 5005

Major Club Assets (as at 31/1/2001)

Aircraft

VH-GMI	\$ 18,000
VH-GNF	\$ 6,000
VH-GZM	\$ 37,000
VH-KRO	\$ 25,000
VH-WVA	\$ 28,000

Buildings

Clubhouse	\$ 27,000
Main Hanger	\$ 22,000
New Hanger	\$ 25,000
Winch Shed	\$ 2,500
T-Hanger	\$ 1,500
West Beach	\$ 3,000

Equipment

Parachutes	\$ 4,400
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GPS	\$ 1,200
Pie Cart	\$ 1,000
Winch#1	\$ 12,000
Winch#2	\$ 8,000
Fire Trailer	\$ 1,600
Barograph	\$ 700
Spare Canopies	\$ 5,500
EPIRBs	\$ 500
Tools & Equip	\$ 3,800

Total AUGC assets (aircraft, fixed assets and equipment) valued at approximately \$ 250,000.



Financial Summary (Major Items)

Income in 2000:

Operating Income	\$ 22,194
Insurance Payouts	\$ 20,723
Grant Payments	\$ 29,828
Other	\$ 995
Total Income	\$ 73,922

Mobile Telephone	\$ 580
Food/drink purch's	\$ 2,711
Interest Paid	\$ 3,785
Loan repayments	\$ 20,000

Expenses in 2000:

Insurance	\$ 12,216
Hanger Construction	\$ 5,186
Clubhouse Constr'n	\$ 3,417
Winch Maintenance	\$ 3,140
Fuel	\$ 2,909
Power	\$ 732

Club Member account balances as at 31/12/99:	\$ 1,123.06
Club Member account balances as at 31/12/00:	\$ 1,093.09

Loans

Sports Ass'n KRO loan balance as 31/12/00	\$ 45,000
Sports Ass'n WVA loan balance as 31/12/00	\$ 5,500

Major Developments in 2000/01

Replacement Single Seater

The Libelle GCY was replaced with a more advanced single-place aircraft the Pik 20D. This aircraft cost \$ 12,000 more than the GCY value and was funded from Club activities.

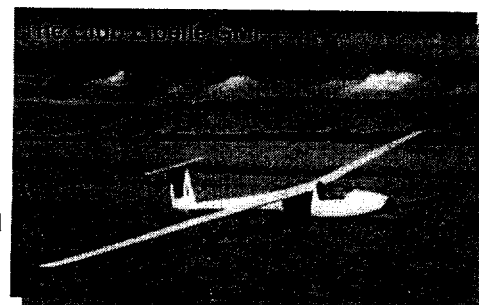
Clubhouse

The concrete slab for the Clubhouse extension was poured. Further funds are to be spent in early '01 on further construction.

New Main Hanger

A large new hanger was completed with secure space sufficient for

4 aircraft and storage for equipment and parachutes. A large rainwater tank has been attached to harvest water and reticulation to the Clubhouse will be installed in '01.



AUGC At A Glance

AUGC Treasurer's AGM Report for 2000



Treasurer's Report & 2000 Financial Statement

The following pages represent the financial activity of the Adelaide University Gliding Club (AUGC) Inc. for the 12 months period ending 31/12/2000.

The Club recorded a small surplus of \$ 261.99 on its Bank account for the year, however the Club has made considerable investments and improvements in the aircraft fleet and airfield facilities this year including:

- a. completion of a new larger hanger for the twin-seater aircraft;
- b. installation of a new large rainwater tank,
- c. purchase of emergency locator beacons and flight logging equipment,
- d. purchase of an advanced single-seat glider (VH-WVA, a Pik 20D), and
- e. commencement of Clubhouse extension works.

Due to write-off of some accounts, and purchases made by members on behalf of the Club, the consolidated result for the Club in 2000 was a small loss of \$ 687. This should be considered excellent given the large investments made in capital equipment and loan repayments on the Pik aircraft.

In terms of flying, the past year was one of the best the AUGC has had, which in turn has helped the Club make progress on the number of projects it has in hand.

The Club's debt increased slightly in 2000 due to the purchase of the Pik aircraft, however as at 31/12/00 only \$ 5,500 of that debt remains and will be progressively paid back over the next 18 months. Providing regular flying is undertaken the Club's debt servicing ability remains healthy.

The Club registered for and received an ABN, however it has not registered for the GST. The Club is examining the effects of GST Tax Credits to see whether future GST registration would provide any benefits. The imposition of GST accounting on top of the existing AUGC Treasury workload would have to be considered in such a decision.

In terms of expenses, the aircraft insurance costs are by far the largest. The 2001 insurance premiums are \$ 11,240. There are some options to reduce this by up to \$ 1,000, partially be self-insuring hull flight risk for VH-GNF, however additional third party insurance cover will probably consume any savings from this.

As in past years, the assistance of the Adelaide University Sports Association is critical to the operation of the Club and its ability to provide accessible sports aviation facilities to the student and alumni community. The AUGC gratefully acknowledges the assistance it has been provided in 2000. The work undertaken by the Executive Committee and other volunteers in the Club should also be recognized. In particular Steve Gray (Assistant Treasurer) and David Hichens (BBQ & Food organizer extraordinaire) have been two amongst many.

The following report provides comparative figures with 1999, in some cases expenses in previous years were reported under different categories, where this is significant it is highlighted in the Notes to the accounts. It is obvious from the amount shown, that the AUGC is a \$ 50K+ turnover organization, and the Treasurer and Executive need to apply the appropriate amount of fiscal rigor to maintain the health of the Club.

The accounts presented here have not been audited by an external third party but are drawn from written monthly account statements submitted to the AUGC Executive at the monthly meetings. These reports are available on request. Any questions or queries regarding this information can be addressed to the Treasurer.

Dennis Medlow

AUGC Treasurer 2000/01

AUGC Treasurer's AGM Report for 2000



Bank Account Income and Expenditure Statement

Income

	Note	2000	1999
Operating Income		22,194.36	22,749.21
Insurance Payouts	1	20,723.10	1,636.00
Grant Payments	2	29,828.00	13,709.35
Interest Earned		32.07	7.28
Disposal of Assets	3	150.00	0.00
Other	4	995.00	75.00
Total Income		\$ 73,922.53	\$ 38,176.84

Expenditure

Aircraft Insurance	5	12,216.40	7,565.00
Aircraft Maintenance (Unallocated)		4.86	658.99
KRO		460.00	5,400.80
GZM		371.24	1,499.28
GNF	6	2,439.00	125.00
GCY	7	0.00	1,574.00
GMI		828.40	295.00
WVA (inc deposit)	8	3,517.81	0.00
KYW	9	0.00	0.00
A/c Improvements B50 for GMI		1,454.26	613.00
Hanger Construction		3,309.65	1,801.77
Clubhouse Const'n Bunkhouse		3,405.16	
Airfield Lease		1,142.00	1,114.00
Ground Maint'ce Fee		460.00	460.00
Trailer Registration 4 aircraft + fire trailer		336.00	343.00
GFA Memberships	10	5,178.05	5,676.80
Sports A'n M'brshps	11	120.00	1,445.35
Winch # 1 Maint'ce		2,033.82	2,823.68
Winch # 2 Const'n		0.00	885.00
POL	12	2,817.33	1,668.80
Repairs			
Airfield		391.98	116.00
Clubhouse		0.00	666.33
Clubhouse Utilities			
Power		732.10	414.25
Telephone		409.45	238.35
Mobile Telephone		580.37	264.73
Furnishings/Equipment		300.00	300.00
Hire of Facilities	13	2,399.84	2,333.27
Fees Official Observer Tests		90.00	250.00
Book Purchases		132.00	0.00
Parachute Expenses		0.00	135.00
Administration Photocopying/fax/postage		20.80	12.70
Bank Charges		60.00	54.00
Interest Paid AUSA Loans		3,785.43	1,125.00
Loan Repayments AUSA Loans		20,000.00	0.00
Government Fees		164.59	97.00
Account Payments		4,500.00	400.00
Total Expenses		\$ 73,660.54	\$ 40,356.10
Bank Surplus/(Deficit)	14	261.99	(2,179.26)

AUGC Treasurer's AGM Report for 2000



Notes To and Forming Part of the Accounts

1. Includes two payments, one for VH-KRO canopy of \$ 2,723 and one for VH-GCY write-off of \$ 18,000.
2. Several end-of-year grant requests for 1999 were paid in January 2000. These amounted to \$ 9,292. A grant request for \$ 1,500 was submitted in late 2000 and will be paid in 2001. Grant income for 2000 adjusted for these factors would be \$ 22,128 and for 1999 would be \$ 23,001.
3. Sale of VH-GCY's trailer after aircraft written off.
4. \$ 995 received as first payment of VH-WVA hire for the Gawler world comps. Further payments of \$ 2,000 will be received in 2001.
5. Includes additional insurance for VH-GYD hired from E. Prelgauskas (\$) and VH-KRO insurance.
6. Includes purchase of a new MicroAir radio for this aircraft for \$ 1715.
7. No expenses were recorded for VH-GCY prior to its write-off.
8. Includes deposit (\$ 3,000) and LNAV upgrade (\$ 163).
9. VH-KYW has been laid-up and is unairworthy. An agreement to sell the aircraft was finalized in late 2000 for \$ 2,750.00 with settlement in early 2001.
10. Includes both normal and TIF memberships, both received from flying operations income. In 2001 only TIF fees and first time GFA memberships will be collected and sent to GFA. The member concerned will renew all normal memberships with GFA.
11. Sports Association memberships were paid direct to the Sports Association in 2000. The Club pays the Sports Assn membership fees for the 2 AUGC Life Members.
12. Includes both MOGAS for winch use and AVGAS for tug plane use (\$ 576).
13. This amount includes tug hire for flying camps (charged back to members at pro-rata usage) and equipment hire for aircraft maintenance.
14. As at 31/12/00 there were no unrepresented cheques or unaccounted deposits. A minimal amount of cash on hand (~ \$ 10) is kept by the Club at the end of the year and is not included in these figures.

Aircraft Utilisation

Total Aircraft Utilisation for the year (and comparative figures for 1999) are shown in the following table:

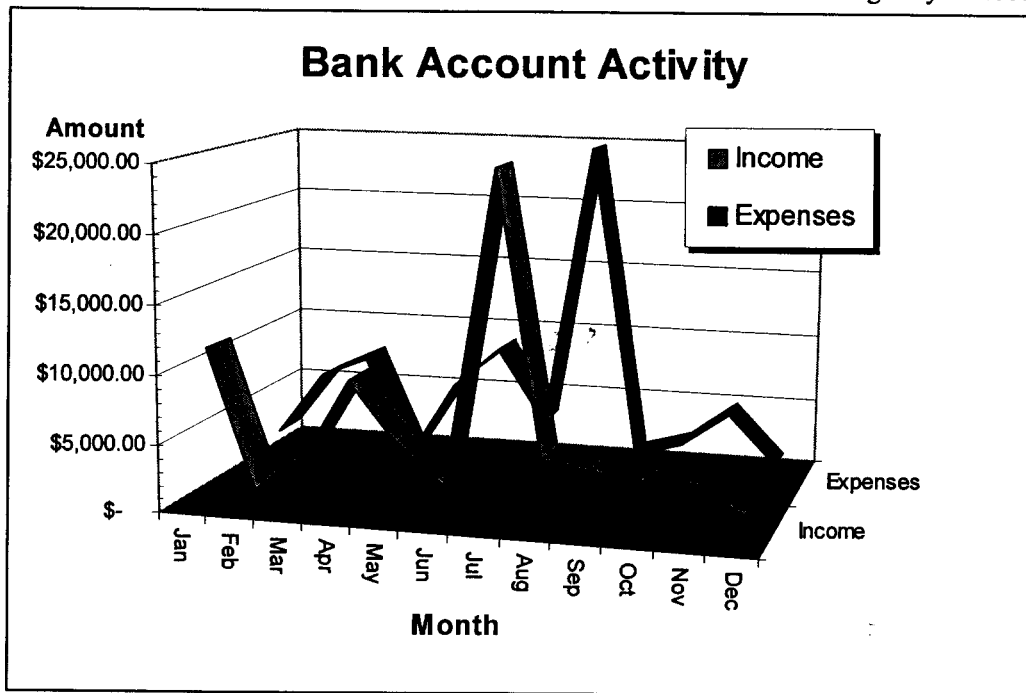
Aircraft	2000			1999		
	Flights	Time	Average Time/Flight	Flights	Time	Average Time/Flight
VH-KRO	853	12863	15.08	831	10404	12.5
VH-GZM	294	5065	17.22	466	7025	15.1
VH=GYD	41	1000	24.39	0	0	0
VH-GMI	248	10793	43.52	135	6452	47.8
VH-GCY	50	4227	84.54	81	7076	87.4
VH-GNF	152	5101	33.55	207	4207	20.3
VH-WVA	88	5982	67.97	0	0	0
Total	1726	45031	26.08	1720	35164	20.4

AUGC Treasurer's AGM Report for 2000



Cash Flows

The following chart illustrates the cash flows from the Club's bank account during the year 2000.



The peak flows in July/August are associated with the insurance payout for VH-GCY and subsequent repayment of part of the Sports Association loan for VH-WVA.

The Treasurer's target for minimum liquidity levels (working capital) is \$ 3,000.

Member Accounts

Each member of the AUGC Inc. has an account that records all transactions (payments as credits, flight costs as debits). Some accounts have been inactive for some time and these, along with accounts where the member's address is no longer valid or the member is no longer current, have been written off. In most cases the residual balance of the account was less than \$ 20.00. Accounts are not written off where the member remains current, and the write off is recorded for future collection in the event the member rejoins the Club at a later date.

Sum of all members accounts at 01/01/2000	\$	1,123.06
Sum of all members accounts at 31/12/2000	\$	1,093.09
Change in members account balances	\$	(29.97)
Amounts written off in 2000	\$	922.33
Reimbursements to accounts (see below)	\$	10,186.59
Amounts paid out to members by cheque	\$	4,500.00

The amounts reimbursed to members for material or services procured on behalf of the Club are summarised in the following table.

Category	Amount	Notes
KRO - Expenses	\$146.23	Cushions, PTT switch, repairs
GCY - Expenses	\$63.35	Tube, site photos
GZM - Expenses	\$478.39	Tow gear, panel mounts, PTT switch
GMI - Expenses	\$373.91	Catches, PTT switch, fabric
WVA - Expenses	\$518.17	Towing gear, labels, manual copying
Aircraft - Unallocated	\$131.97	Battery fuses, Joey upgrade
Blue House	\$45.44	Trailer fittings
GNF Trailer	\$81.96	Trailer Timber
Pie Cart	\$329.25	Electrical wiring, battery, connectors

AUGC Treasurer's AGM Report for 2000



<i>Category</i>	<i>Amount</i>	<i>Notes</i>
WVA Trailer	\$21.95	
Trailer - Unallocated	\$8.40	
Winch #1 Maintenance	\$588.53	Winch parts & repairs.
Winch #1 Fuel/Oil	\$92.08	Fuel purchased at local gas station
Winch #1 Cable/Ferrules	\$21.40	Day-Glo & cable
Winch #1 Modifications	\$359.00	Steel, swaging tool & cable
Winch #2	\$69.26	Parts, facer plate
Food/Drink Expenses	\$2,711.76	Food & drink for resale to members
Books/Clothes Expenses	\$401.00	Windcheaters, t-shirts etc.
Clubhouse Maintenance	\$68.04	
Clubhouse Furnishings	\$77.44	
Clubhouse Extension	\$12.00	Slab wire work
Airfield Expenses	\$50.00	Second hand CD radio
Main Hanger Expenses	\$1,320.58	
New Hanger Expenses	\$449.75	Bolts, steel, fasteners.
West Beach Shed Expenses	\$606.42	Brushes, fluids, cloth, fasteners.
West Beach Tools etc	\$240.50	Minor tools (brushes etc.).
Postage	\$13.92	
Newsletter Expenses	\$138.05	
Other Administration	\$199.42	Copying, paper, fax charges etc.
Instructor Training Subsidy	\$151.62	ASC Course payments
Capital	\$106.80	Steel for new hanger
Hire Paid For Members	\$310.00	Flinders strip & pilot accommodation
Total	\$10,186.59	

Amounts reimbursed are paid for by members and hence is treated as income to members accounts. The Executive approves this expenditure at monthly meetings. These amounts are added to the bank transactions to arrive at the following consolidated income & expenses statement.

AUGC Treasurer's AGM Report for 2000



Consolidated Income & Expenses Statement

Income

2000

Operating Income	22,194.36
Insurance Payouts	20,723.10
Grant Payments	29,828.00
Interest Earned	32.07
Disposal of Assets	150.00
Other	995.00
Expenses paid for by members	10,186.59
Total Income	\$ 84,109.12

Expenditure

Aircraft Insurance	12,216.40
Aircraft Maintenance (Unallocated)	136.83
KRO	606.23
GZM	849.63
GNF	2,439.00
GCY	63.35
GMI	1,202.31
WVA	4,035.98
KYW	0.00
A/c Improvements B50 for GMI	1,454.26
Hanger Construction	5,186.78
West Beach Shed Expenses	606.42
Tools	240.50
Clubhouse Const'n Bunkhouse	3,417.16
Airfield Lease	1,142.00
Ground Maint'ce Fee	460.00
Trailer Expenses	45.44
Twin trailer	81.96
Arrow Trailer	329.25
Pie Cart Electrical fitout	21.95
Pik Trailer	8.40
Other trailer	336.00
Trailer Registration 4 aircraft + fire trailer	5,178.05
GFA Memberships	120.00
Sports A'n M'brshps	3,140.27
Winch # 1 Maint'ce & Mods	69.26
Winch # 2 Const'n	2,909.41
POL	21.40
Cable ends	
Repairs	391.98
Airfield	50.00
New CB	68.04
Clubhouse	
Clubhouse Utilities	732.10
Power	409.45
Telephone	580.37
Mobile Telephone	377.44
Furnishings/Equipment	2,711.76
Food/Drink Purchases	2,709.84
Hire of Facilities	90.00
Fees Official Observer Tests	401.00
Book / Clothes Purchases	0.00
Parachute Expenses	20.80
Administration Photocopying/fax, other exp.	

AUGC Treasurer's AGM Report for 2000



	Postage	13.92
	Newsletter	138.05
Instructor Training	Subsidy	151.62
Bank Charges		60.00
Interest Paid	AUSA Loans	3,785.43
Loan Repayments	AUSA Loans	20,000.00
Government Fees		164.59
Account Payments		4,500.00
Other		199.50
Account Write-offs		922.33
Total Expenses		\$ 84,796.46
Consolidated Surplus/(Deficit)		(687.34)

Airfield Services Levy

From the 1st of October a \$ 1 per day levy is applied to all people that fly at Lochiel as an airfield services levy. This levy has collected \$ 211.00 in 2000 and is earmarked for Clubhouse improvements. The levy is charged against all people whose names appear on a flight sheet. The levy is only applied once per day per person.

GST Considerations

As at the date of this report the Club is not registered for GST and therefore cannot claim input tax credits for the GST paid on invoices. The Club however records the GST paid on each invoice in order to monitor this component of cash outflows.

The GST paid by the Club to its suppliers for the period 1/7/00 to 31/12/00 was \$ 1,135.12.

The Sports Association withholds GST from AUGC Grant Payments. This amount is not shown on Union Payment Advices however using the grant income after 1/7/00 as a guide and applying the 1/11 rule the amount withheld would be 1/11 of \$ 13,062.17 or \$ 1,187.47.

The GST on flight income that would be payable to the ATO in this period was: \$ 925.

Therefore based on the 2nd half of 2000, there would have been a net payment from the ATO of \$ 1,396.

Therefore this issue should be reviewed again in June 2001, considering that there is a lower Grant funding for the Club in 2001.

Current Liabilities (excluding Member accounts in Credit)

The only loans current for the AUGC Inc. are with the Adelaide University Sports Association.

Investment Loan

Purpose: To purchase VH-KRO

Current Balance: 45,000

Current monthly interest charge: \$ 187.50

Bridging Loan

Purpose: To allow purchase of VH-WVA prior to sale/payout for VH-GCY.

Current balance: \$ 5,500

Note that as of March 2001 a further \$ 3,000 of principle is to be paid back.

Current monthly interest charge (after March 2001): \$ 10.41

Current Receivables (excluding Member accounts in Debit)

The only receivables current for the AUGC Inc. is an invoice to the owners of aircraft VH-ETT for fuel (AVGAS) paid for by the Club and consumed during the Flinders Ranges excursion. This amount is \$201.60.

AUGC Treasurer's AGM Report for 2000



Club Asset Listing as at 31/01/01

Item	Qty	Cost	Repl. Value
AIRCRAFT			
VH-GZM BERGFALK IV	1	9,000	\$37,000.00
VH-KRO PUCHATECK KR03A	1	38,500	\$25,000.00
VH-GNF ARROW ES59	1	4,000	\$6,000.00
VH-GMI CLUB LIBELLE H205	1	18,300	\$18,000.00
VH-WVA PIK 20D	1	28,000	\$28,000.00
Total Aircraft		97,800	\$114,000.00

AIRCRAFT ITEMS			
CB RADIO	4	\$130.00	\$150.00
VHF RADIO	5	\$1,100.00	\$1,100.00
VHF RADIO	2	\$500.00	\$500.00
PARACHUTES	4	\$1,700.00	\$1,700.00
JOEY BAROGRAPH	2	\$700.00	\$700.00
SPARE CANOPY (GZM)	1	\$2,000.00	\$2,000.00
SPARE CANOPY (KRO)	1	\$3,500.00	\$3,500.00
GARMIN GPS 92	1	\$1,120.00	\$1,120.00
EMERGANCY BEACON	2	\$250.00	\$250.00
TRAILERS			
TWIN SEAT TRAILER	1	UNKNOWN	\$3,000.00
ARROW TRAILER	1	UNKNOWN	\$2,000.00
CLUB LIBELLE TRAILER	1	UNKNOWN	\$3,000.00
6X4 TRAILER	1	UNKNOWN	\$400.00
PIE CART	1	\$250.00	\$1,000.00
FIRE TRAILER	1	\$1,600.00	\$1,600.00
PIK TRAILER	1	\$3,000.00	\$3,000.00
CLUB HOUSE			
CLUB HOUSE & FITTINGS	1	\$4,500.00	\$27,000.00
MICROWAVE OVEN	1	\$150.00	\$400.00
REFRIGERATOR	2	\$500.00	\$1,000.00
CHEST FREEZER	1	\$300.00	\$600.00
MATRESSES	2	\$100.00	\$100.00
BBQ	1	\$50.00	\$300.00
FAX (OLD)	1	\$80.00	\$200.00
FAX/TELEPHONE (NEW)	1	\$350.00	\$350.00
MAINTENANCE FACILITY			
BENCH GRINDER	1	\$200.00	\$200.00
ARC WELDER	1	\$300.00	\$300.00
ANGLE GRINDER	1	\$100.00	\$100.00
MAINTENANCE SHED	1	\$1,000.00	\$3,000.00
PAINT GUN	1	\$200.00	\$200.00
DRILL PRESS	1	\$150.00	\$200.00
POWER BUFF	1	\$100.00	\$120.00
FRIDGE	1	\$200.00	\$500.00
AIR COMPRESSOR	1	\$800.00	\$800.00
CHAIN BLOCK	1	\$100.00	\$200.00
BENCHES		\$200.00	\$500.00
MOBILE RACKS	2	\$150.00	\$150.00
STANDS AND CRADLES		\$500.00	\$500.00
CUBOARDS/FILING CABINETS		\$400.00	\$400.00
CABINETS			
FRIDGE	1	\$300.00	\$500.00
WINCHES			
WINCH #1	1	\$6,000.00	\$12,000.00
WINCH #2 (\$15,000 when completed)	1	\$3,000.00	\$8,000.00
AIRFIELD			
HANGAR 12m x 21m	1	\$11,000.00	\$25,000.00
MAIN HANGAR 9 x 18m	1	\$3,000.00	\$22,000.00
T-HANGER	1	\$1,500.00	\$3,000.00
WINCH SHED	1	\$2,500.00	\$4,000.00
FUEL BUNKER	1	\$760.00	\$760.00
VACUUM CLEANER	2	\$70.00	\$100.00
RADIO TOWER	1	\$300.00	\$1,200.00
SOLAR PANEL	1	\$200.00	\$200.00
RAINWATER TANK	1	\$750.00	\$750.00
OTHER			
PRINTER	1	\$70.00	\$200.00
MOBILE PHONE	1	\$70.00	\$150.00
FIRST AID KIT	3	\$80.00	
Total Other Items			\$140,000.00
Total All Assets			\$254,000.00

AUGC Treasurer's AGM Report for 2000

Bank Account Detail

The following tables provide greater detail on income and expenditure on a monthly basis from the Club's Bank account.



AUGC Annual Report - Monthly NAB Account Detail

ABN 68 465 971 865

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Income												
Operations	\$ 1,824.10	\$ 945.30	\$ 3,309.00	\$ 2,001.90	\$ 2,289.65	\$ 2,094.40	\$ 2,484.00	\$ 1,225.85	\$ 780.75	\$ 3,450.01	\$ 1,225.50	\$ 563.90
Grant	\$ 9,292.49			\$ 4,714.19	\$ 2,789.15		\$ 4,409.77	\$ 3,067.22	\$ 3,169.25		\$ 2,415.93	
Insurance				\$ 2,723.10			\$ 18,000.00					
Interest			\$ 2.47			\$ 2.29			\$ 25.57			\$ 1.74
Asset Disposal								\$ 150.00				\$ 995.00
Other												
Month Total	\$ 11,116.59	\$ 945.30	\$ 3,311.47	\$ 9,499.19	\$ 5,048.80	\$ 2,096.69	\$ 24,893.77	\$ 4,443.07	\$ 3,975.57	\$ 3,450.01	\$ 3,641.43	\$ 1,560.64

AUGC Treasurer's AGM Report for 2000



AUGC Annual Report - Monthly NAB Account Detail

ABN 68 465 971 865

Expenses	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Report Total
A/c Insurance			\$ 3,324.00		\$ 2,158.00	\$ 1,828.00		\$ 2,209.00	\$ 488.40		\$ 2,209.00		\$ 12,216.40
A/c Maintenance		\$ 125.00				\$ 125.00			\$ 210.00				\$ 4.86
KRO													\$ 460.00
KYW													\$ -
GZM			\$ 1,715.00			\$ 77.54							\$ 371.24
GNF						\$ 189.00				\$ 189.75	\$ 103.95		\$ 2,439.00
GCV	\$ 535.00												\$ -
GMI			\$ 236.00			\$ 125.00			\$ 467.40				\$ 828.40
GWA			\$ 108.26		\$ 3,000.00	\$ 498.00		\$ 25.00			\$ 329.07	\$ 163.74	\$ 3,517.81
A/c Improvements													\$ 1,454.26
Hanger Maint													\$ -
Hanger Construct			\$ 467.34	\$ 319.20	\$ 23.21	\$ 1,415.00	\$ 55.06	\$ 696.50		\$ 79.29			\$ 3,309.85
A/F Lease		\$ 1,142.00											\$ 1,142.00
A/F Maintenance			\$ 116.00			\$ 175.98				\$ 100.00			\$ 391.98
Grd Maint Fee					\$ 460.00								\$ 460.00
Trailer Reg		\$ 280.00			\$ 56.00								\$ 336.00
GFA Memberships		\$ 3,571.95	\$ 352.05	\$ 60.00		\$ 423.00	\$ 502.05	\$ 185.00		\$ 60.00	\$ 24.00		\$ 5,178.05
SA Memberships			\$ 120.00										\$ 120.00
Winch #1			\$ 1,249.00		\$ 640.00			\$ 45.82	\$ 99.00				\$ 2,033.82
Winch #2													\$ -
POL	\$ 351.84		\$ 300.00			\$ 732.06	\$ 576.80			\$ 856.63			\$ 2,817.33
Repairs-Clubhouse													\$ -
Clubhouse Extn						\$ 2,728.60	\$ 554.00			\$ 122.56			\$ 3,405.16
Clubhouse Furnish						\$ 300.00							\$ 300.00
Power			\$ 149.75			\$ 189.55			\$ 191.35			\$ 201.45	\$ 732.10
Fixed Telephone	\$ 106.70							\$ 110.05		\$ 106.80			\$ 409.45
Mobile Telephone	\$ 33.85	\$ 51.95	\$ 67.05	\$ 44.15	\$ 48.95	\$ 45.63	\$ 45.51	\$ 40.83	\$ 37.80	\$ 54.97	\$ 51.82	\$ 59.86	\$ 580.37
Hire of Facilities		\$ 70.00				\$ 46.22	\$ 1,696.80	\$ 193.82	\$ 166.25	\$ 226.75			\$ 2,399.84
Book Costs									\$ 132.00				\$ 132.00
Other Fees											\$ 90.00		\$ 90.00
Parachute Expenses													\$ -
Admin					\$ 17.80			\$ 3.00					\$ 20.80
A/c Payouts			\$ 6.00	\$ 7.00		\$ 500.00	\$ 500.00		\$ 8.00	\$ 1,000.00	\$ 2,500.00		\$ 4,500.00
Bank Charges	\$ 11.00					\$ 2.00	\$ 11.00	\$ 2.00	\$ 8.00	\$ 3.00	\$ 6.00	\$ 4.00	\$ 60.00
Interest Paid		\$ 1,125.00				\$ 1,443.75							\$ 3,765.43
Loan Repayment						\$ 20,000.00							\$ 20,000.00
Government Fees	\$ 7.36	\$ 12.52	\$ 29.52	\$ 13.15	\$ 8.74	\$ 9.38	\$ 15.26	\$ 24.58	\$ 15.59	\$ 8.08	\$ 10.25	\$ 10.16	\$ 164.59
Other													\$ -
Month Total	\$ 1,855.75	\$ 6,632.47	\$ 8,119.97	\$ 649.40	\$ 6,410.70	\$ 9,409.96	\$ 3,956.48	\$ 24,979.35	\$ 1,815.79	\$ 2,807.83	\$ 5,328.95	\$ 1,693.89	\$ 73,660.54

AUGC Treasurer's AGM Report for 2000



AUGC Annual Report - Monthly NAB Account Detail

ABN 68 465 971 865

Expenses	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Report Total
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A/c Maintenance		\$ 125.00				\$ 125.00							\$ 4.86
KRO													\$ 460.00
KYW													\$ 371.24
GZM			\$ 1,715.00			\$ 77.54			\$ 210.00				\$ 2,439.00
GNF						\$ 189.00				\$ 189.75	\$ 103.95		\$ 371.24
GCY	\$ 535.00												\$ 2,439.00
GMI			\$ 236.00			\$ 125.00							\$ 828.40
GWA			\$ 108.26		\$ 3,000.00	\$ 498.00		\$ 25.00	\$ 467.40				\$ 828.40
A/c Improvements													\$ 3,517.81
Hanger Maint			\$ 810.00			\$ 498.00					\$ 329.07	\$ 163.74	\$ 3,517.81
Hanger Construct			\$ 254.05	\$ 319.20	\$ 23.21	\$ 1,415.00	\$ 55.06	\$ 696.50		\$ 79.29		\$ 38.00	\$ 1,454.26
A/c Lease		\$ 1,142.00											\$ 3,309.65
A/c Maintenance			\$ 116.00			\$ 175.98				\$ 100.00			\$ 1,142.00
Grnd Maint Fee					\$ 460.00								\$ 460.00
Trailer Reg		\$ 280.00			\$ 56.00								\$ 381.98
GFA Memberships		\$ 3,571.95	\$ 352.05	\$ 60.00		\$ 423.00	\$ 502.05	\$ 185.00		\$ 60.00	\$ 24.00		\$ 4,600.00
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Fixed Telephone	\$ 106.70			\$ 85.90				\$ 110.05		\$ 106.80			\$ 409.45
Mobile Telephone	\$ 33.85	\$ 51.95	\$ 67.05	\$ 44.15	\$ 46.95	\$ 45.63	\$ 45.51	\$ 40.83	\$ 37.80	\$ 54.97	\$ 51.82	\$ 59.86	\$ 580.37
Hire of Facilities		\$ 70.00				\$ 46.22	\$ 1,696.80	\$ 193.82	\$ 166.25	\$ 226.75			\$ 2,399.84
Book Costs									\$ 132.00				\$ 132.00
Other Fees													\$ 90.00
Parachute Expenses													\$ 90.00
Admin					\$ 17.80			\$ 3.00					\$ 20.80
A/c Payouts	\$ 11.00		\$ 6.00	\$ 7.00		\$ 500.00	\$ 500.00	\$ 3.00	\$ 1,000.00	\$ 3.00	\$ 2,500.00	\$ 4.00	\$ 4,500.00
Bank Charges						\$ 2.00	\$ 11.00	\$ 2.00	\$ 8.00	\$ 3.00	\$ 6.00	\$ 4.00	\$ 60.00
Interest Paid		\$ 1,125.00						\$ 1,443.75					\$ 3,785.43
Loan Repayment						\$ 20,000.00		\$ 20,000.00					\$ 20,000.00
Government Fees	\$ 7.36	\$ 12.52	\$ 29.52	\$ 13.15	\$ 8.74	\$ 9.38	\$ 15.26	\$ 24.58	\$ 15.59	\$ 8.08	\$ 10.25	\$ 10.16	\$ 164.59
Other													\$ -
Month Total	\$ 1,855.75	\$ 6,632.47	\$ 8,119.97	\$ 649.40	\$ 6,410.70	\$ 9,409.96	\$ 3,956.48	\$ 24,979.35	\$ 1,815.79	\$ 2,807.83	\$ 5,328.95	\$ 1,693.89	\$ 73,660.54

ADELAIDE UNIVERSITY GLIDING CLUB INC.

CFI's REPORT TO ANNUAL GENERAL MEETING - 4th APRIL 2001

Operations

Since the last AGM, the clubs operations have been free of any accidents or significant incidents, which is a pleasing result.

As always, a good effective lookout is of paramount importance and lookout training will be reviewed and emphasised to a larger extent than in the past.

A near-wheels up and an actual wheels up in the Pik demonstrate the importance of doing checks properly, thoroughly, every time.

The field has been harvested and will be fallow this year. This makes operations much easier and I ask that people use the space available. Keep the pie cart well back from the strip; keep gliders well separated at the launch point. Land off to the side of the strip if there are aircraft on the strip waiting to launch.

The ridge season is upon us and I would remind everyone to be sensible when flying the ridge, particularly at low level. Keep an eye out for the eagles!

More formal radio procedures were introduced this past year and these have been adopted well.

Ground Handling

Unfortunately the rudder of the Club Libelle was seriously damaged when it came off its towing gear and hit the back of the tow car. The aircraft was out of service for about 5 weeks while the rudder was repaired. Please be careful towing aircraft and ensure the towing gear is in good order.

Recently the Puchatek was being towed with a rope back to the hangar, with only one person on the glider. The glider began to overtake the rope. The person on the wing did the right thing and held the wing down, causing the glider to swing around and back release.

A few things to note here: -

If the rope had been attached to the nose release, this technique would not have worked (no back release) and the glider may have impacted the car. **ONLY USE THE BELLY HOOK WHEN TOWING WITH A ROPE.**

If the rope had not been long enough, the wingtip would have impacted the car. **ENSURE THAT ALL TOW ROPES ARE AT LEAST 2/3 THE WINGSPAN LONG (at least 12m).**

Whenever towing a glider downhill towards the hangars, **ENSURE AT LEAST TWO PEOPLE ARE LOOKING AFTER THE GLIDER TO PREVENT IT OVERRUNNING THE ROPE.**

Operations in High Winds

I would ask everyone to be overly paranoid about operating in high wind conditions; canceling the day, while disappointing, is preferable to losing a glider because it has blown over.

If you are operating in high winds, ensure that the appropriate procedures are happening to ensure the aircraft's safety – the duty instructor will brief everyone accordingly.

Briefing

With all the new people on field from O-week the instructors have been conducting briefings at the beginning of the day to introduce new people, allocate duties and generally get things organized. A de-brief at the end of the day identifies any issues resulting from the days operations.

Instructor Training

Raj has been a Level 1 instructor for over 12 months now and application has been made to the RTO to upgrade him to Level 2.

Application has been made for Scott Battersby to begin Level 1 instructor training. A couple of other pilots will be put up for Level 1 training later in the year.

An AEI rating has been issued to Scott Battersby, and several more pilots will be ready later this year and they will be of valued assistance to the instructors.

Independent Operations

Level 1 Independent Operators ratings have been issued to Scott Lewis, Matt Fenn, David Hichens and Scott Battersby.

A lot of great weather and great flying is wasted midweek, and on weekends when Level 2 instructors are not available.

The instructor's panel will be encouraging pilots to obtain their independent operations ratings so they can take advantage of those perfect ridge days, which typically occur on Wednesdays.

Winch Driver Training

A winch operations manual has been completed and a system of formalized winch driver instruction is being introduced.

In summary, 'winch driver' shall be a formal endorsement via a sticker in the logbook, similar to other ratings. Winch drivers shall be either Level 1 or Level 2.

A Level 1 winch driver can operate the winch, but may not teach others how to operate the winch.

A Level 2 winch driver can instruct others and issue Level 1 ratings.

Level 2 winch driver ratings are issued by flying instructors.

A number of non – flying instructor winch drivers have been selected, and following a briefing and on-field checks will be issued Level 2 winch driver ratings.

These people will then be responsible for checking the rest of the winch drivers; ensuring standards are up to scratch and issuing Level 1 winch driver ratings as appropriate.

This system is being introduced to ensure that the winch is operated at the highest level of safety possible and that the winch driver standards are consistently maintained.

The Winch

The cable tie downs is a hazardous area and unfortunately is in a high traffic area between the pie cart and the gliders. The club has to ensure that visitors and the public are briefed on keeping well away from this area. A number of witches' hats have been provided on the winch, which must be located around the tie down area to warn of the potential hazard. I ask that everyone ensure that new people are appropriately briefed and kept well away from this area.

Despite constant reminders that the club policy is that there shall always be two people on the winch unless completely unavoidable, I still see people who should know better taking off by themselves when there are a number of people around the pie cart who could have gone with them.

The idea of the second person is that if one person is injured, the second can apply first aid and radio for help.

The winch is a potentially very dangerous machine, which could cause life-threatening injuries.
PLEASE ENSURE THAT TWO PEOPLE ARE ON THE WINCH UNLESS COMPLETELY UNAVOIDABLE.

The major risk is that someone has their arms amongst the cable and drums sorting out a tangle, and someone at the other end hooks the cable on their car and tows it back to the launch point.

A limb could easily be lost.

For this reason, it is imperative that clear communication is maintained between the winch, the launch point and any cars towing back cables. If in doubt, don't do anything. I wouldn't stick my arms amongst the cable or drums unless there was no chance of someone pulling the cable back – make sure you don't either!

Operations Manual

There is a huge amount of collective experience and knowledge in the club, however this is not always disseminated to new members effectively.

To overcome this the instructor's panel is preparing an Operations Manual which will hopefully contain everything you ever wanted to know about gliding with AUGC but were too afraid to ask.

This document will evolve over the course of the year and will be presented at the next AGM.

Finally, I would like to thank all the instructors for their efforts this past year, and wish everyone safe and enjoyable flying.

DAVID CONWAY
CFI AUGC Inc.