

# Kingaroy Soaring Club

## Minutes – Annual General Meeting 2018

Date / Time :	Saturday 23 <sup>rd</sup> June 2018 - open 15:32		
Location :	Airport Terminal Building - Kingaroy		
Attendees :	Dave Matthews-Frederick Chris Woolley James Parsons Darren Pearson Leanne Pearson Aleksander Pozorski Don Brown Justin Sinclair Miles Gore-Brown Frank Turner Terry Cleary Peter Hertel Andrew Georgeson	Linda Kolb Todd Edwards Ian Aspland Graeme McKenzie Nev Donald Bevan Lane Eric Pozorski Darryl Hansen Kim Houghton Ross McLean Al Sim Peter Loftus Tim Hood Geoff Wendland	Neil Dunn Greg Kolb Simon Rammelt Ivan Teese Rob Butler Mick Sly Colin Eustace Louise Pascoe Hank Kauffmann Mark Dalton Milan Sejka Liam Donald Steve Thomas Nev Badior
Apologies :	Peter Somerfield Lex McQueen Greg Shaw John Buchanan Peter O'Donnell Luke Aspland John Absolon Mark Chambers Tor McCaul	Lisa Turner John Eddy Brett Buchanan Ray Stewart Brian Allerby Lisa Trotter Peter Trotter Greg Schmidt Steve O'Donnell David Jansen	Alex Husy Ursula Husy Adam Woolley Alison Lawless Paul Lawless Rory Reardon John McGrath Jim Crowhurst Damien Peauril Steve McMahon
Proxies	From: Nil received	In Favour of:	
Meeting Chair and Secretariat :	Colin Eustace		

### Item #1: Minutes of previous AGM

- Minutes of the 2017 Annual General Meeting were read by Colin Eustace and moved as true & correct, 2<sup>nd</sup> by Simon Rammelt, Kim Houghton, Don Brown.

### Item #2: CFI & Training Panel Report

#### Total flights

- 2598 down 28% on 16/17**, 16/17 was up **11%** from 15/16 which was up **16%** on 14/15. So essentially we are back at 2014 levels.

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- **1357** glider flights **down 24%** from last year
- **751** private aircraft flights **down 22 %** last year
- **486** training flights **down 20%**, from up 9% 16/17 from 15/16 which was up **20%** on 14/15
  - **UKH - 363**
  - **KDX - 123**
  - **XKE - 41**
  - **XKD - 42**
  - **KYY - 42**
  - **CTA - 87**
  - **KML - 1152**

### Factors are

- Weather over Aug, Sept, October
- Warwick and Nationals at Goondiwindi
- No comp at airfield,
- No push for AEF's
- Instructor shortage

### Highlights of the year

- Instructor coverage should be 140 days per year however averaging 100 due weather holidays and instructor coverage
- 16 Instructors available with a core of 10 flying on average 60 flights per year,
- 7 new Level 1 instructors to be trained over winter
- 3 new L1 to L2 instructors to be upgraded over winter
- The new DG1001 arrives in September
- DG1001 training program to be implemented.
- Shelter on Rwy16 launch point now has water tank, furniture and a permanent radio
- Coaching is now actively encouraged before solo, uptake is poor and we are not sure why, perhaps it will change with the DG arrival.
- All qualified instructor check rides and training is now fully funded by the club, initial training can be funded on a case by case basis.
- Briefings now compulsory on instructing days.
- Instructor refresher will be done late this year with the DG1001 implementation program.
- Every Instructor sends an email to the TP members on the completion of the days flying, this works really well
- Private fleet continuing to grow, currently the private fleet sits at 51 including Jet powered aircraft, it is now normal to launch 15-20 single seaters per day on good weekends. The risk of having such a large fleet is managed by good oversight of the Instructors who are all active cross-country qualified and cross country current. Instructor owned fleet is ASG29, ASW20, LS8, 3x LS3, SZD55, Discus, Jantar, Libelle, Nimbus 3, with a couple of Yaks thrown in. I really feel that without having active Cross-country and Comp pilots as Instructors our Standards could be very different.
- SMS installed but reporting problematic, cultural issues are deep seated in our older members. To be honest it does worry me that our GFA SOAR reporting system is so cumbersome. A report should be able to be easily filled out in 5 minutes by a 70 year old on a club PC, this is my fourth year of raising this concern.
- Several poorly reported significant events at comp's involving club pilots that should have been IRM's, one included significant hull damage requiring the glider to be returned to the manufacturer for rectification.
- Older Pilots meeting held
- Deputy CFI and helper roll to be introduced at AGM, thanks to Kim Houghton

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### Perceived possible threats and issues

- Towing position too Low
- Auto tug maintenance issues
- Continual chat on gliding frequencies is hard to control and upsetting other clubs.
- Elderly medical incapacitation post flight – cancer
- Consistent poorly planned low unsafe approaches by highly qualified pilots
- One disciplinary matter dealt with in low unsafe finishes at other airfields. This had to be raised at a National Level.
- Pilots putting tension on the rope before release and pulling up.
- Class E airspace, lack of direction and Dual radio requirements.
- CTA and Restricted airspace – we really need to keep on top of the complexity.
- Outlandings- have had several that chose poor paddocks with apparent poor technique
- Youth and Cadet pilots, qualifications and expectations.
- Auto tug issues with maintenance
- Poor understanding of reporting requirement's especially IRM and RRM's

2018–19 will be my last year as CFI of the Kingaroy soaring club for the foreseeable future. CFI like all standards position should be changed over regularly and I feel that five years is too long in a club of our size, sooo it's time to handover to new blood. I'd like to thank Kim and John for standing up to be the next CFI's.

So over the next 12 months you will see Kim and John take on more of a responsible role in looking after the flying operation of the whole club. The club membership can assume that when they have my full 100% support are speaking for me as CFI.

There are many unique pressures that come with being the CFI of such a large fast and complex club as Kingaroy. I know that at times in the last four years many of you have been critical of the way that I have had to implement changes so that we could continue to operate legally and safely.

Unfortunately I have had comments relayed to me such as

I don't want come flying any more because I'm afraid I don't know the rules and that some instructor will chastise me for doing something wrong.

I come gliding to get away from the rules

Why does it have to be so complicated.

Oh he's doing Sinclair again

In the past season of gliding we lost five good mates in accidents And none of them involved Kingaroy members I'd like to think in some small way perhaps an increase in due diligence has made our club a little safer

I guess what I'm trying to point out is that even though I've got a very thick skin it is unfair of people to expect a CFI to turn a blind eye to operation's that are deliberately illegal. I guess what I am trying to point out is that in 12 months you are going to have a new CFI and I hope that all of you support Kim over the next 12 months to help him transition to be the new Airboss next year.

Thanks, Justin Sinclair, CFI – Kingaroy Soaring Club  
Presented by Justin Sinclair, 2<sup>nd</sup> by Todd Edwards

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### Item #3: Tug Master Report

- FIRSTLY, THANKS TO ALL TUGS PILOTS FOR THE PAST YEAR AND TOR FOR GETTING THAT ROSTER OUT
- KML RIGHT MAG HD FAILED DUE TO OIL SEAL LEAKING, REPAIRED BY GYMPIE
- NEW TOWING MANUAL WAS INTRODUCED AND CURRENCY NOW 6 TOWS IN 12 MTHS
- ANDREW GERGENSON HAS COMPLETED HIS TOW RATEING WELCOM TO THE TEAM
- ONGOING WORK TO CTA SEPARTE REPORT
- THANKS TO ALL TUG PILOTS FOR THE PAST YEAR
- THANKS TO ROB FOR ONGOING EFFORT ON CTA AND TUG PILOT TRAINING
- I MUST THANK NEIL FOR KEEPING ME SANE AND HELPING WITH CTA AND KML
- THANKS TO DAVE, AND MANY OTHERS IN ASSITANING
- BIG THANKS TO DON BROWN YOU HAVE SPENT MANY HOURS ON WORKING ON CTA
- KML HAS DONE MIGHTY JOB, IF WE ARE UNABLE TO REPAIR CTA IN A SUITABLE TIME FRAME
- WE WILL LOOK A GETTING ANOTHER CROSSHIRE TUG FOR THIS COMING SUMMER

THANKS DARRYL

Presented by Darryl Hansen, 2<sup>nd</sup> by Ross McLean

### Item #4: Airworthiness Report

I would firstly like to thank those that assisted me during the year with maintenance activities. We are fortunate as a club to have such a diverse skills base that is always keen to help. Thanks again.

An airworthiness audit was conducted by David Villiers in July last year with myself and Greg Kolb. We had a favourable report which was a good outcome. David audited the clubs ASK21 and Duo Discus as well as Simon Rammelt's Mini Nimbus and Andrew Georgeson's JS1C.

An extract from David's airworthiness audit report

- All were found to be airworthy, with the Discus CS and Duo Discus in excellent condition, and the ASK 21 very good, despite its age. Only minor issues were found on these aircraft, mostly relating to placards.

I would like to thank Greg Kolb for his assistance during the audit.

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The ASK 21's cockpit was repainted, thanks to Hank Kaufmann. With the new upholstery it looks much refreshed.

The sale of the ASK 21 to New Zealand required an export C of A to be completed. This required a reasonable amount of work filling out forms, photographs of placards, minor repairs, a form 2 entry in the log book and evidence of all EASA and specific technical notes have been completed. The glider was also reweighed to complete the process. I would like to thank Greg Kolb, Dave Matthews-Frederick, Neil Dunn and Paul Lawless for their assistance in this process. I would also like to thank Scott Percival who did an independent inspection for Steve Hobby who will be issuing the export C of A.

I would like to thank Simon Rammelt for taking over the reigns for at least the next 12 months.

Chris Woolley  
Airworthiness Officer

Presented by Chris Woolley, 2nd by Todd Edwards

### Item #5: Financial Report

It's now time for the Treasurer's Report for the Financial Year ending 31<sup>st</sup> March 2018.

The Audit was again conducted by Jorgensen and Associates.  
There were no issues with the Report....just a couple of accounting changes he would like me to make. The Report is available to anyone who would like to have a look through it. I would like just to highlight a few Key Points from the Report.

It has been a challenging year financially for the club for a few reasons.

1. CTA has been offline for 7 months of this financial year so we have missed the income usually generated by it and also has cost the club around \$8,000 in maintenance costs.
2. We had the wings of XKD painted which cost \$8,800.
3. We had no Nationals last year.....which has always a big earner for us.
4. And Depreciation was almost \$40,000 this year.

Despite the challenges the club has managed to still make a modest profit.

The Bar made \$5,300.

Aerotow Income was \$43,350..... Expenses \$39,879 – Profit of \$3,471.

Glider Income was down on last year for a few reasons.... One being Discus's not utilised as often as last year and painting of XKD.....leaving us with a small loss.

Our Operating Expenses for the year totalled \$43,635. These expenses include electricity, repairs and maintenance, Council rates, leases, communication etc.

The GFA loan we have which covers the new hangar and new glider is currently \$119,694 as at 13<sup>th</sup> June 2018. The loan will be paid off in 2022.

- The balance in the Working Account is \$28,000
- The insurance account has \$102,000

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- The tug maintenance account is \$15,000

This completes my Report and I ask that it be passed as true and correct.

Presented by Linda Kolb, 2<sup>nd</sup> by Rob Butler

### Item #6: President's Report

This time last year I had given up on the idea of replacing the 21 with a new Basic training glider. But after listening to your input, I got the message loud and clear that you were all happy to go ahead with the replacement. The committee, after much debate chose the DG 1001.

Todd and I went down to Warwick and did an assessment flight. Both of us were very impressed!

The deposit was sent in June (or rather we purchased MGB's deposit) and since then we have paid \$144,000 in four stages. The balance owing on the glider is \$11,000. The trailer, which cost \$22,000, has been paid for. So still to pay. \$11,000 for glider, \$5,000 for shipping and \$5,000 for instruments. A total of \$21,000.

Linda will give you the Bank account balances in her report.

I am looking forward to you all flying the DG, it is very easy to fly and I know all of you will be very happy with its handling characteristics. On my flight with Mike Maddox it spun easily even without the spin kit attached to the fin.

Tomorrow the 21 will head to BNE to be shipped to NZ on the 4<sup>th</sup> July. The President of the Manawatu Gliding club invited us all to fly the 21 at their field anytime. Their club is in the North Island.

#### The Pawnee.

I cannot make a report without mentioning the Pawnee. It has been the longest tooth extraction. Or another way, two steps forward one step back. I will let Daggs tell you more about the last nine months. Like you I have only been a spectator but I thank you for your patience this last soaring season. The committee will work very hard to ensure there is a second tug on duty this coming year.

#### The Council

There is hardly any communication with the Council these days. And that doesn't bother me. Last year, I said they were going to replace the Bellman roof and place Deco on the eastern side of Buchanan hangar. Neither has been done. And with the argument about the concrete slab just outside the kitchen, that was the final straw, No free dinner for any of them !!!

#### The Future

Well, we have the new DG arriving (now in October) Because of illness, in their factory, there is a delay in production. I quote.

*We started production of Kingaroy's glider yesterday. There is a delay in production of round about 6 weeks at present due to illness in raw assembly. We lost one man who is mainly in charge of DG-1001 production for a long time due to a heavy illness. Another one was missing for 3 weeks now and returns on Monday. So this all slows down production unfortunately.*

We have applied for a grant to install roller doors on the Aspro Annex. (Result next month) And the next year we will apply for a Grant to replace the ablution block at the Bunkhouse.

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Remember the grants go up to a Maximum of \$35,000.

Al Sim has been working very hard on fixing the Web Site and to his credit he has fixed most items. Credit also to young Zach, thank you for eventually installing the web cams on the web site. It wasn't easy to do because of the live feed.

In conclusion I would like to say many thanks to our hard working committee. Especially Col, It is not an easy job sometimes !!

This is my 2018 report and I ask that it be accepted as true and correct.

Presented by Greg Kolb, 2<sup>nd</sup> by Chris Woolley

### Item #7: Election of Committee

Frank Turner was asked to step forward and manage the election process. Frank declared all Committee positions vacant, he called for a general election of positions and presided over the election process. Frank read out the nominations that had been recorded by Club Members prior to the meeting and also called for nominations from the floor, none of which were received.

- **President**  
Greg Kolb was elected unopposed and unanimously by the meeting.
- **Secretary**  
Colin Eustace was elected unopposed and unanimously by the meeting.
- **Treasurer**  
Linda Kolb was elected unopposed and unanimously by the meeting.
- **Committee Members**  
The following Club members were elected to the Committee:-
  - Darryl Hansen
  - Greg Schmidt
  - Nev Donald
  - Todd Edwards
  - John McGrath
  - Justin Sinclair
  - Simon Rammelt

All Committee Members were elected unopposed and unanimously by the meeting.

### GQ Representatives

- Greg Kolb
- Greg Schmidt

### Airworthiness Officer

The meeting elected Simon Rammelt as the Club's Airworthiness Officer.

### Tugmaster

The meeting ratified the Tug Pilots' election of Darryl Hansen as Tugmaster.



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### CFI & Training Panel

The meeting ratified the election of :-

- Justin Sinclair as CFI and
- Kim Houghton as Deputy CFI and
- Todd Edwards as Training Panel Chair.

### Item #8: General Business

Motions or comments were invited from the floor and follow :-

- Terry Cleary mentioned that Mark Pitt, previously North Burnett CFO is now CFO for the South Burnett and Terry believes that this presents a good opportunity to establish further relationships with the SB Council.
- Darryl mentioned that in his role as a member of the Kingaroy Airport Users' Group, he has some involvement with Council officers.
- Andrew Georgeson enquired if there has been any discussion relating to the Nationals for next year.
- Neil Dunn asked Greg Kolb (as President) "how do you see our expenditure focus for the next 12 months". Greg responded by saying that in his mind the Tug aircraft are his number #1 priority.
- Neil mentioned the current state of the bunkhouse, discussions around that topic ensued.
- Leanne Pearson asked "what would a new Tug cost"?
- Darryl mentioned a number of options and their costs. General discussions ensued between many members (eg; Justin, Simon, DMF, Rob, Daggs, Leanne, Ross, Hank, Greg and others) on the topic of Tug types / costs / suitability.

**Meeting Closed 16:48**