



# CHAOTIC

Monthly Newsletter of the Darling Downs Soaring Club

July 2003

## President's Report

At the end of May, the Queensland Soaring Association held a club development seminar and AGM. As usual DDSC was well represented. More information from the seminar and meeting is included later in Chaotic, but there were a couple of decisions of particular importance to us at DDSC.

As recommended by the pilots meeting at the Dalby Easter Comps, we decided to change the financial arrangements for our two Queensland competitions. Up until now all the profit from a competition went to QSA. Equally if a competition was washed out or made a loss, QSA carried the loss. We have now built up sufficient funds in the QSA competition account to cover any likely losses and we no longer need to accumulate as many funds as previously. From now on the profit from a competition will be shared equally between QSA and the host club. This arrangement will be back dated to include the Dalby Easter Comps. So we will pick up between one and two thousand dollars for our efforts.

At the AGM, QSA allocated some of its funds to support coaching - junior coaching in particular. One of the decisions was to allocate around \$1,400 to Hugh Hofmeister to attend a one-week coaching course at Benella in December. GFA is bringing Brian Spreckley and Martin Wells out from England to run a series of coaching weeks and Hugh is fortunate to be attending one of them, so well done Hugh.

At our last committee meeting, which was after the QSA AGM, we decided to act on a couple of the recommendations from the QSA AGM. From now on we will charge member rates to visitors to our club from other Queensland clubs. Also we will not charge a joining fee to members joining our club who are already a member of another Queensland club. Over the last few years, attracting members from other clubs has been one of our key success factors, particularly members from Caboolture Club. We have done well out of this gradual migration of members so we can afford to give a little back.

Why have I started this report by writing about QSA? Largely because things have been a bit quiet at McCaffrey Field lately. We have had more rain which cost us a couple of days and we have also had some cool winter days with very weak thermals. As Jeremy said today, "we are having a real winter for a change". Despite the weak conditions, this is still a good time to fly, but then isn't every day! As Shane was saying at today's cross-country lecture, there is plenty to practice on these weak days. It is a good time to practice our thermalling, turning tight and slow in the narrow thermals, and practicing finding and using thermal sources.

Having developed and practiced these skills we can make better use of the big days in summer. Developing these skills on the big days is a waste of a good day as we should be out there racing around the countryside making the very most of the conditions. It's a good time of year to get the annual checks, new ratings, conversions and any number of other things that we can do without the need for our usual strong thermals.

It's also a good time to bring friends and family for passenger flights. The air is calmer and general conditions are cooler which usually makes first flights less challenging. The lack of pressure on the two seaters means that there is less waiting time and we have more time to look after our visitors.

Thank you to Tony Barker for organising the visit by the Saab Car Club, and thank you to the instructors, tow pilots and duty pilots who flew and looked after our guests. We haven't had a visit like this for a while. It was a quiet day but with beautiful clear blue skies and calm conditions which was perfect for first time flights. After a busy morning we had many happy customers and the club was better off to the tune of about a

\$1,000.

Thanks to David Hughes we are progressing steadily towards becoming an incorporated association rather than a company. All members will need to be part of this transition when it happens.

Early in June Bob Keen and I met with Warwick Giesel, the Mayor of Dalby to discuss our plans for the nationals next year. We received strong support from Warwick and a good write up in the Dalby Herald as a result.

We have a general meeting coming up on Saturday July 12. We need to discuss our options for the Duo Discus. There is further information later in CHAOTIC but in essence we have the options of having a sustainer motor if we want and/or having the glider delivered next year rather than in two years time. How we finance the purchase is important to all of us so please come along and have your say.

Sunday morning there will be the regular working bee, so all those of you who missed the last one due to Mother's Day activities will be able to make amends. Allan Latemore is about to start a major painting program around the club and we need to help with the preparation so we can make the most of Allan's generous offer to do this work for us.

Some other up coming events are our display at Dalby on Saturday 26 July and our club AGM on Saturday 6 September for which a preliminary notice is enclosed. The Queensland State Gliding Championships will be at Warwick this year, starting with practice day on Saturday 27 September. If you want to take a club aircraft please contact Peter Bell.

The coming months are our busy time of the year for Form 2s and we have 6 aircraft due between now and the end of September, including the 3 two-seaters. Our club gliders do a lot of hours and receive varying amounts of TLC from different pilots. We are renowned for the high standard of our gliders and when the Form 2 is done is when each glider receives its annual check up and refurbishment. Shane needs help to do all this work, so if you can spare some time please contact Shane and offer your help. It's also a great way to learn more about the aircraft your fly.

***Ralph Henderson***

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## ***Lookout***

Lookout is a fundamental skill and often taken for granted in flying instruction. Very little explanation is given on how to develop the correct habit patterns or use the correct techniques. If you use a fairly standard work cycle for flying ATTITUDE – LOOKOUT – PERFORMANCE, the lookout part of the cycle should occupy >85% of your time, however most of us take a considerable amount of time to develop the correct technique. The following text should help in explaining the techniques you need to develop to have an effective LOOKOUT.

The best technique a pilot can use in searching for aircraft is the object of considerable dispute. Some schools teach that the sky should be divided into many small segments, say 30° by 30° sectors, and each sector should be searched thoroughly for several seconds to ensure it is clear of aircraft before shifting to the next sector, and so on. Other schools suggest that the eyes should be moved constantly, never being allowed to stop unless something requires closer investigation. As might be anticipated, each of these techniques has strong and weak points.

The brain cannot interpret visual images when the eyes are moving. When a person scans a wide area quickly, the eyes actually move in many small jerks, pausing repeatedly for a fraction of a second to allow the brain to interpret what is seen. In order to search a sector as thoroughly as possible, the eyes must be focused at the proper distance. Unfortunately, the eye does not provide us with a reliable indication of focal distance. This distance can only be determined by estimating the range to an object in focus. When the eyes have nothing on which to focus, such as when a person is staring into blue sky, they tend to focus at just a few feet away. This focal range is closer to the canopy than to the bogey, so spots, smudges, and scratches on this

surface tend to attract the focus of the eyes.

*[Inexperienced] pilots are really blind in the air for the first couple of months.*

*Colonel Erich "Bubi" Hartmann, WWII Luftwaffe*

The problem of focus can seriously degrade visual effectiveness in the air. The usual technique is to focus on a distant object, such as a cloud or a surface feature on the horizon, and then quickly shift the scan to the area of interest. The eyes can usually be held in focus at long range in this manner for a few seconds before the procedure must be repeated. Experienced pilots normally do this continuously and even subconsciously as they shift their scan from place to place. A lack of a technique for focusing at a distance is probably the primary reason inexperienced pilots see very little in the air.

*Look around - what you see won't hurt you. Keep your head out and use it.*

*Captain Thomas J. "Tommy" Lynch, USAAF*

In daylight, maximum visual acuity is found in the very centre of the scan, in an area that covers only a fraction of a degree of arc around the midpoint. Any object outside this very small central area is generally detected by peripheral vision only if it contrasts markedly with the background, is very large, or shows relative motion. **(It is primarily motion that catches the attention of peripheral vision)**. This explains the value of a radar Target Designator (TD) box in modern fighter aircraft. When the radar locks on to a target a small square appears in the Head Up Display (HUD) as an indicator for obtaining the earliest possible tally on a bogey. The TD cue normally indicates the position of the bogey, usually within less than 1° of its actual position. The pilot can then search carefully near the indicated point in space (sometimes called "spot scanning"), generally with the aid of HUD images focused at infinity to help in finding and holding proper focal range, and can detect very distant and low-contrast targets (15nm +)

*He who sees first, lives longest.*

The smallness of the area of maximum visual acuity limits the effectiveness of detailed sector search unless the target's line of sight can be limited substantially. It can take several seconds to scan thoroughly an area extending even 1° about a given point. Therefore, dividing the entire world into sectors for consecutive detailed inspection becomes ludicrous. Even if each individual search were limited to only one second, it would literally take all day to complete even one cycle of this process. Based on such realities, it just isn't practical to rely on a detailed sector-search scan technique to produce acceptable results for glider operations. However in the military when in an offensive position, fighter pilots will carefully inspect narrow sectors, as this method usually yields tallyhos of the longest range.

For gliding operations the alternative is to devise a scan technique based on peripheral vision, which allows coverage of a very large area in a relatively short time. This method involves moving the eyes (and the head) back and forth across the entire field of view at a fairly rapid rate. Although the head may appear to move smoothly during these sweeps, the eyes will actually make rapid jerks of several degrees at a time, and a fairly large area can be searched by peripheral vision at each pause. This technique is somewhat analogous to speed-reading methods, as opposed to focusing on individual words on a printed page. The actual speed of the scan is dependent on proficiency, as the eyes must be trained to make these movements faster for greater scan speed. If the eyes are not allowed to pause repeatedly, very little will be seen.

There should be a regular pattern to these visual sweeps; both above and below the horizon and from forward to aft visibility limits on both sides of the aircraft should be searched. The scan should be allowed to sweep

distant objects periodically (every few seconds) to provide adjustment of focal range. No sector should be completely ignored for extended periods. One of the main reasons fighters fly in pairs is that it allows each pilot to concentrate his search toward his wingman, and multi-crew fighters can divide visual search areas of responsibility for maximum efficiency.

*What you find with your eyes is the movement, because the country is quiet. Then, all at once you see - movement; an aircraft.*

*Colonel Erich "Bubi" Hartmann*

Another useful technique is to move the head forward and back, and from side to side during the scan process. This helps clear areas hidden behind canopy rails, etc., and also aids in reducing the distraction of canopy scratches, bugs, and spots. Anything on a canopy will appear to move opposite to the direction of head movement, and the brain can use this motion to "filter out" these objects from external targets, which do not react to pilot head movement. A truism in the fighter community is that there are two categories of fighter pilots: those who have performed, and those who someday will perform, a magnificent defensive break turn toward a bug on the canopy.

Although use of peripheral vision as the primary scanning mode does not generally result in tallyhos as distant as those provided by the sector-search method, the chances of seeing another aircraft are greatly enhanced, and this is the more important objective.

So now you are armed with this new knowledge, how do we put it into action? The first step is to take a disciplined approach to manoeuvring your glider. For example if you wish to make a Left turn, before moving the stick, say and do the following actions. CLEAR RIGHT – ABOVE FRONT and LEFT - and then move the stick to the left. In the right, front and left sectors make sure you consciously focus on a distant object. It should take you only about 5 seconds to complete a full scan. The technique has a couple of added benefits, by the time you have completed the scan you are probably close to the centre of the thermal and if the lift has dropped off, it probably was not worth turning in the first place. For those of you who think this a labourish method, it has been used in basic military training for many years, with students being made to verbalise their lookout technique for their first 25 Hrs of flying. In normal flight a section of the scan can be completed every work cycle. In Cross Country flight lookout can be concentrated into threat sectors depending on the manoeuvre you are performing. For example if you are pulling up and slowing down, you may be entering the blind spot of another glider that is above and travelling faster so above and behind should be the first sectors scanned. In exactly the same way, when pushing over leaving a thermal, a slower glider below is the main threat and therefore left and right under the nose needs to be scanned.

When flying in close proximity to other gliders always assume the other glider has not seen you and it is your **responsibility** to take avoiding action. Even the best pilots can be distracted by the latest GPS wizardry. A good lookout is developed over time and you need a disciplined approach to develop it. Try verbalising your lookout and focussing on distant objects as you scan the sectors around you aircraft and you will be amazed at how much more you will see.

Thanks again to *Geoff Brown* for this article.

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## ***A Duo Discus for DDSC***

At the May general meeting we decided to order a new Duo Discus for the club. We considered a similar proposition early last year and decided against it, but this time there was a unanimous vote in favour. Over the intervening period we have continued to grow and develop as a club and obviously we are now more comfortable with the idea. Over that time we have continued to develop our cross country capability. In addition, some members have had the experience of flying this type of aircraft, discovering what a wonderful aircraft it is.

There is normally a two-year wait for delivery so arrival could be in mid 2005. However, a delivery slot is available next year if we want it!

The big question is what will it cost us. The ex factory price is currently 69,900 Euros, but we can expect this to rise a little over the next two years. There are additional costs for extras to the aircraft such as a tinted canopy, nose hook, tail dolly etc. All up, an ex factory price of around \$130,000 at today's exchange rate.

On the assumption we share a container with at least one other glider, freight will be about \$5,000. Instruments and initial C of A will add another \$20,000 plus probably another \$20,000 for a trailer.



If we work on \$175,000 all up we should be fairly close. This excludes GST, which the club will get back. Obviously we need to start accumulating some funds and over time consider whether or not we should sell one of our other gliders to help finance the purchase. Taking a simplistic view, if every member deposited a thousand dollars in their club account flying account we would have the money we need!

There is already some debate around the club that we should buy a Duo with a sustainer motor like JSR. The extra cost is around \$40,000 but considerably more utilisation and income can be achieved with a turbo. This is a decision we need to talk about.

While a Duo is not cheap, I have no doubt that it is the aircraft we will need in two years time. I would like to thank Peter Griffiths for his help in dealing with the Schempp-Hirth factory and placing the order.

**Ralph Henderson**

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## ***From K-13 to Duo Discus T, 30 years of challenge and enjoyment***

In my time as president I have tried not to write about my own flying, but the recent passing of the 30 year anniversary of my first solo seemed reason for an exception.

I started my gliding career on a one-week course. The weather was bad on the Monday and we didn't fly - yes, I can still remember. Instruction started on the Tuesday and on Friday morning I went solo. That was in a K13, which few clubs still operate today, but the tows were behind a Pawnee, which we do still operate. Costs were a little different back then, 4 cents a minute for the glider and 35 cents a minute for the tug.

In the 30 years since there have been over 2000 hours of flying. There has been a fair bit of instructing, a lot of cross-country single seater flying and some competition flying.

There have been many memorable flights. Silver C, Gold C and diamond flights are always memorable but my two 750 km flights are the best achievements. Flights that long are hard to come by and they are very special. There have been some good contest days, including winning a couple of days at the South Australian State Comps and flying my first nationals at Waikerie. My best daily placing was 8<sup>th</sup>, the only day I got in the top 10 - there were more competitors back then. The two days I beat Ingo Renner were also pretty special.

Some of the days when you get different conditions have been interesting. Especially the thermal wave when you soar up above the clouds and fly in the smooth air above the thermals.

I have owned a few gliders along the way. I started with a share in a Libelle, and then progressed to shares in an LS3a and then a Ventus B. Then when I came to Australia I bought a half share in an LS4a, the glider I did my Gold C, Diamond and 750 k flights in. After that I had the first glider that I owned all of, well all except what the bank owned. That was the ASW20C KO.

And now the wheel has turned again and after years of single seater flying I am back to two seater flying in

the Duo Discus T. A fantastic glider with great handling and performance and the advantage of being able to share the flight with someone else and talk about the decisions and tactics that are best for the day.

Along the way I have flown with and against some great pilots and made some wonderful friends.

It has been a great 30 years, and it occurred to me the other day that I am 'young' enough to enjoy another 30 years of gliding and I will still be younger than some of our current club members.

**Ralph Henderson**

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## ***From the Tugmaster***



A further reminder to all tug pilots to refuel the Pawnee before returning to the hangar. We are finding some water contamination in the fuel drains when left partially filled. When refuelling, it is necessary to run the pump at fully speed to achieve an accurate meter reading. The meter will under read if filling too slowly.

At the day's end it is necessary to clean the bugs off the leading edges of struts/wings etc. Leaving the bugs on is causing corrosion of the struts and paint work.

Safe towing.

**Bob Keen**

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## ***DDSC's Transition to an Incorporated Association***

Last year the Committee recommended to members that the operating entity for the club should be changed from a limited liability company under the Corporations Law to an incorporated association under Queensland legislation. To handle this transition, interested DDSC members formed an unincorporated association in August 2002 and resolved the rules and interim office bearers for the proposed incorporated association.

On 11 June 2003 the new incorporated association was created with the name Darling Downs Transitional Soaring Club Incorporated (DDTSCInc). At an appropriate time DDTSCInc's name will be changed to the Darling Downs Soaring Club.

DDTSCInc's interim office holders are:

Ralph Henderson - President

Jenny Thompson - Secretary

Richard Hoskings - Treasurer

The rules of the new incorporated association serve the same function as the DDSC's constitution. DDTSCInc's rules can be found on the website. Follow the links from the front page.

The rules reflect the way DDSC operates and incorporates several amendments proposed for DDSC's constitution that for a variety of reasons were never implemented. For example, DDTSCInc's rules avoid much of the detail specified in DDSC's objects. Such detail was necessary under the laws of the 1960's that established DDSC. However broad powers of corporations are now recognised and DDSCInc does not need to include objects to print and publish leaflets in order to do these things.

Amongst the next steps in the process of transition are admission of members to DDTSCInc, election of Committee Members and the passing of special resolutions necessary to for DDTSCInc to become the operating entity and take the name Darling Downs Soaring Club. Details will be provided to members in the near future.

**David Hughes**

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### ***From the Instructors Panel***

- The GFA safety seminars are being held at Boonah (20<sup>th</sup> September) and Gympie (21<sup>st</sup> September) this year. These are open to everyone and include reviews on accidents and incidents, look out, personal responsibility. There are also open discussion periods and question and answer sessions. Watch this space for more information. We urge everyone to attend.
- The ABCD pre-cockpit check is now mandatory for all Queensland Clubs, including DDSC. The check is as follows:
  - A : Aircraft walk-around
  - B : Ballast required
  - C : Controls working in the correct sense and free
  - D : Dolly removed
- Anyone who carries passengers, from Level 1 passenger rating and above, now require a medical from a Pilots Licence medical. Please contact Peter Bell with any queries.
- The Blanik has a nice new once piece canopy. The clear vision panels are stiff, please be careful with th

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### ***QSA Appointments***

Congratulations to the following officers who were elected and appointed at the recent QSA AGM.

**QSA President and GFA Vice-President** - Ralph Henderson

**Secretary and GFA Councillor** - Ron Geake

**Treasurer** - Stuart Lutton

**GFA Councillor** - Jenny Thompson

**RTOs/Airworthiness** - Alan McMaster; Alwyn Reid

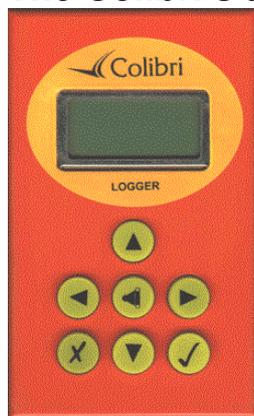
**RTO/Operations** - John Clayton

**RTO/Sports** - Lisa Turner

## ***From the Committee***

- A reminder to book an aircraft for the State comps at Warwick. At present the Ventus is the only aircraft booked.
  - The Committee has resolved to not charge other QSA members any joining fees and to charge them member rates. Rates are to be paid in cash rather than being billed to an account.
  - To encourage and support students, the Committee has agreed to subsidise students (under 25) at 50% flying rates for glider hire.
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## ***The Colibri's are here!***



The new Colibri data recorders have arrived. We have bought two recorders, and have mounts for five gliders. So over the next couple of weeks the mounts will be put in the Jeans, Hornet, Cirrus, LS7 and Ventus. Later the software will be set up on the second computer in the Briefing Room. The recorders are used in place of barographs. They will also be useful for recording badge or record flights!

There will be one instruction manual with each recorder and they will be located in the office along with a book to sign them out. The instruction manual is also on the website under *members/online documents - instrument manuals*. If anyone is interesting in a training session, please contact Jenny Thompson.

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## ***Duty Roster Volunteer***

We have another opportunity coming up to become more involved with the clubs operation! If anyone is interested in volunteering to organise the duty roster please contact either Jo Davis ([jdavis@aacrc.net.au](mailto:jdavis@aacrc.net.au)) or Anthony Wetherspoon ([spoonstalk@hotmail.com](mailto:spoonstalk@hotmail.com)).

***Jo Davis***

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The following letter was received from the president of QSA and is printed here for the information of all members.

23 June 2003

Dear QSA members

Thank you to the members who attended the club development seminar and AGM on 31 May 2003. Thank you also to those who provided proxies and apologies, which enabled us to have a legally valid meeting.

It was clear from the seminar that there are two key areas for us to work on in the coming year. These are communication and cooperation. Regrettably communication between clubs and with the QSA executive has declined to such a level that we no longer know who to talk to, even if we wanted to talk, which it seems we

don't want to do most of the time.

To overcome this I have asked all clubs to advise me of who the key club officers are so that all clubs and the QSA executive can have contact details. When completed, I will send copies of the club information to all clubs. I have asked to be advised of any changes in personnel during the year so that we can keep this listing up to date.

The other immediate imperative is cooperation between clubs. The current national and world gliding scene is one of declining membership and declining levels of activity. In these circumstances we should not be competing for members, rather we should be cooperating to assist members to stay in the sport. It is better that members continue to fly with another club, rather than leaving the sport completely.

Different clubs have different capabilities and we should be publicising these differences to our members, and to potential members, so that everyone can choose where they fly so as to get the most out of the sport. Our members have a range of needs, not all related to cross-country and competition flying, and we need to look after this range of members' needs.

At the AGM we decided that the QSA committee would consist of one delegate from each club plus the executive. I do not foresee a need for the committee to meet in person in the immediate future. I propose that we have another seminar in a year's time and that this serves as a committee meeting and that we follow it with the AGM. This would give us an opportunity for all the clubs to get together and discuss matters of mutual concern.

I believe this year's seminar was a good beginning, but I think we can do better next year with perhaps an improved agenda. It was difficult to set an agenda this year, as we really weren't too sure what we were dealing with or what the key issues were for the various clubs.

I would hope that next year we could get 100% club representation in person so that we can make the day more meaningful and productive for all. Mark the date now, Saturday 30 May 2004.

I think that we should use the annual seminar/committee meeting to allocate funding for the coming year. In this way all members could consider all applications and all clubs would have a fair and equitable opportunity to bid for the funds available.

I would like to make a few comments about the role of QSA.

It is important to remember what QSA is. It is an association that has around 600 members and represents the interests of the 14 gliding clubs in Queensland. It has a committee of club delegates and an executive, but no paid staff.

Everything that QSA does is therefore something that one or more of its individual members does in their spare time when they are not flying.

Over a number of years I have heard many comments starting with "QSA should....". In many cases QSA should be doing these things, but they will only happen if someone who is a member of QSA actually does them. So if you think there are things that QSA should do, then please put those suggestions forward to the QSA executive, preferably accompanied with your suggestions of how they can be done and who will do them.

QSA has some tens of thousands of dollars of your money in the bank. It is up to the QSA members to decide how these funds should be spent. Again, your suggestions would be welcome.

The priorities for QSA for the coming year are

- Improve communication between clubs and with the QSA executive.
- Improve cooperation between clubs.

- Establish a QSA website which contains links to all QSA clubs and a calendar of events to which members of other clubs are welcome.
- Establish QSA as an incorporated association under Queensland law rather than as a company under the federal Corporations Law. This will reduce our compliance costs and make life easier for the executive.
- Support the activities of the Queensland RTOs operations, airworthiness and sports.
- Establish a QSA competitions committee to oversee our state comps and Easter comps, which are two of the most successful annual competitions in Australia.

In return I would ask that each club support QSA by

- Providing me with a list of key people and their contact details.
- Updating this information when there are any changes.
- Keeping the GFA up to date with club information so that correct and current information is available on the GFA website.
- Nominating a club delegate for the QSA committee.
- Nominating a representative for the QSA competitions committee.
- Supporting the recommendation that members not paying joining fees when joining another QSA club and charging members rates for visitors who are members of other QSA clubs.
- Responding promptly to QSA and GFA when requested to provide information or comment on key issues.
- Providing constructive suggestions to the QSA executive on the functions that QSA should perform and how your funds should be spent.

If any of these requests are seen as excessive, please let me know.

As you can see, we made a number of important decisions at the seminar and AGM that will enable QSA to operate effectively in the future.

Details of the new QSA executive and GFA representatives are attached for your information. Minutes of the AGM will follow shortly.

The way we propose to operate as the QSA executive for the coming year is that most communication will be by email. The executive will meet as necessary to conduct the business of the association. Where necessary the views of clubs will be sort via the QSA club delegates.

It is my view that the delegates should preferably be the club presidents, or if this is not possible a senior committee member. The role of the QSA delegates is to speak on behalf of their clubs and to represent their clubs through QSA to GFA. I do not see this as a minor committee role. To consign it to such will only diminish the role of QSA again.

Also, please note that throughout this letter I have used the terms QSA and QSA executive separately. QSA is all of us that are members of Queensland gliding and soaring clubs. The QSA executive is the small group of QSA members who will do their best to run the association in your interests over the coming year.

Yours sincerely

Ralph Henderson

President



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**Preliminary Notice**  
**of the**  
**41<sup>st</sup> Annual General Meeting**

**Saturday 6<sup>th</sup> September 2003**

The Annual General Meeting of the Darling Downs Soaring Club will be held on Saturday 6<sup>th</sup> September 2003 commencing at 9.00pm at a venue to be determined in Toowoomba.

Dinner will be available for members and guests from 7.00pm, prior to the AGM, with pre-dinner drinks from 6.00pm.

***Preliminary Agenda***

1. Apologies
2. Minutes of the 2002 AGM
3. Presentation of Annual Reports:
  - i. President
  - ii. Treasurer
  - iii. Chief Flying Instructor
  - iv. Airworthiness Officer
  - v. Tug Master
  - vi. Canteen Officer
4. Notices of Motion
5. Election of Committee members
  - i. President
  - ii. Secretary
  - iii. Treasurer

- iv. Airworthiness Officer
- v. Tug Master
- vi. Canteen Officer
- vii. 2 Committee members

6. Presentation of Awards

*Nominations are hereby called for all positions and completed nomination forms must reach the Secretary, Jenny Thompson by 5.00 pm on Saturday 30 August 2003.*

*Notices of Motion are also called for and must reach the Secretary, Jenny Thompson by 5.00 pm on Saturday 15 August 2003.*

Jenny Thompson

**Secretary**