

AUGC

1993 Annual Report of the Adelaide University
Gliding Club Inc.

Corporate Information 1993

Title: Adelaide University Gliding Club (AUGC) Incorporated

Postal Address: c/o Adelaide University Sports Association,
Adelaide University, North Terrace,
Adelaide, SA, 5000.
Phone (08) 228 5403.

Airfield: Lochiel, South Australia,
Phone: (088) 262203.

Member Information

- The AUGC Inc is a member of the South Australian Gliding Association Inc. All members of the AUGC Inc are also required to be members of the Adelaide University Sports Association Inc.
- Numbers of members as of 31st December 1993:

Operational Information

- *Aircraft Operated*
 - Twin Seat Trainers: Bergfalke IV
Bocian 1E
 - Single Seaters: H201B Libelle
ES59 Arrow
ES60B Super Arrow
- *Launch Mode:* Winch
- *Airfield:* Lochiel

Flight Statistics

Aircraft		1993	
		<i>Launches</i>	<i>Hours</i>
Club	Twin Seaters	1670	318.39
	Single Seaters	578	297.49
	<i>Total 1993</i>	<i>2248</i>	<i>615.88</i>
Private		198	298.88
Total 93		2446	914.76

1993 Elected Officers

Executive Officers

<i>President:</i>	Anthony Smith (April - December 1993) Catherine Conway (December 1993 - Present)
<i>Secretary:</i>	Jeff Brenton
<i>Treasurer:</i>	Stephen Were
<i>Social Convenor:</i>	Scott Battersby
<i>Fifth Member:</i>	Adrienne Walker

Other Officers

<i>Chief Flying Officer:</i>	Redmond Quinn
<i>Airworthiness Officer:</i>	Redmond Quinn
<i>Clubhouse Officer:</i>	Peter Temple
<i>Contact Person:</i>	Stephen Were
<i>Newsletter Editors:</i>	Martyn Roberts
<i>Winch Engineer:</i>	Andrew McGrath
<i>Radio Officer:</i>	Peter Temple

President's Report

The year 1993-94 was relatively quiet in comparison to previous years but was not without achievement.

I have only been president since December when the Airforce transferred my predecessor interstate.

Operations for the year have once again been smooth and accident free with the minor exception of a cracked canopy. This is a credit to our Chief Flying Instructor Redmond Quinn and the instructors panel.

The airworthiness workload has been high this year with a 3000 hourly completed on the Libelle and a 30 yearly inspection on the Arrow which is still in progress. This work has been in addition to the annual inspections that have been performed on the remaining 3 club gliders and 4 private gliders. There is therefore a need to encourage more club members to develop an interest in airworthiness work.

Club pilots flew in camps at the Stirling Ranges and the Grampians as guests of other gliding clubs. In addition many competitions were attended including the Sports & Two Seater Nationals at Corowa where Peter Temple won a day.

We must make sure that the experience gained by more senior club pilots flying at camps and regattas is passed onto other club members. A positive step in this direction has been made by the running of a cross-country camp over the Christmas week break. Cross-country training is an area that we have not been strong in over the years and the continuation of such an event can only be beneficial to the club. Thanks to Peter Temple for organising this week and making it happen.

The clubhouse has continued to improve with the second bathroom all but completed. Many thanks to those involved, in particular to Doug Shields for the tiling works.

A new Ford F350 truck has been purchased and plans have been drawn up for the new winch (Thunderbird III). Work will progress as funds become available. The current winch has had no major problems over the past year and continues to provide good service although some provision will have to be made for maintenance in the short term.

On behalf of all club members I would like to thank our patron and airfield owner Bob MacDonald for his continued support.

I trust the club will continue to prosper in the coming year with requirements for additional airworthiness and instructor ratings addressed as appropriate. Some consideration and planning for replacement of the two seaters should be undertaken.

With a continued effort by all club members, a strengthening of the clubs position should continue into the coming year.

Catherine Conway,
President AUGC.

Secretary's Report

This year I have endeavoured to keep an accurate and complete account of the happenings of the club. In doing so, it was hoped that the club would achieve a greater efficiency in completing tasks as they arose. This may have happened to a small extent, but I feel that the main outcome of such detailed recording was to highlight the fact that the club is run, in essence, by volunteers. Understandably then, things were only completed when such members have time to spare.

Invitations to fly at and with other clubs were a sizeable proportion of the past years correspondence, many of which were accepted by our club. Most notably, the camp to the Grampians, and the many competitions held around the nation were enjoyed by our members. In contrast to previous years however, the offers of aircraft for sale were few and far between.

The main duties of the Secretary are to take minutes of monthly club Executive meetings, keep a record of all correspondence and act as the club's delegate to all Sports Association council meetings.

The latter two duties involve being on Adelaide University campus to be done effectively; having been a student at Adelaide University during 1993, I found it easy to fulfil my duty as the club's secretary.

However, in light of the fact that I am now no longer based on campus, I will not be able to stand for the position of club Secretary. I hope that my duties as Secretary were satisfactorily performed, and I wish my successor all the best for the coming year.

Jeff Brenton,
Secretary AUGC

Chief Flying Instructor's Report

Once again we have achieved a year of safe flying operations. I wish to thank all who have made this possible.

I would like to take this opportunity to thank the members of the instructor's panel for the continuing effort put in over the last twelve months, in particular Steve Were and Peter Temple who seem to be carrying more than their fair share of the load.

Our winch operation and launch point organisation seems to have improved over the last year. It is pleasing to see some of our more experienced pilots using initiative and contributing in these areas.

The instructor's panel needs some new blood. Over the coming six months we will be looking to start the training of a couple of new assistant instructors.

I extend a welcome to those who recently joined the club. If you fly regularly your skills will quickly develop. In the coming year I aim to upgrade our training for post solo pilots to advance them more rapidly through the A,B,C certificates and to improve cross country flying skills.

Libelle VH-GCY completed its 3000 hour inspection during the year. ES59 Arrow VH-GNF is gradually approaching the end of its 30 yearly survey and refabric job. The return to service of the Arrow will once again provide us with a highly suitable first single seater.

Last year I commented on the number of road accidents members were achieving on the dirt road to the airfield. Unfortunately this year has seen a deterioration in our driving performance. Please leave your Mansell mentality at home!

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

Redmond Quinn
Chief Flying Instructor

Treasurers Report

Section 1: Written Report

Last year proved to be somewhat disappointing after an excellent start. A good membership drive during O`week saw the club with 227 members, similar to the previous years record levels. Many new members chose to fly with the club in the first few months and an active social schedule meant that there was plenty of activities to encourage members to participate in the club. During the year over two hundred people flew with the club, again similar to 1992.

Unfortunately we failed to take full advantage of the start we had. This was due to a number of events including the failure of the skid on the Bergfalke just before O`week which meant that another two seater aircraft was hired at club expense, also the Libelle being unavailable for most of the year was a financial blow as it is the most profitable aircraft in the fleet. The Arrow 30 yearly meant that another aircraft was unavailable during the soaring season.

The clubhouse account has continued to do well and thanks are due to Peter Temple for his outstanding efforts in maintaining the food stocks throughout the year. The problems with the water supply will need to be overcome so that members are more able stay over. The construction of a spit has been completed thanks to Rob Curtis and helpers for their efforts. It has proved popular for social events and should get plenty of use.

The major capital works program for the year was the 3000 hourly on the Libelle which took many nights work and some expense. The 30 yearly on the Arrow followed and is continuing. The purchase of a truck for a new winch was the major capital expense for 1993, this winch will undergo further construction during 1994. Some major repairs of the current winch were done during the year which meant that several days flying were lost. Thanks to Peter Temple and Martyn Roberts for their efforts. The failure of the Two seater trailer meant that it had to be upgraded to meet road worthiness requirements, thanks to Martyn Roberts and Redmond Quinn and many others for their efforts.

The air worthiness load has been left to a few dedicated members over the last year and this has meant that the maintenance of the clubs fleet of aircraft has been slow which has meant that members have not been able to fly as much as they wished. A solution would be to have more people helping with this maintenance. We thank the air worthiness panel for their time and efforts. The instructing duties have fallen to a small group of instructors with 1282 instruction flights, three instructors shared 70% of these flights. As a consequence of the lack of instructors several flying days were lost during the year.

In the economic climate of recent times together with the introduction of fees has meant that more students need to have a part time job, this has meant that they have less time and money to spend on flying, the effect on the club has become evident now with fewer people seen each week at the airfield.

In summary 1993 was a difficult year for the club with the gains of 1992 being used up. If we are to reverse this trend we may have to reassess some of our expectations of members and change to meet the needs of those members. The next year should see us operate with all five aircraft which will enable more members to fly and enable more cross country training and flying.

Stephen Were,
Treasure AUGC,
5th April 1994

Section 2: Financial Statements

The following Accounts are as at 31/12/93

Receipts and Payments for Accounts

Operating Account	
Received (Cash)	\$17,009
Received (Goods)	\$9,862
Grants	\$13,195
Payments	(\$45,753)
Surplus/(Deficit)	(\$5,687)

Clubhouse Account	
Received	\$6,434
Payments	(\$4,662)
Surplus/(Deficit)	\$1,772

Investment Account	
Received	\$15
Payments	\$0
Surplus/(Deficit)	\$15

Overall Receipts & Payments Deficit (\$3,900)

Income and Expenditure

Opening Balance	\$6,251
Income	
Cash payments	\$23,443
Receipts credited	\$9,281
Grants	\$13,195
Interest	\$78
Total	\$45,997
Expenditure	
Bank charges	(\$233.51)
Operations	(\$476.69)
Winch	(\$1,342.81)
Fuel	(\$3,075.14)
Cable	(\$1,533.20)
Aircraft	(\$2,280.86)
KYW	(\$385.14)
ZM	(\$329.95)
NF	(\$354.08)
CY	(\$1,045.00)
TJ	(\$451.95)
Airfield	(\$1,172.12)
Administration	(\$178.20)
AUSPRA	(\$2,145.00)
Membership fees	(\$5,479.80)
Loan repayments	(\$3,281.16)
Insurance	(\$4,891.61)
Inspection Shed	(\$131.08)
Clubhouse	(\$4,661.79)
Bathroom	(\$549.70)
Two seater Trailer	(\$1,175)
Hangar Tracks	(\$391)
New Winch	(\$3,526)
Newsletter	(\$851)
ZM skid	(\$847)
Telephone	(\$478)
Electricity	(\$1,002)
Ground maintainence fee	(\$450)
Payout of accounts	(\$7,100)
Aircraft hire	(\$596)
Total	(\$50,414.83)

Overall Income/Expenditure Surplus \$1,832.89

Assets and Liabilities

Closing Balance \$1,833

Adjustments for Members Accounts

Balance 31/12/92 (\$362)

Balance 31/12/93 (\$1,215)

Total (\$853)

Adjusted Closing Balance \$618

Assets

Debtors	\$5,211	\$2,882 for 1993
Bergfalke IV	\$27,000	
Bocian IE	\$27,000	
ES 59 Arrow	\$8,000	
Libelle	\$17,000	
ES 60 Super Arrow	\$12,000	
Trailer (2 Seater)	\$3,000	
Trailer (Arrow)	\$2,000	
Trailer (Libelle)	\$2,500	
Trailer (Super Arrow)	\$2,500	
Trailer (6x4)	\$400	
Winch	\$9,000	
New Winch	\$3,500	
Hangar	\$22,000	
T-Hangar	\$2,000	
Inspection Shed	\$3,000	
Winch Shed	\$2,500	
Clubhouse	\$25,000	
Parachutes	\$4,500	
Radios	\$6,000	
Instruments (Aircraft)	\$3,500	
Arc Welder	\$300	
Buffer	\$200	
Angle Grinder	\$100	
Compressor	\$1,200	
Bank Accounts	\$3,964	
Total	\$193,993	

Liabilities

Creditors	(\$2,916)	(\$2,283) for 1993
<u>Sports Association Loan</u>	<u>(\$8,055)</u>	
Total	(\$10,971)	

Overall Asset/Liability Surplus 1993. \$183,023

Section 3: Analysis of Cost

Aircraft

Aircraft	Number of launches			Hours Flown			Average Flight (min)			Income		
	1991	1992	1993	1991	1992	1993	1991	1992	1993	1991	1992	1993
KYW	930	1019	794	195.75	209.52	147.42	12.63	12.34	11.14	\$1,762	\$1,886	\$1,327
ZM	812	1377	876	174.2	275.35	170.97	12.87	12.00	11.71	\$1,568	\$2,478	\$1,539
NF	357	185	251	153.42	109.77	94.77	25.78	35.60	22.65	\$1,841	\$1,317	\$1,137
CY	307	265	44	223.81	224.93	62.72	43.74	50.93	85.53	\$2,686	\$2,699	\$753
TJ	0	105	283	0	88.45	140	0.00	50.54	29.68	\$0	\$1,061	\$1,680
Pvt & Vls	326	118	198		179.43	298.88		91.24	90.57			
Total	2732	3069	2446	747.18	1087.45	914.76				\$7,856	\$9,442	\$6,435

Number of members 227
GFA members 50

Winch

Item	\$2/launch	\$3/launch
Launch income	\$4,892	\$7,338
Winch cost (petrol, Cable & maintenance)	(\$5,951)	(\$5,951)
Winch replacement (over 5 years)	(\$2,000)	(\$2,000)
Surplus/(Deficit)	(\$3,059)	(\$613)