

January 1999

President's Message

The purchase of a new Puchacz has now been confirmed with delivery mid-April. The K7 & trailer are on the market for \$17,500. This decisive action is an acknowledgment of the club's marketing effort, the involvement with the Scouts, the increase in the number of Trial Instructional Flights and the effect of the new pricing charges & price list - particularly as it relates to TIF's. The two seaters, through TIF's & training, are generating the bulk of the club's income. The K7 has to be sold because the newcomers/passengers are not impressed with it & the instructors don't like it. A modern, fibreglass aircraft creates a much better impression on strangers to the sport. With the fleet update issue out of the way, our next priority is the airfield surface. We have to contain the small rocks that are damaging the undersides of the aircraft & prevent the serious blacksoil cracking which occurs in very dry weather. We have a submission in with the Office of Sport & Recreation for a grant or subsidy but, whatever the outcome, this is a pressing issue which will have to be resolved with a lot of member input & expenditure. VH-VAN has a brand new annexe and a cover will soon be erected over the concrete slab between the clubhouse & the bunkhouse. The dormitory will have been refurnished with brand new double bunks by Christmas. The Christmas party was a great success thanks to the organisation of the Moslers. Denis Lambert put on a full flying programme on the day but, unfortunately, it was cut short by storms. Santa arrived by air, as is the club tradition. Thanks Dudley. We were treated to a wonderful aerobatic display by the Zuccoli Collection's T28 Trojan & Fiat G59 warbirds. It was great to hear the sounds of the Trojan's radial engine & that of the Fiat's Rolls Royce Merlin.

The committee is conscious of the way ahead and has allocated priority to fleet, airstrip & clubhouse. In the last five months we have had an increase in utilisation of the two seaters of 33% over the same period last year. Thanks to the instructors, tow pilots, duty pilots & airworthiness officers for their efforts in sustaining this. The club executive has also been busy supporting this growth & to them, we are also grateful. Quite a few members have offered financial assistance towards the acquisition of the new aircraft & this is very encouraging. Merry Christmas & a Happy New Year to everyone - John Buchanan.

Treasurer

The support from members for the purchase of our new Puchacz is very strong and a number have already committed financially. In order to avoid the club having to dip too much into financial reserves (as well as exercising our overdraft borrowing) we need members to make substantial deposits into their flying accounts over January. We have had indications of willingness to do this of amounts ranging from \$500 to \$5000. The final payment for the aircraft is due in mid-February. If you have monies in a bank account at present they will probably be earning between 2% & 4% simple interest per annum. The club is currently paying a **flying rebate of 6% per annum**, calculated monthly & compounding. This means that you can approximately double your current bank earning rate.

Contact Trevor now on 4632 5228 (phone/fax) to give your financial support.

Chief Flying Instructor

David McManus has converted to the LS7. David is going to coordinate a Duty Pilot Roster. We need Duty Pilots as it is becoming too great a briefing/flying/de-briefing workload for the Instructors without having to act as PR personnel as well as cashiers, etc. We need more Official Observers. All existing OO's please contact Peter Bell, the Certificates Officer, so he can put together a register. The Christmas function went well. Thanks go to John Davis & Stow for their towing, particularly the dawn launches. Peter Bell & Belinda Fordyce won the club class pylon race in the K7. Remember your pre-landing FUST check as well as the LIO (Locate, Identify, Operate) before you "touch anything", particularly if you are new to type or not terribly current. The rollout after landing is a particularly important phase of the flight which requires careful attention & control. If you feel you need any assistance in this area, please discuss with an instructor. The latest Airspace information will be posted on the notice board. Please photocopy what you need & leave the original for those who follow. There have been 5 new radio frequencies allocated for gliding. Please contact me for details.

Airworthiness Officer

The winglets have been refitted to the LS7. Thanks to Peter Holmes for his persistence. Do not leave gliders unattended with canopies open & unlatched. Cheap ones can cost \$5000. Similarly, do not leave tail dollies on unattended aircraft as they can weathercock into other obstructions (or people.)

Flying Activity

We have had a huge month, with flying taking place on 16 days between Nov 30 & Dec 21. The increase is due to strong member attendance at weekends, TIF flights, mid-week courses & visiting overseas pilots

introduced by Steve Smith. This amounted to 209 launches. Franco Crepinsek is back; our new neighbour George Lee has arrived; Michael Metz came from Germany & stayed awhile; James Sparkes went solo; Owen Jones has been giving the Diamant a hiding; Trevor Bange went cross country in the Hornet; Murray Knight flew his family; Dieter Gerschwitz had some long flights & outlanded the K7 at Norwin; Yoshida, Tabashi & Hirano had some very long flights in the Hornet & LS7 - some up to 7 hours, Paul Dalziel returned for some flying; Linda & Peter Holmes soared the Grob; Allan Latemore flew his family; Robert Scott went solo. Total flying hours, July to November, were 379. The Puchacz was the highest with 117 hrs, with the K7 the lowest at 38 hrs. The Grob flew 85 hrs, Hornet 78 & LS7 61. Private hours are down by 150 over the period but Oct was up 35% & Nov up by 40% so the comeback has started.