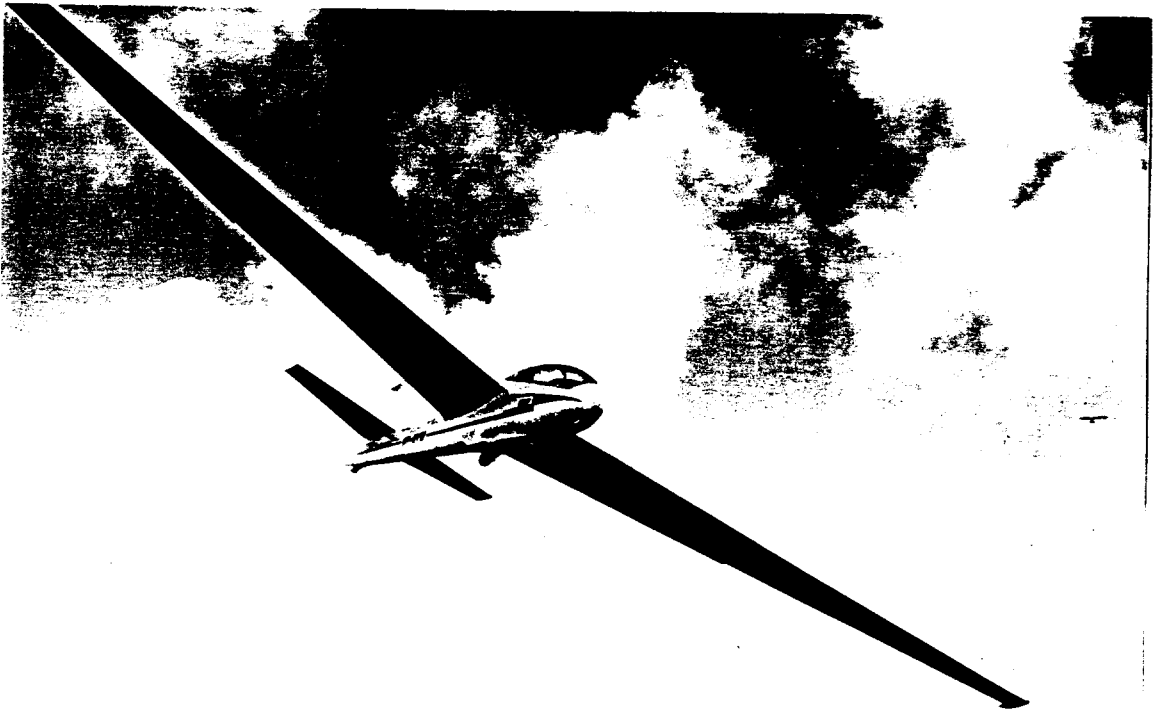


Adelaide University Gliding Club Inc.

Annual Report

for year ending 31st December 1991



Annual General Meeting

April 1992

Corporate Information 1991

Adelaide University Gliding Club 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) 26 2203

The AUGC Inc is a member of the South Australian Gliding Association Inc. All members of AUGC Inc. are also required to be members of the Adelaide University Sports Association Inc.

Number of members at 31st December 1991 = 203

Operational Information

Aircraft operated :
Twin seat trainers : BergFalke IV GZM
: Bocian IE KYW
Single seaters : H201B Libelle GCY
: ES59 Arrow GNF
: ES60B Super Arrow GTJ
Launch Mode : Winch
Airfield : Lochiel

Flight Statistics :

Aircraft	1991		Average
	Launches	Hours	
GZM	812	174.12	12.9
KYW	930	195.45	12.6
GCY	307	223.49	43.7
GNF	357	153.25	35.8
Twin seater	1742	369.57	12.7
Single seater	664	377.14	34.1
Club total	<u>2406</u>	<u>747.11</u>	18.6
1991 total	2452	886	21.7

1991 ELECTED OFFICES

PRESIDENT	:	Bradley Gould
SECRETARY	:	Andrew Huggins
TREASURER	:	Catherine Conway
SOCIAL CONVENOR	:	Andrew McGrath
FIFTH MEMBER	:	Paul Stead

OTHER OFFICES

CHIEF FLYING INSTRUCTOR	:	Redmond Quinn
AIRWORTHINESS OFFICER	:	Redmond Quinn
SAGA DELEGATES	:	Redmond Quinn, Catherine Conway
CATERING OFFICER	:	Mark Raftery
CONTACT PERSON	:	Bradley Gould
NEWSLETTER EDITORS	:	Matthew Tippet/Gary Hill

PRESIDENTS ANNUAL REPORT 1991

The last year has seen the club prosper, growing in nearly all respects. The only blight on this record is the small number of trainees seen last year that have continued their training. However, with the traditional O'Week rush, we have seen a large increase in training operations with half a dozen or so trainees returning for the second and third time in as many weeks.

Last year saw two new assistant instructors, Peter Cassidy and myself, gain their ratings and David Conway became a National Gliding School instructor, as well as gaining his Form 2 rating. Stephen Were and Cathy Conway got their Component Replacement rating.

The Club embarked on a few major projects during the year, the first being the 20 yearly inspection and refurbishment of the Bergfalke, VH-GZM. The Bergfalke was completely stripped back to bare metal and wood, inspected, and then completely refabricked. Nearly all work was done by Club members, with only the welding, sandblasting of the fuse, and the spray painting of the wings and fuse being done professionally. The Bergfalke then went on to win the 1991 Brewster Trophy, for "Excellence in Sailplane Care and Maintenance".

The second project was the holding of the State Competition. Even without the use of a tug, it was a success, held and organised with very short notice. The weather could have been kinder, with all but the last day flyable. Club pilots put in a strong showing, with myself winning Standard Class, with David Conway coming second, and David coming second in Sports class closely followed by Stephen Were in third place. It was also an opportunity for the less experienced pilots to fly competition tasks.

The third project is currently an ongoing one, with the purchase of a third single seater for the Clubs fleet, a Super Arrow, VH-GTJ. This aircraft is currently undergoing its 20 yearly inspection. It will fill the niche between the Arrow and the Libelle very well.

The airfield saw numerous improvements with the addition of a winch shed, and the second bathroom has been started. With the fencing off of the clubhouse, a lawn is starting to struggle up through the weeds, fed by an automatic watering system. A tree planting campaign has been successful with all the new saplings growing fast, together with the existing trees benefiting from the watering, we'll have the clubhouse and apron area looking much better in a year or so. After years of planning, the light pole finally raised itself to its full height, and now is the shining light on the airfield. The rain water tank was put on a stand with the idea of a rain water tap in the clubhouse. Three bunks have been bought, and have managed to clean up the appearance of the clubhouse quite well.

Training operations have been incredible over the first month after O'Week. With 350 flights in four weeks, it is a truly remarkable feat, in light of the fact that the club only did 1900 launches for all of last year. This will hopefully provide the Club with its experienced pilots of the future.

The Club has grown well during the year, and there is no reason why this growth will not continue in 1992. However it must be remembered that the Club needs the direction and assistance of its members to consolidate and continue the progress that has been made in the past.

Bradley Gould

President

Secretary's Report 1991-92

I won't bother making any cliched statements about the club's performance over the last year, as that has been done better in other reports. I will say that as Secretary, I have found things interesting, particularly the wide range of correspondence recieved throughout the year. From pilot insurance, to offers of bumper stickers and a club records program written in GWBASIC, to an enquiry from a qualified commercial pilot wanting to know if we had any position he could fill. For a while we even had an 'Aircraft of the Month' club with a new glider on offer at each Executive meeting.

One of the gliders offered was the club's newly acquired single seater VH-GTJ. Within ten minutes of the letter from the owner being collected from the club pigeon hole, someone was on the phone to WA making enquiries. That evening an informal meeting at the shed at West Beach decided that further enquiries should be made with a view to purchasing the aircraft, and the rest, as they say, is history.

Once again, no University Blues or Half-Blues, awarded for sporting achievement, went to a member of this club, but with a State Standard Class Championship under his belt, Bradley Gould should be a strong contender this year.

In March, AUSPRA (Sports Association) proposed constitutional amendments which included making all capital equipment the property of AUSPRA and not the individual clubs. While this is already the case for most of the clubs in the Sports Association, the gliding club is unusual in that we have financed the purchase of gliders, sheds, etc. ourselves. Thanks to quick action by Redmond Quinn in consultation with Guy Harley we negotiated an amendment to the amendment which saw an exemption granted to AUGC in specified areas of the Constiitution. In other words, business as usual (although it's now the Adelaide University Sports Association or AUSA).

These are just a sample of the secretarial happenings for last year. I don't want to bore you with a list of all correspondence received, but if anyone is interested they can take it up with the keeper of the club records, Peter Cassidy.

Hopefully I have set some sort of standard this year which will be bettered by the next Secretary and I hope the club will continue it's strong showing of the last few years, although the State Competition will take a lot of beating.

Andrew Huggins
Secretary

Treasurers Report AGM 1992

Section 1. Written Report

1991 started with one of the best cross-country seasons the club has enjoyed. This, combined with a wonderful effort by those involved in the 1991 O'Week led to a near record membership of 203.

The Bergfalke 20 yearly soaked up large amounts of club time and funds but was well rewarded when the aircraft won the Brewster Trophy for Excellence in Sailplane Care as a result of the quality of the refurbishment work.

A second 20 yearly inspection resulting from the purchase of a 5th aircraft, Super Arrow GTJ is now in progress. This ate into the club's end of year funds which are usually not very high. This aircraft was financed by a loan from the Adelaide University Sports and Recreation Association.

In December the club hosted the South Australian State Gliding Championships for the first time. While this competition was financially successful, several end of year payments had to be deferred until the new year in order to have sufficient capital to cover the expenses of running such a competition. In particular these were the airfield lease and the Union loan. Both creditors have now been paid.

The future looks sound provided the club experiences good financial performance in 1992. The final payment of the Union loan has been made clearing a longstanding debt. A new loan is being negotiated for 'GTJ' to allow the club to maintain a fleet of 5 aircraft for the first time in its history.

Section 2. Financial Statements

The following Accounts are as at 31/12/91

Receipts and Payments

Operating Account	
Received	\$38,937.09
Payments	(\$40,407.46)
Surplus/Deficit	(\$1,470.37)
Overdraft Facility	
Received	\$7,393.70
Payments	(\$7,393.70)
Surplus/Deficit	\$0.00
Clubhouse Account	
Received	\$4,442.44
Payments	(\$5,772.81)
Surplus/Deficit	(\$1,330.37)
Investment Account	
Received	\$33.76
Payments	(\$0.04)
Surplus/Deficit	\$33.72

Overall Receipts & Payments Deficit for 1991 **(\$2,800.74)**

Income and Expenditure - Operating Account

Opening Balance		\$2,084.53
Income		
Cash payments	\$17,174.09	
Receipts credited	\$6,235.01	
Grants	\$19,629.55	
Interest	\$167.21	
New Loans	\$9,000.00	
Loan from Clubhouse	\$433.93	
Cheques not yet presented	\$182.00	
Total		\$52,821.79
Expenditure		
Bank charges	(\$173.53)	
Winch	(\$5,680.11)	
Trailers	(\$595.36)	
Gliders - Maintenance	(\$2,055.06)	
New Aircraft Purchase (TJ)	(\$7,580.00)	
ZM 20 yearly	(\$8,764.77)	
Airworthiness (Tools, hire etc)	(\$1,094.04)	

Radio Comms	(\$569.45)	
State Comps (see sep. report)	(\$281.29)	
Airfield	(\$2,810.17)	Note: Does not include lease.
Newsletter	(\$584.74)	
Meetings	(\$59.29)	
Membership Fees (GFA etc)	(\$5,580.05)	
Loan Repayments	(\$4,593.70)	Note: Does not include Union loan.
Reimbursements	(\$2,631.99)	
O'Week	(\$80.95)	
Insurance	(\$5,296.56)	
GFA Publications	(\$343.90)	
Miscellaneous	(\$273.76)	
Stationery	(\$97.28)	
Overdraft payment	(\$675.18)	
Loan to Clubhouse Account	(\$4,437.26)	
Total		(\$54,258.44)
Closing Balance		\$647.88
Adjustments for Members Accounts		
Balance 31/12/90	(\$1,127.30)	
Balance 31/12/91	(\$2,167.72)	
Total		(\$1,040.42)
Adjustment for Late Income		
1991 Grant	\$1,299.13	
Payments	\$558.90	
Total		\$1,858.03
Adjustment for Clubhouse Loan		
Clubhouse paid by Ops cheque	\$2,941.30	
Clubhouse paid by receipt	\$1,495.96	
Total		\$4,437.26
Adjustments for Deferred Payments		
Union Loan	(\$1,000.00)	
Airfield Lease	(\$1,014.58)	
Total		(\$2,014.58)
Adjusted Closing Balance		\$3,888.17
Overall Income & Expenditure Surplus for 1991		\$1,803.64

Income and Expenditure - Clubhouse Account

Opening Balance		\$1,204.73
Income		
Cash payments	\$4,431.03	
Ops Loan (Receipts credited)	\$1,495.96	
Ops Loan (Ops cheques)	\$2,941.30	
Interest	\$11.41	
Total		\$8,879.70
Expenditure		
Bank charges	(\$33.50)	
Stock	(\$5,608.69)	
Maintenance	(\$177.11)	
ETSA & Telecom	(\$1,216.73)	
Capital	(\$1,197.69)	
Payments to Ops Loan	(\$1,542.42)	
Loan to Operating Account	(\$433.93)	
Total		(\$10,210.07)
Closing Balance		(\$125.64)
(No Adjustment for stock in hand available)		
Adjustment for Loan to Ops		
Clubhouse paid by Ops cheque	(\$2,941.30)	
Clubhouse paid by receipt	(\$1,495.96)	
Total		(\$4,437.26)
Adjustment for Late Income		
Payments	\$794.73	
Total		\$794.73
Adjusted Closing Balance		(\$3,768.17)
Overall Income & Expenditure Deficit for 1991		(\$4,972.90)

Discussion: It should be noted that the clubhouse account had a cash income of \$ 4,431.03 but that \$ 5,608.69 was spent on stock. Cash income is generally made up earnings from the sale of stock and payments for accomodation, however sometimes purchases of logbooks etc are not noted on the flight sheet. This means at the very minimum - \$ 1,177.66 was LOST on the sale of stock. It is obvious that the honour system is not working. The esky often goes to the launch point full of drinks and comes back with only \$ 2-3.

Recommendations:

- Regular stock takes
- NO CREDIT
- All logbook and other operations account purchases noted on flightsheet

Assets and Liabilities

Assets		
Debitors	\$5,422.67	Negative members accounts
Bergfalke IV	\$27,000.00	Values show indicate replacement value
Bocian IE	\$27,000.00	
ES59 Arrow	\$8,000.00	
Libelle	\$25,000.00	
Super Arrow	\$12,000.00	
Trailer (2 seater)	\$3,000.00	
Trailer (ES59)	\$2,000.00	
Trailer (Libelle)	\$2,500.00	
Trailer (Super Arrow)	\$2,500.00	
6 x 4 Trailer	\$400.00	
Winch (new)	\$10,000.00	
Winch (Old)	\$2,000.00	
Hangar	\$22,000.00	
T-Hangar	\$2,000.00	
Inspection Shed	\$3,000.00	
Winch Shed	\$2,500.00	
Clubhouse	\$25,000.00	
Parachutes	\$4,500.00	
Radios	\$6,000.00	
Arc Welder	\$300.00	
Buffer	\$200.00	
Angle Grinder	\$100.00	
Compressor	\$1,200.00	
Bank Accounts	\$653.37	
Total		\$194,276.04
Liabilities		
Creditors	(\$2,772.74)	Positive members accounts
NAB Loan	(\$4,082.17)	
Sports Assoc Loan	(\$9,000.00)	
Bank Accounts	(\$131.13)	
Total		(\$15,986.04)
Overall Asset & Liability Surplus for 1991		\$178,290.00

Discussion: Negative balances for members flying accounts total nearly - % 5,5000. This is just over \$ 1,000 worse than last year. This is not satisfactory. Many debts are several years old.

Recommendations:

- Send Regular Accounts to members.
- Issue an account warning at - \$ 50.
- Disallow further flying after account balance reaches - \$ 100
- until at lease part payment is received.
- Determine policy for writing off debts (Bad accounts).

Section 3.

Analysis of Costs

Essential Data

Number of launches (KYW)	930
Number of launches (ZM)	812
Number of launches (NF)	357
Number of launches (CY)	307
Number of launches (TJ)	0
Number of launches (Pvt & Vis)	326
Total Number of Launches	2732
Hours Flown (KYW)	195:45
Hours Flown (ZM)	174:12
Hours Flown (NF)	153:25
Hours Flown (CY)	223:49
Hours Flown (TJ)	0:00
Total Hours Flown	747:11
Number of Members	203
Number of GFA members	48
Hours flown/ GFA member	15:34
Total Insurance Bill	. \$4,623.45

Analysis

Winch

Launch income	\$5,447.00	
Winch - Fuel	\$3,049.62	-> \$1.12 / launch †
Winch - Maintenance & Cables	\$3,019.13	-> \$1.11 / launch
Total Cost/Launch		\$2.22 / launch

Replacement Cost Per Launch \$0.37

(\$10,000 over 10 years, same launch rate per year)

Resultant Cost/Launch \$2.57 Current charge is \$2.00 / launch

† Above figures indicate fuel usage of 1.6 litres / launch

Gliders

Flying Income (KYW)	\$1,761.75	Glider charged at 15 ¢ / min
Expenditure (KYW)	(\$199.26)	
Insurance (KYW)	(\$1,340.77)	
Resultant Cost/Min (KYW)	\$0.13	

Flying Income (ZM)	\$1,567.80	Glider charged at 15 ¢ / min
Expenditure (ZM)	(\$512.31)	
Insurance (ZM)	(\$1,340.77)	
Resultant Cost/Min (ZM)	\$0.18	

Flying Income (NF)	\$1,841.00	Glider charged at 20 ¢ / min
Expenditure (NF)	(\$101.55)	
Insurance (NF)	(\$693.50)	
Resultant Cost/Min (NF)	\$0.09	

Flying Income (CY)	\$2,685.80	Glider charged at 20 ¢ / min
Expenditure (CY)	(\$1,198.14)	
Insurance (CY)	(\$832.20)	
Resultant Cost/Min (CY)	\$0.15	

Flying Income (TJ)	\$0.00
Expenditure (TJ)	(\$7,580.00)
Insurance (TJ)	(\$416.11)
Resultant Cost/Min (TJ)	not relevant

Total Actual Cost / min	(\$0.55)
Total Charged Cost / min	\$0.70

Membership

Newsletters	(\$584.74)
Meetings	(\$59.29)
O'Week	(\$80.95)
AUGC Membership Fees	\$1,015.00
Fee required to cover costs	(\$3.57) Based on 203 members

Note : GFA & AUSPRA fees not considered



Catherine Conway
AUGC Treasurer
2nd April 1992

ADELAIDE UNIVERSITY GLIDING CLUB INC.

C.F.I.'S REPORT 1992

The club has completed yet another successful year of operation. I would like to thank all those who contributed to continuing safe club operations.

In particular I thank the members of the instructor's panel for their continuing support of the club. Their effort has lead us through a year of safe, well organised flying.

The quantity and quality of flying achieved in our operation is governed by the efficiency of our ground operations. I ask everybody to contribute towards running a smooth operation at Lochiel.

The instructors panel has had a relatively stable membership over the year. The only addition has been Bradley Gould, while the Airforce has laid claim to David Teagle.

It is good to see a new group of students learning to fly. If you joined up during "O" week and have not yet ventured to Lochiel it would would be worth doing so soon. By now those who have come up regularly will be settled in to the training routine.

The club recently purchased an additional aircraft. This ES60B Super Arrow will neatly complement the existing fleet providing a stepping stone in advancing from the ES59 Arrow to the Libelle. The new aircraft is undergoing a 20 yearly survey before being put into service.

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.

April 1992

Redmond Quinn
Chief Flying Instructor