



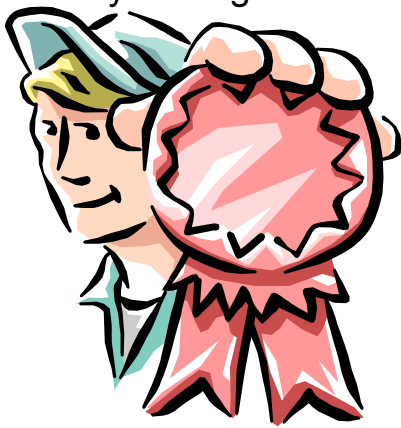
Chaotic

Monthly Newsletter of the Darling Downs Soaring Club March 2006

President's Report by Jenny

I think it said it all when John Moore said the other day that it has been the worst summer he could recall in 40-something years of gliding at DDSC. We have had some good days, but they have not been many. Still, the activity has been quite good. A couple of weeks ago we had our scheduled mini-comp and a great turnout, with some good weather for a change.

Welcome to new member David Thomson, who I believe used to be a member some years ago.



Congratulations

- Paul Bart AEI rating
- Bob Flood AEI rating
- Richard Armstrong Back seat rating and Level 1 Pass Rating
- Andrew Straume Mosquito rating

Some time back, Roly Sundell donated his old trailer to the Club and we have now sold it, receiving \$750 for it. Thanks Roly.

Thank you to Bob Flood, Barry Daniel and Russell Bennett on helping with Flarm installations. Nigel Andrews has helped with ongoing support. We have a document on the FLARM operation on the club website and copies on the club noticeboard.



Thank you to Hookey for keeping the strip in great condition, Shane for spraying the strip for bindies. While we are all doing our Monday-Friday thing, Hookey is often up at the field on a Friday keeping the strip flyable.

On the 28 Feb I wrote to the chat line regarding tug issues, which is repeated here for those not on the chat.

"SWR has major engine problems. The status is that the engine needs replacing as it has developed a crack in the crank case, and is not fixable. In addition to this, MLR is not performing well and is overheating and we have, as yet, unknown issues with it.

A special Committee meeting was held on 27 February and the matters of finance and options were discussed. Actions being taken are:

On the matter of finances at 27 February,

1. We had \$20,000 that could be used to part-pay for the engine replacement, which left us a shortfall of around \$30,000
2. Fran reviewed the financials, and we believe there are some areas for potential savings (electricity, phone, insurance on low value gliders, and others). Some of the savings will be initiated now, and other more contentious ones will go to the next General Meeting.
3. In preparation for finance, Fran is applying for loans to both GFA and Gliding Queensland to ensure we can cover the costs.
4. The charges for tugs and gliders break even, but overhead costs do not.
5. Some 12 months back the Committee commenced a process of ensuring that we have a financial system that copes with replacements of major assets, but this will take some years to get to the point where our exposure is eliminated.
6. We are in a financially sound position, with a large asset base and a good regular income base.

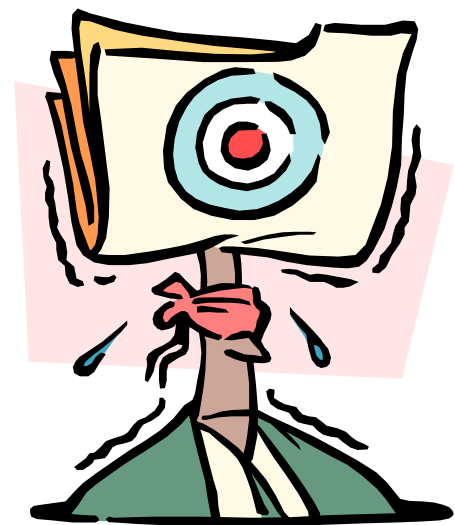
On the matters of tugs:

1. MLR is going to the LAME on 6th March to determine what the problems are. No more decisions on MLR will be made until we know the extent of its problems. The

results of that diagnosis are another potential cost to the club.

2. SWR has had the engine removed and evaluated is presently at Thompsons Aviation (not J&J!), SWR airframe at Toowoomba.
3. A number of quotes for rebuilds and remanufactured engines obtained. Costs range between \$45,000 and \$55,000. A quote for a brand new engine comes in at \$70,000 and has been eliminated as an option.
4. We are evaluating the pros and cons of the sale of MLR.
5. Once we have firm and comparable quotes, we will place an order for the best option for a new/remanufactured engine for SWR. Either way it will be out of the air for between 2 and 8 weeks (from 27 Feb).

The committee's view was that we would like to take out loans as a last resort if possible. The payback on the interest means it will take us longer to recoup the costs of taking out loans, and becomes a cost to members overall (though we do have adequate capacity to pay back loans).



The committee's request to members is to contribute to their accounts in excess of normal, so we can pay for the engine without resort to loans, or minimal resort

to loans. Any contribution is welcome, but for those who may be able to afford it, a member balance of up to \$1000 would be very helpful.”

Since that was sent to members on Chat Email, we have had an additional \$22,000 added to members' accounts, so with the proposed loan from Gliding Qld, nearly sees us able to pay for the new engine without much trouble. An order will be placed shortly. The challenge will be to keep the club active and the money rolling in from weekend and other flying.

If you would like more information on any of this, please call (or email) me or any committee member.

On the cross-country kilometres front, Darling Downs Soaring Club is still running 2nd in Australia on the OLC with 40,251 points, 139 flights, 47,010 kms and 21 pilots (at 4th March). It seems the season has been bad everywhere. Our stats were significantly boosted by Pam and Gerrit's trips down south.

We recently established a GlideFast cross-country coaching course which was both popular and appreciated by those who participated. Thank you to Ralph and Robert Hart who co-ordinated the course. We hope to hold the course again soon.

Gerrit Kurstjens now has an Australian sporting licence and has claimed the following Open Class Aussie records flown at Narromine in the Nimbus 4:

- 27th Jan 06: 500 km out and return 151.51 kph
- 28th Jan 06: 500 km triangle at 156.96 kph.

The Easter Comps are fast approaching. 8-16th April at Chinchilla. Boonah Gliding Club is hosting it this year -

(<http://www.boonahgliding.com.au/easter2006.htm>). If you intend to fly in the comp, and haven't entered, you don't have much time. There is now a requirement to hold a competitors licence. Ralph is running a pre-Easter comp training day on 1st April (no, it's not a joke!). Contact Ralph if you are interested.

Other committee Updates:

- Chad's Club DVD will be available for members soon. We are getting 100 copied for distribution for members
- Brett Kettle is busily working on a FLARM display system for the piecart, taking our club FLARM initiative to new levels!
- Graham Hennessy has purchased a new radio for IUR, delivered soon. We are trying to make plans for more radios over time, but they are expensive. (Donate to our bar tin for radios if you would like to help this along)
- If you've been to the club recently, you'll notice we now have an expanded office area, sealed and beautifully built. Thank you to Michael Mowbray and his crew who knocked this over in two days at a bargain cost to the club. We will soon put the computers in under bench locations and get some more electrical outlets to make it very professional. Please keep the new office clean and tidy.
- Chad organised a working bee for the pie cart repaint. Thank you also to those who helped prepare the pie cart and to Shane who did the painting. It is looking much nicer.
- Thanks to Keith Allen who does such a great job on putting CHAOTIC together and saves us money on its costs.

- The Hornet is scheduled for a new boom mike to be installed, and in the Winter, needs a facelift. If you will be able to help out with the Hornet refurbishment in the winter, that would be appreciated.
- We are looking at electronic distribution of invoices and CHAOTIC.
- Next Meeting will be a General Meeting at the Club on 1st April at the club. Please attend if you can.

CFI Report by Jeremy

Instructors – We need your participation

Attendance at instructor meetings over the last 12 months has been disappointing.

Given that the instructors' panel is key to maintaining consistent standards and is key to managing our safety, I would like to send a special request that we get better attendance at our instructors meetings. At least two meetings have been cancelled due to non-attendance.

We realised that meetings are a big commitment, and over the last 9 months, have reduced the frequency of meetings to help, but attendance, to be honest, is dismal.

If the time and responsibilities of being an instructor are proving difficult, please call me, but if you would like to continue as an instructor we really need you to attend at least half of the meetings. I would like to say a special thanks to Tony Cavanna, who has only missed one meeting in over four years.

In fairness to students and members, we need to ensure we continue to deliver a consistent and high standard. Part of this is communicating through instructor meetings.

Accounts and Chaotic issues by Keith & Committee

The Club has started emailing accounts, those without email get snail mail.

The mail out of Chaotic will be reduced to those who do not have email accounts. Currently we are working on ways of keeping Chaotic LIVE. And accessible as much as possible.

At this stage we are working on a 3 way possibilities and hopefully one of these will agree with each person.

1. You receive an email that Chaotic is on the Web page and you download it yourself.
2. You receive an email with Chaotic attached in Acrobat PDF format
3. You receive an email with a text version of Chaotic.

So if you are a regular internet person it is hoped you subscribe to 1.

Regular email but not regular internet and have good broadband then 2.

Dial up phone type email access with irregular internet then go for 3 and you can chose from there.

Option 4 of paying a levy does not seem appropriate... paying for service means expectations... I can't always see that Chaotic will be of the same value.

A supply of Chaotic will be printed out and available at the club as well.

Well that is the wish list... let's see how it goes. No promises...

GOLDFISH CLUB ... AIRFORCE STYLE

In SouthEast Asia, during monsoon time, both English and Japanese Armies were flooded out, with no chance of making any military gain. So, along with the respective Air Forces, combatants sat it out until the wet deluges finished, and fighting could start again. During such times, most R.A.F. Squadrons returned to India, to fly around on routine patrols or pilot conversion to new types.

One chore which fell to 5 Squadron, equipped with Hurricane 11c fighter-bombers, was to liaise with the English Army, practicing seaborne invasion techniques on the east coast of India. This was a prelude to a combined invasion of Singapore in the near future, taking back that Japanese stronghold in the push north to Japan. Next year, a B29 Superfortress named ENOLA GAY cancelled those plans.

So, while the Army bods waded ashore from landing craft, our Hurricanes were briefed to make low level swoops over them, as a simulated attack by defending Japanese aircraft.

The schedule was for pairs of Hurricanes to attack the beach-head in a day-long exercise, being relieved at times by freshly fuelled aircraft.

Back at the airstrip, two Hurricanes failed to return as their itinerary indicated. A field phone call from the Army brass brought out the alarming information that both had crashed into the water close to shore, but that the pilots were unhurt.

The leader and his wing-man were in close formation as they made their low level sweep towards the beach. Depth perception over water is difficult to judge from the cockpit of a single-engine fighter over its long nose, with the coincident need to watch out for troops ahead of the aircraft.

Thus, one almighty splash, and a Hurricane hit the drink. Almost simultaneously, a water-spout to starboard, and the other began its brief swim. As the water was comparatively shallow, the Army guys present were able to rescue two rather dazed pilots, still unsure how it happened. No doubt that night, in Army H.Q., some ribald laughter ensued at the discomfiture of the Fly Boys, but all in good part.

The salt-water treatment of engines and airframes rendered them unsuitable for further use, but this mattered little, as the Squadron converted soon afterwards to the P47 Thunderbolt, and both pilots went on to fly these aircraft with distinction in the return to battle areas.



THE BACKWARDS FLYING HARVARD

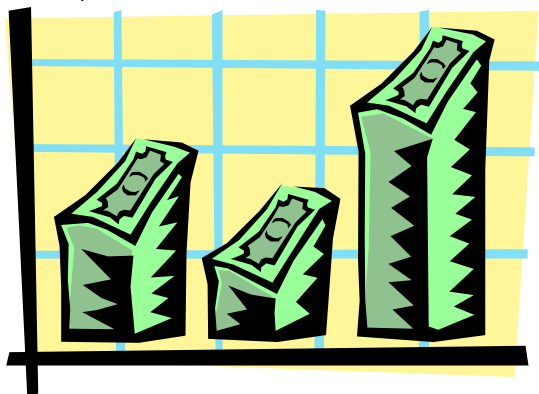
During training days in Canada in WW2, our Harvard (AT6) Service flying school was located about midway between Detroit and Niagara Falls, in the Great Lakes district. This was a weather belt noted in winter for heavy snowfall and sometimes high wind of frontal passage. On such a morning, our chances of flying were not very high. But an instructor decided to test the conditions, and taxied a Harvard out, turned into wind, and a short take-off later, climbed to 500 ft. As we watched, without changing its take-off direction, the yellow trainer moved sideways out to circuit distance. There, it proceeded backwards down the airfield boundary to where the crosswind leg was located, moved sideways to align with the runway, and landed with a short run before the runway numbers.

After this demonstration, it was decided to call off flying for the day

Treasurers Report by Fran

SWR's engine. The Club has had to borrow to fund the purchase of the replacement engine for SWR. Engine is estimated to cost \$50,000.

Gliding Queensland has lent the Club \$10,000 to be repaid over 2 years at an interest rate 1% above the current bank saving rate. Members have loaned the Club \$22,000.00.



The Club has to repay all these loans in a 2-year period, and also start saving on a regular basis for the next new engine and resurfacing the airframe of SWR. (Estimate \$15,000)

To repay these debts, we have to look at spending and income. Firstly, spending.. The committee has identified 5 areas for possible savings.

1) Our insurance costs for the last year are \$33,000.00. Is it possible for the Club to carry some of this insurance themselves next year? The insurance for Club gliders & tugs is due at end of July. Please consider, this will be discussed and voted on at a general meeting.

2) Stationary, printing, postage. It is costing the club \$75.00 a month in printing, \$85.00 a month in postage of accounts and Chaotic. The printing of Chaotic costs the Club \$300 a month, but Keith has been absorbing this cost for the

last year. However, the Club cannot expect Chaotic editors to be so generous in future. Please, if you receive your invoice by mail, but have an email, could you let us know your email address pning@bigpond.net.au.

3) Electricity. The committee is looking this at. The electricity is metered, and is at commercial rates. Hot water system, fridges and the boiling unit in kitchen are under scrutiny!! If any members have any suggestions, or knowledge in this area please come forward.

4) Phones, Internet, weather station.

The response from members is that they like the weather station, so it is staying. Mike Codling has been looking at ways to reduce its costs.

Please ensure that all computers are turned OFF when not in use. Particularly last thing on the weekend.

Advertising in the Roma and Toowoomba white/yellow pages will be discontinued next year.

5) Can the Club afford to maintain two tugs? If not, what other options are possible. This is for you to consider. From my position as treasurer, it is impossible to maintain 2 tugs with the present income, and huge fee increases will be necessary. This is also to be discussed at the next general meeting.

Fees, charges etc. So far, no discussion has been entered into. Lex's option of a one off levy to all members for an engine account has merit, and I would like to discuss at next general meeting. (Please attend!!)

Overall, the Club has a very sound income base, and can operate in an efficient manner. But we do need to make some serious decisions, and not bury our heads in the sand. We should not rely in future on the incredible generosity of a few members to keep us flying.

Cheers, Fran

Club Survey by Jenny

The club survey results at 7 March 06. If you would still like to say your bit, please see the link on the website.

How long have you been a member of DDSC?

32% 1-2 years
20% 6-10 years
12% 2-4 years
12% 4-6 years
8% >10 years

What made you join our club?

20% New to Gliding
16% Club reputation
16% Cross Country Flying
12% Location
8% Introduced by friend
4% Club fleet numbers and/or types
0% Booking system
12% Other - bought a share in a glider based at DDSC, Club friendliness and facilities, airfield ownership.

Is the distance from McCaffrey's Field an impediment to your flying?

25% Yes
75% No

If you are not satisfied with your flying progress, what can the club do to help this?

- Fix the weather!
- Hold 9am briefings at 9am not 9:45am.
- Mainly up to me (and the weather!)

Please rate the following items about your current experience of being a member of DDSC: (in order of priority)

1. Cross Country Opportunities
2. Social Atmosphere

3. Variety of Aircraft
4. Club Organisation
5. Quality of training
6. Club profile (how would we be viewed by others)
7. Availability of Two seaters
8. Participation
9. Availability of Single seaters
10. Location
11. Facilities
12. Personal Flying Progress

Please rate the following regarding your views on the future club needs (most needed to least needed):

1. More advanced training
2. Better marketing
3. Better equipped aircraft
4. More hangarage
5. Better training
6. Better mentoring
7. Better computer and GPS facilities
8. More help on personal goals and achievements
9. Better facilities
10. More member involvement
11. More aircraft
12. More competitions/regattas
13. Better aircraft
14. More proactive committee
15. More social events
16. Better accommodation
17. Better club organisation
18. Cheaper towing costs
19. More friendly atmosphere
20. Cheaper glider costs

Other than regular weekend flying, which club-supported activities do you most desire to see introduced, maintained or boosted (tick a box for each of the following)?

- 65% Lead and follow coaching
50% Public holiday flying
40% Friday flying
40% Mini-comps
40% Social events such as bbqs etc
35% Support for State comps or national regattas, performance weeks etc
35% X /country touring
5% Different mini-comp formats
10% Other -Advanced training days, Why don't we try a grand prix event in house as a test of this type of event?

When you speak to others about gliding, what impediments do they raise to visiting DDSC for a gliding experience?

1. Travel 56.2%
2. Cost of gliding 25%
3. Safety perceptions 25%
4. Other 37.5% - time constraints - family, work commitments etc; From Brisbane, it really takes the whole weekend; cost perceptions perceived cost compared to what it actually costs remoteness

If the club made available promotional material on gliding at DDSC, what organizations would you feel comfortable to distribute the material to?

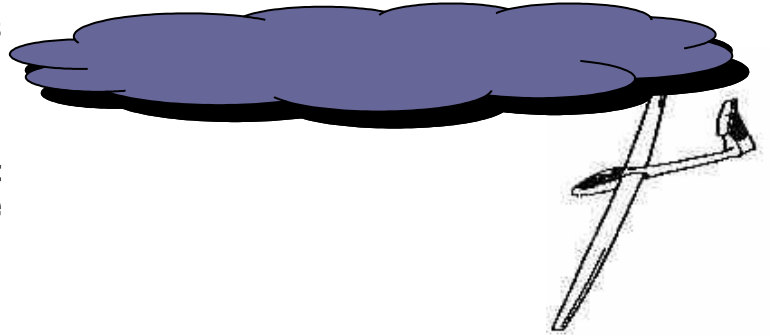
Australian Air Force Cadets, Everyone and anyone. Any Local businesses, gov organisations Friends Anybody who would be interested... High Schools, Aviation Related Companies, Tourist Info Centres, Libraries, Backpacker Hostels. Sailing organisations Flying schools Other airbourne activities, hanggliding, parachuting etc Work Sports Club

Tell us about anything we have missed (summarised)

1. I like the weather station. Use it often to see how the week has been going prior to driving up from Brisbane.
2. The club does not have to change much at all, it is going in the right direction.
3. We need to do something about making the airfield less susceptible to rain, so that we can start using it sooner after it has rained significantly
4. More detailed pre-flight briefing is needed by instructors before doing training flights.
5. I think the club is doing pretty well - especially considering how heavily it draws on many generous volunteers.
6. Would like to see further development towards possible introduction of winching operations at DDSC.

Certainly Aware by Keith

So you reckon you can cloud fly? In Europe it is perhaps something people are trained to do! But in Australia we must maintain our separation from clouds and must NEVER fly in clouds. But what IF? How hard can it be?



Skirting near a big dark cloud in an over developing sky with extra strong lift and passing across from one side to the other and the unthinkable happens! Sucked in! Is it such a big deal... nose down and descend, try keep reference with the landscape below, deploy the airbrakes??

Sorry all you in the know. It is a big deal, and this big deal should be avoided at all costs. The writings above are not meant a flippancy, but perhaps some just don't know, or they know but since they have no experience of it they have not given it serious thought.

A few weeks ago I was taken for a night flight with a friend and had a try at this horizon less flight. All was well when the bright lights of Brisvegas lit up the area and an horizon could be maintained with an eye on the slip/skid turn thingy and what I thought was correct reference to the artificial horizon and the heading and the altimeter, gauges, power settings and map reading and....

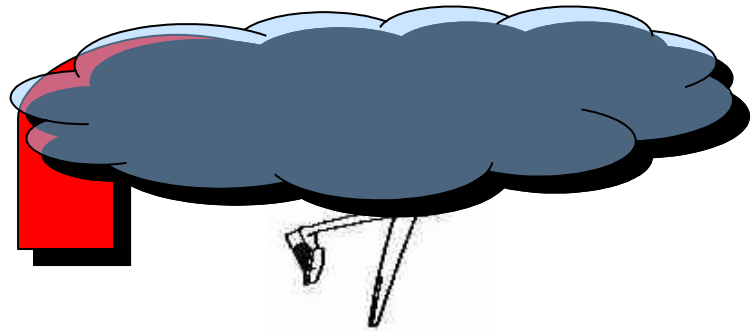
But alas... in came the rolling clouds... now the view out the front was as useful as a broken Lycoming Engine. No

horizon meant the heading was gone! As was pitch control reference! Reference to compass and GPS and altimeter and airspeed for pitch control... who am I kidding, slip/skid thingy doesn't tell you everything. A turn was undetectable in the still smooth night air. The compass and GPS showing the first tell tale.... Now to master that artificial horizon....

Sorry that lesson in artificial horizons was missed and I will have to wait for a better opportunity some time.

What I can say is if there was a logger on board it could have been entered in the On Line Comp as the flight was certainly not straight, possibly the level altitude (reasonably level perhaps) may have given it away to the scrutineers! Diversions of 90degrees, ever tightening turns started developing... and this was in a controlled situation. Certainly the

chance of a 1G turn to ANY way up could have resulted!!



In short... I have realised for some time that getting sucked into a cloud is something that should be avoided, but this practical demonstration of how helpless you are without an horizon certainly brought it all home. I'm just glad of the opportunity to experience this with a skilled pilot in command and not under more sinister conditions. Keep this in mind please.

Should you need to contact the Committee or others see below.

Committee Members

President	Jenny Thompson	0417 629 782	Planning & Development, Communication, Grants, Interclub Activities, Expeditions
Secretary	Tony Cavanna	3262 1961	Secretary, Correspondence, Website, Computers.
Treasurer	Fran Ning	0418 186 494	Treasurer, Insurance, Budgets, Finance
Tugmaster	Bob Keen	0429 639 770	Tugmaster
Airworthiness	Graham Hennessy	0429 170648	Airworthiness, Radios
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, Safety.
Committee Member	Brett Kettle	0410325022	Marketing, Advertising and Promotions
Committee Member	Chad Nowak	0431862553	Airfield, Buildings & Grounds, Working Bees.
Committee Member	Bob Flood	0413 261121	Enquiries Officer, Chief Duty Pilot, Membership.
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

Non Committee Contacts

Charlie Downes		Airspace
Richard Armstrong		Parachutes
Libby Matuszczak, Irene Thompson	0409 140 954 0409 051 566	Social Club, Trophies, Parties & Awards Officers
Robert Hart		Cross Country Chair, Computers
John Knox	0411 143 772	Club Publicity/Promotions/Marketing
Lex McQueen	0418 730 288	
Mike Codling		Weather Station
Ralph Henderson	0409 596 579	Gliding Qld President

Date	Event	Place	Contact
11 Mar	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
24 Mar	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
25 Mar	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
1 April	General Meeting	McCaffrey Field	Jenny Thompson
8 Apr - 15 Apr	Easter Comps	Chinchilla	Rob Izatt
22 Apr	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
28 Apr	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
6 May	Committee Meeting	To be announced.	Jenny Thompson
26 May	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
3 Jun	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
23 Jun	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
24 Jun - 9 Jul	Charters Towers Regatta (dates to be confirmed)	Charters Towers	Robert Hart
15 Jul	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
28 Jul	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
12 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
12 Aug	Instructor Panel AGM	To be announced.	Jeremy Thompson
25 Aug	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
26 Aug	DDSC AGM	To be announced.	Tony Cavanna
26 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
29 Sep	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
1 Oct - 7 Oct	State Gliding Competiton	Southern Downs Soaring Club, Warwick	Ivor Harris (President)
28 Oct	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
1 Nov - 17 Nov	RAFGSA Expedition (tentative)	McCaffrey Field	Jenny Thompson
24 Nov	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
2 Dec	Christmas Party	McCaffrey Field	Jenny Thompson

		Instructors	Tug Pilots	Duty Pilots
March	Saturday 4th	C Downes	L McQueen	Greg Valler (AEI) Michaela Valler
	Sunday 5th	R Bennett R Henderson	A Straume	Brett Kettle (A)
	Saturday 11th	P Bell R Hoskings	G Pittman	Bob Flood (A) Graham Hennessey
	Sunday 12th	T Cavanna B Keen	P Kurstjens	Peter Wetherspoon (AEI) John Hook
	Saturday 18th	J Grosser	B Keen	Jo Davis Michael Mowbray
	Sunday 19th	J Thompson	D Cramer	Keith Allen (AEI) Robert Percy
	Saturday 25th	M Codling J Thompson	G Kurstjens	Brian Rolfe (A) Phil Downey
	Sunday 26th	P Bell R Hart	M Robertson	Ben Bezuidenhout Neil Muspratt

		Instructors	Tug Pilots	Duty Pilots
April	Saturday 1 st	C Downes	J Knox	Chad Nowak Pearce Mitchell (AEI)
	Sunday 2nd	R Bennett R Henderson	B Hofmeister	Steve Harris (AEI)
	Saturday 8th	Easter comps	Easter comps	Easter comps
	Sunday 9 th	Easter comps	Easter comps	Easter comps
	Saturday 15 th	Easter comps	Easter comps	Easter comps
	Sunday 16th	Easter comps	Easter comps	Easter comps
	Saturday 22nd	M Codling J Thompson	Jenny Thompson	Richard Armstrong Paul Bart (A)
	Sunday 23rd	P Bell R Hart	Jeremy Thompson	Barry Daniel (AEI) Joan Robinson
	Saturday 29 th	C Downes	J Knox	Greg Valler (AEI) Michaela Valler
	Sunday 30th	R Bennett R Henderson	R Bradley	Brett Kettle (A)

		Instructors	Tug Pilots	Duty Pilots
May	Saturday 6 th	C Downes J Thompson	L McQueen	Bob Flood (A) Graham Hennessey
	Sunday 7th	R Bennett R Henderson	D Baartz	Peter Wetherspoon (AEI) John Hook
	Saturday 13th	P Bell R Hoskings	F Ning	Jo Davis Michael Mowbray
	Sunday 14 th	T Cavanna B Keen	P Kustjens	Keith Allen (AEI) Robert Percy
	Saturday 20 th	J Thompson A Wetherspoon	A Straume	Richard Armstrong Paul Bart (A)
	Sunday 21st	M Codling J Thompson	G Pitman	Brian Rolfe (A) Phil Downey
	Saturday 27th	C Downes J Thompson	P Kustjens	Ben Bezuidenhout Neil Muspratt
	Sunday 28th	P Bell R Hart	B Keen	Chad Nowak Pearce Mitchell (AEI)

We are about to lose two duty pilots who will commence Instructor training shortly. Are there any members who are not Instructors or Tug Pilots who can volunteer to join the Duty Pilot Roster. Please email me bobflood@optusnet.com.au or see me at the field to volunteer.

Thanks

Bob Flood (Duty Pilot Rosterer)