

1999 Annual General Meeting
of the
Adelaide University Gliding Club Inc.

Meeting Held

Wednesday 7th April 1999
7:30pm
H.H. Davis Room
Department of Mechanical Engineering
Engineering South
The University of Adelaide
North Terrace
Adelaide

Meeting Opened: 19:45

Attendance

Present: Anthony Smith (President), Greg Newbold (Secretary), Raj Bholanat (Treasurer), Kevin Zeitz (Fifth Member), Peter Cassidy, Catherine Conway, David Conway, Redmond Quinn, Claire Clements, Steve McGuinness, Dennis Medlow, Rob Curtis, Matt Fenn, Judit O'Vari, Steven Were, Karen Were and Scott Lewis.

Apologies

Trent O'Connor and Angus MacGillivray.

1. Minutes of previous Annual General Meeting

The minutes of the previous AGM were.

Motion "That the minutes of the previous Annual General Meeting be accepted".

Moved: Raj Bholanat.

Seconded: Peter Cassidy.

Carried

2. Business Arising from the Previous Meeting

The President was asked about possible Hang Gliding operations at Lochiel. Instructor training is conducted in NSW and high insurance premiums have been found to be serious impediments to diversification of the clubs activities.

3. Reports

- **President's Report** - Refer attached
- **Treasurer's Report** - Refer attached

- **C.F.I.'s Report** - Refer attached

4. Election of a Returning Officer

Returning Officer: Claire Clements.

5. Election of Officer Bearers

The Executive was declared vacant.

President:

Nominations: Anthony Smith and Rob Curtis.
Anthony Smith was elected.

Secretary:

Nominations: Scott Lewis, Greg Newbold and Raj Bholanat.
Scott Lewis was elected.

Treasurer:

Nominations: Dennis Medlow and Greg Newbold.
Dennis Medlow was elected.

Social Convener: Andrew MacCauley.

Andrew MacCauley is elected unopposed.

Fifth Member: Rob Curtis, Matt Fenn and Kevin Zeitz.

Rob Curtis is elected.

Newsletter Editor: Steve McGuinness.

Contact Person: Matt Fenn.

4. Any Other Business

No other business.

Meeting Closed: 20:35

President's Report

1998 has been a year of consolidation for the Adelaide University Gliding Club and this consolidation work will be continued into next year. The major thrust has been to reduce costs by selling an under-utilised aircraft, to improve our remaining assets and to actively recruit more student club members.

In the previous year the club sold the Super Arrow, an intermediate performance, single seat glider, to a syndicate based at the Adelaide Hills Soaring Group. The funds from the sale were used to pay back a significant portion of the Puchatek loan from the Sports Association. The decision to sell the aircraft was based on many factors. The Super Arrow had been largely superseded by the Club Libelle, an aircraft of slightly better performance, which was purchased the previous year and was the preferred aircraft of pilots. However, even on days of excellent soaring weather there frequently was insufficient pilots to have both aircraft operating.

The insufficient number of pilots to operate all of the clubs aircraft on a given day has been a problem for the club over the last few years. The numbers of new members joining the club each year have been low, especially during our traditional new member drive during O'week. Whilst there has been a nation wide trend of decreasing popularity with gliding (with a corresponding increase in less time consuming sports), the changes to the format of O'week have definitely had an adverse impact on club recruiting during that period and continues to be disappointing. The majority of the people on the lawns during O'week are only there for the free food and entertainment and are not interested in the clubs. While this years O'week was more successful than previous years, this was through good fortune in the position of our display rather than anything else. As a result, the club has been focusing on other avenues of recruitment next year rather than O'week. This included a display at the O'camp, placing club pamphlets in pigeon holes, club posters on department notice boards, a feature display on the gliding club in major departments rotated throughout the year and regular articles in 'On Dit'.

The low recruitment in previous years has lead to lower numbers of experienced pilots and hence, lower numbers of instructors. Whilst the club has trained three new and regained two old instructors this year, the low numbers of available instructors has lead to a significant number of days not being flown (due to an instructor not being available) last year. This is a problem that cannot be resolved in the short term and a long term aim of the club is now to produce instructors rather than just pilots.

Throughout the year a significant amount of work has been done to improve the clubs existing assets. All of the club aircraft have been fitted with radios, which has been a major long term goal for the club for some time. The winch has had a major refurbishment to its mechanical systems, including the installation of a new engine in the front of the truck, which will ensure its reliable running for at least the next five years. The new winch, named Thunderbird III has also slowly progressed and will have the major mechanical components fitted to it this year. The new hangar is now in use and had the first aircraft place in it in October last year. This has been a major improvement to club operations and will remove the requirement to partially de-rig the Puchatek each weekend. The club house has continued to have enhancements added to it throughout the previous year.

The club continues to participate in the competition scene each year. The club has been represented by pilots at both the National and State competitions as well as local regattas. Unfortunately, next year many of the local clubs have decided not to hold regattas. The Adelaide University Gliding Club Regatta was held in late February and was very successful despite many pilots from other local clubs not attending.

The club has also continued to be participate in a number of events throughout the year. The club held a very successful trip during the Queen's Birthday long weekend to the Flinders Ranges. This camp was well attended and featured extremely good soaring conditions for two of the three days. The club was also strongly represented at the Stirling Ranges in Western Australia. The club also hosted visits from other clubs and will attempt to visit other local clubs in turn during next year.

I would like to thank all those who have assisted me throughout the year on the executive committee, especially Raj Bholanath who has expended a lot of effort as Treasurer and to 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.

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

Anthony Smith

Treasurer's Report

For my second year as treasurer we were able to show a substantial profit. These figures are a bit misleading since some of the operating grant was money brought over from last year's grant, taking this into account we only managed to break-even which is an improvement on previous years.

As can be seen from the profit and loss statement, income from flying and winch launches are back to what they were in 1996 – about a 33% increase from 1997. Most of the flying was done in the latter part of the year, the President leading by example.

Flying

In 1998 we did better than in 1997 because there was flying most weekends. We did drop a number of days but flying on at least one day of the weekend just about every weekend, and this is reflected in the flying income.

I guess the reason we had more days was because we now have another two QFI's in the instructing ranks. We also had a few new keen members in 1998 that have since graduated to the "experienced" members of the club. They should now be looking at post-solo training and cross-country flying. Also, the "younger student members" should be able to attract more student memberships.

Sports Association

This year has netted us close to \$18,000 from the Sports Association that has been used in rebuilding the winch (TB2) - the back engine has been reconditioned and now runs on all 8 cylinders while the front engine is now an "all new" 6 cylinder automatic. The new hangar is now almost complete as is being put to good use, the doors should be installed during the winter. All aircraft have VHF radios installed and the Club Libelle has a new electric vario. The rest of the grant was used to pay part of our insurance and help with the day to day running costs of the club.

Membership

In 1998 we had an increase in membership. There were 78 club members and 29 were full GFA members. The total student membership was 46 which is an increase on last year.

Loans

We still have a nice healthy debt of \$45,000.00 with the Sports Association. This was reduced by \$5,000.00 this year – proceeds from the sale of the *Super Arrow GTJ*. We have a healthy bank balance at the moment and should consider putting some more against the loan.

Other Notable Expenditure

This year we again spent quite a bit on finishing off the new hangar. TB3, the new winch has not had a lot done to it in the last 12 months, but did spend approx. \$5,000.00 on the current winch (TB2).

The Future

The short-term future should see us finishing off the hangar and complete TB3. Mid to Long term, we may need to re-gel coat "*Charlie*". Long-term, we should complete the Bocian, and there is a suggestion that we should extend the clubhouse to include a bunkhouse. Hopefully the newer members of the club get involve with the executive to help shape the club to their needs.

Raj Bholanat

Profit & Loss Statement as at 31st December 1998

INCOME		EXPENSES	
Flying	10127.56	Aircraft Expenses	2850.04
Insurance Grant	2000.00	Aircraft Insurance	8232.13
Recurrent Grant	15263.95	Trailer Expenses	382.69
Winch Launches	2958.00	Winch Expenses	6236.11
		Winch - Cable & Ferrules	351.95
		Winch – Fuel & Oil	1803.96
		Airfield	1794.45
Clubhouse	2344.85	Clubhouse Utilities	1634.04
		Clubhouse - Others	2350.79
Sale of VH-GTJ	5000.00	Mobile 'Phone	164.63
		Loan Repayment	5000.00
		Interest on Loans	1510.40
Bank Interest	22.04	West Beach Expenses	820.59
		Bank Charges	139.27
Renewal Member Fees	165.00	Newsletter	867.05
New Member Fees	220.00	Other Administration	417.08
		Provision for Bad Debt	0.00
GFA Fees	4758.35	GFA Subsidy	267.35
Sports Association Fees	1440.00	GFA Fees	4220.70
		Sports Association Fees	1495.00
Other Payments by Members	2067.19	Instructor Training	37.90
Capital Grant	8511.34	Other Payments for Members	2128.82
Other	704.20	Capital Costs	6589.49
TOTAL	44299.75		39043.23

Income	\$44,299.75
- Expenses	\$39,043.23
= Profit/Loss	\$5,256.52

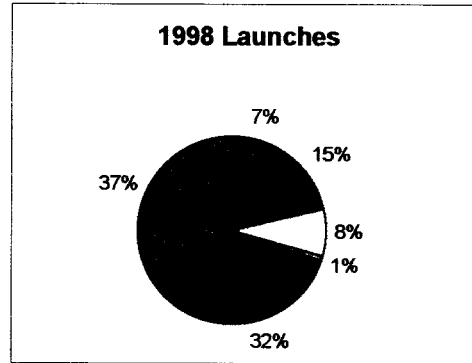
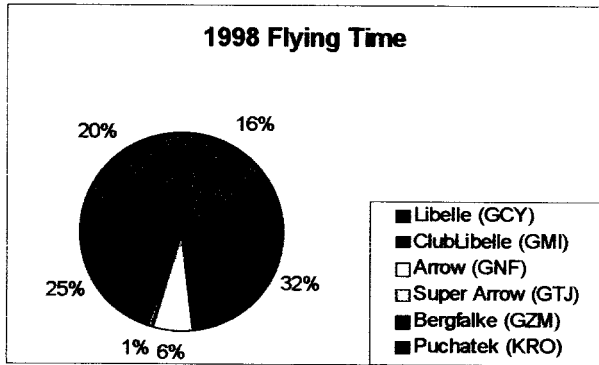
The club was able to show a profit this year, mainly because of the sale of the SuperArrow-GTJ (which reduced our insurance and maintenance costs) and also an increase in flying over the year. The major costs this year was aircraft insurance, completion of the new hangar and the winch engines rebuild. Work is also continuing on the new winch and we expect to spend a lot of money on it this financial year.

Assets & Liabilities as at 31 December 1998

ASSETS		LIABILITIES	
Current Assets		Current Liabilities	
Bank - NAB Operating Acc	8846.36	Accounts Payable	574.96
Cash in hand	665.45	Customer Balance	2268.06
Accounts Receivable	3510.19		
	\$13,022.00		\$2,843.02
Non-Current Assets		Non-Current Liabilities	
VH-KRO Puchatek	38,500.00	Sports Association Loan	45,000.00
VH-GZM Bergfalke IV	37,000.00		
VH-KYW Bocian 1E	12,000.00		
VH-GNF Arrow	8,000.00		
VH-GCY Libelle	25,000.00		
VH-GMI Club Libelle	18,300.00		
Trailers	15,000.00		
Winches	15,000.00		
Buildings	78,500.00		
Fridge, Freezer, Microwave, BBQ	2,100.00		
Tools, Maint. Shed & Fittings.	8,050.00		
Radios, Parachutes, Barograph	5,500.00		
	\$262,950.00		\$45,000.00
TOTALS	\$275,972.00		\$47,843.02
Assets		\$275,972.00	
- Liabilities		\$47,843.02	
= Net Worth		\$228,128.98	

Aircraft Statistics

Aircraft	Launches	Minutes	Income (\$)	Average
GCY	69	3859	\$ 1,277.78	55.9
GMI	149	7794	\$ 2,362.28	52.3
GNF	83	1502	\$ 600.75	18.1
GTJ	8	208	\$ 76.00	26.0
GZM	331	5954	\$ 3,075.25	18.0
KRO	380	4889	\$ 2,735.50	12.9
Total	1020	24206	\$ 10,127.56	183.2



C.F.I.'s Report

This is my first report to the AGM as CFI, and I am pleased to report that operations have been relatively uneventful.

Operations

Operational issues include:

- Another heavy landing in ZM which broke the skid extension. It must be emphasised that ZM has very powerful airbrakes, which result in a high rate of descent. Without sufficient airspeed when landing, there just isn't enough energy available to arrest the rate of descent, and a heavy landing will result. Please ensure if you intend to leave the airbrakes fully deployed for check 1/check 2, that you have additional airspeed or else reduce them to say half just before check 1.
- A heavy landing in KRO which bent the main undercarriage leg. Like ZM, KRO has powerful airbrakes and the comments above apply to KRO as well.
- A canopy broken recently on the Puchatek - not really an operational matter, but please ensure canopies are treated with great care and always latched shut or physically held open.

Instructor Training

Congratulations to both Greg and Anthony who were upgraded to Level 2; Dennis who was revalidated to Level 2 and Bradley who was revalidated to Level 1.

The objectives for this year are to get Bradley upgraded back to Level 2 and to get Raj, Steve, Rob and Andrew through Level 1 instructor training. To take some of the load off the instructors, we also need to train as many AEI's as possible. In addition, any pilots who meet the requirements for Independent Ops should pursue this rating to further provide flying days when they might not otherwise have happened.

I would like to thank all the instructors for their efforts - in particular Peter Temple and Anthony Smith who have carried more than their fair share of the instructing this past year.

David Conway