

Draft Minutes

Gliding Queensland

Management Committee Meeting

Online

27th January, 2026

730pm – 9pm

1. Meeting Open, Welcome and Introductions

President opened the meeting at 735pm.

Attendance: Jim, Jeff, Ivor, Jeremy, Miles, Denis Lambert, Denis Nolan, Jane,

1.2 Apologies

Management Committee
and invitees

David Jansen

3. Confirmation of Previous Minutes

Previous
Minutes

19th November 2025

Moved

Jeff

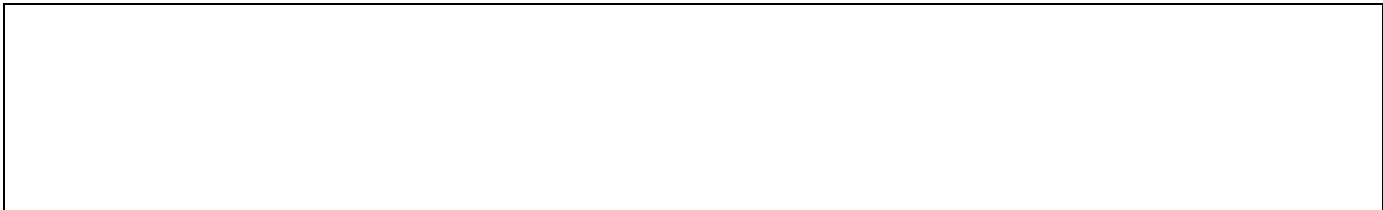
Seconded

Ivor

4. Business Arising/ACTIONS from Previous Minutes –

- GA documents – 1. Affiliation MoU 2. Regional Assn. and Club Affiliation
ACTION: Jim and Jeremy will meet with GA on 22nd October and provide feedback to the Committee. Jim explained the purpose of the MoU and drivers at the national level in the gliding movement. Members of the committee need to have done the relevant online training mandated by Gliding Australia. Jeremy to send around the table listing the training requirements. It was agreed that Gliding Queensland should sign the MoU Moved: Jim Crowhurst Seconded: Denis Lambert. Carried. **ACTION: Jim to expedite signing and returning the MoU to GA.**
- Denis Lambert explained he would like to return \$500 of unexpended funds from recent training. **ACTION: Jeff to provide GQ bank details to Denis.** Denis will retain the funding to be used to assist an instructor to travel from Bundaberg to central Queensland once a month in order to keep the club flying. Moved Denis Seconded Jim. Denis to send around a description of the audit process. Denis is still holding the funds which remains unspent. **ACTION: Denis Lambert to return \$500 to GQ, for the specific purpose of funding travel by an instructor to support operations at Bundaberg club.**

- There are currently two nominated signatories, Zac and Jeff Simpkins. GQ banks with Bendigo Bank. Jim agreed to become a new signatory. **ACTION: Jeff to facilitate Jim becoming a bank signatory.** Jeff to forward relevant forms to Jim to become a bank signatory. **ACTION: Jim to go to the bank.**
- RMO Report – The committee noted the appointment of the new RMO Ivor Harris following Denis' discussion with Qld Level 3s. Denis' time finishes in January 2026. **Update on progress.** A process is currently underway to advertise and select a replacement RMO. Closing date for applications is 20/11/25. The RSDM position is coming vacant in August and will be filled by a national process. Done. Ivor has been officially elected as the Queensland RMO following a formal GA selection process.
- Support for Junior pilots for the 2029 World Champs Lake Keepit. Miles explained the Soaring Development panel identifies priorities. DDSC is doing a great job with juniors so perhaps provide them with funds to support a coaching week for Juniors? Agreement that DDSC is a natural focal point for this kind of training. **ACTION: Agreed for Jim/Jeremy to approach DDSC regarding a junior coaching week supported by GQ funding.** Jim spoke with Aiden Curtis for advice and he thought a coaching week at DDSC would be a good idea and he would organise the week at DDSC. Jim to talk with Sarah to develop a proposal for consideration through advertising an Eol. Jim hasn't had a chance yet to talk with Sarah, however, further actions to be coordinated by the RSDM.
- Discussion regarding a need for a consolidated list of club president/CFI emails – **ACTION: Jim and Jeremy to raise with GA CEO at their meeting on the 22nd.** Ongoing – also need a CFI list. Denis to forward to Jeremy a list of CFIs. **ACTION: Denis to send the list of CFIs to Jeremy ASAP**
- Funding support – Boonah fibreglass workshop (16/11/25) – Jim to have a chat with Justin regarding process in future. No further action required. However, further fibreglass workshops are planned, but funding needs to be requested in an orderly way. Miles suggested picking some dates and working toward delivering the training with those dates in mind. Others suggested finding assistance for delivering courses using interstate expertise. General discussion about the difficulties in holding various courses due to the availability of teachers with appropriate qualifications and the time needed for people to attend courses.
- Formulation of annual work plan – Jane to compile the work plan liaising with the Regional Managers. Jane submitted a rough template that can be developed and improved over time. GQ has funds in reserve if we need to spend more than our revenue. **ACTION: Jane to revise and resubmit the workplan/budget for general discussion and refinement, perhaps via a dedicated online meeting.**
- GQ Constitution update – needs updating. Jeremy to send around the revised draft constitution. **ACTIONS: Jeremy to resend the constitution. Jane to report on progress toward amending the national constitution.**



5. Treasurer's Report

Only one expenditure item over the previous period of \$89 – ratified.

Payments to be ratified

It be resolved that the organisation is not insolvent and budget and expenses approved.

Moved

Jeff

Seconded

Jane

6. General Business

- Junior training funding pool proposal – Matt Sternberg. Matt described the thrust of the paper as a XC development program for juniors leading up to the World Junior Comp. Might be better to think of it as a Strategy rather than as a fund. The wording could be improved to make it more “accountable” and select people fairly and transparently. But don’t want to get too bogged down in the detail at this early stage of developing the process. A number of possibilities exist, including getting Sophie Curio to mentor junior pilots. The Strategy is pretty close to the mark but the challenge is to get Juniors to commit and allocate time to the process. This is part of a national process so each State might work toward identifying say two outstanding junior pilots while bringing along others at the same time. Question regarding how do we choose the two best people? These people must be eligible for the competition in 3 years time. **Moved to open a separate bank account and seed it with \$3000 – moved Jeff, seconded by Jeremy. CARRIED.** Matt to provide the coordination as Soaring Development Manager. There needs to be a fair process of inviting participation by all clubs in Queensland. Potential candidates must be no older than 22 at the moment in order to participate, but there is some flexibility around this in order not to discourage people and bring young people along on the journey.
- GA Board reporting – forward Board minutes? – Jeremy. **Jane to share Board discussions/Minutes with the GQ committee.**
- Funding support for Scott Johnson to attend Airworthiness Panel meeting in Melbourne 30-31 May – Approx \$800. Airworthiness hasn’t formally decided on Scott’s appointment but he is an ideal candidate for the position. Jeff moved that we allocate up to \$800 for this one-off expense while changing AWOs. Discussion regarding whether it is wise or allowable to allocate money after the event or the money has already been spent. Generally this does not happen in other organisations and would not generally be supported in GQ.
- GQ Budget ideas paper. Jeremy described the proposed process which is a cleaner way of presenting the information. **ACTION: Jane to pickup the new format for the workplan/budget process.**
- Junior training funding proposal – Miles is taking two juniors to Narromine for training and is requesting financial support for their costs. Other young pilots have been approached but they

are unable to participate. For further consideration is needed out of session. Jeremy to send Matt contact details for each club in Queensland so that official notification can be provided regarding junior funding opportunities. It would be preferable if other clubs are given the opportunity to nominate juniors before approving the funding for Miles' junior pilots. **ACTIONS: RSDM to contact all Queensland clubs advising of the support program and requesting nominations for junior training.**

- Members thanked Denis Lambert for his hard work over the years as outgoing RMO.

7. Meeting Close 935pm - next meeting date (not on Wednesday nights)

TBA

RMO Queensland Report 04/2025

25 Jan 2026

Hello All,

1. The last five months have been busy in Queensland (Qld) with Operational Audits, Instructor training and upgrades (both course and individual), multiple CFI / DCFI changeovers, and a number of SOAR Reports. The uptake of the new training continuum seems to have been well accepted as more instructors are trained under the new system. We also continue to see issues with understanding and workability with the new Gliding Australia (GA) MOSP suite of publications where information has been moved or removed. As the MOSP becomes more user friendly and information is better understood, I expect that this situation will improve. Please see below my notes on activities over the last five months and where we are going in the future.

2. Instructor Training - Undertaken, or in progress.

- **Boonah Gliding Club** - Matthew Eastman (AEI) who was trained as an AEI by new L3 Eddy Kerkhoff's was successfully assessed on 01 Dec 25 for an AEI rating.
- **Warwick Gliding Club** - In Dec 25, Warwick Gliding Club ran a very successful small course for four AEI students. Matilda Kay, Lachlan Kudzis, Sebastian Kudzis and Millie Williams. All four have been assessed as competent. I have received their paperwork today and expect to issue their AEI Rating this week pending some final documentation checks. The course was run inhouse by Brian Gilby and Tony Scarlett, with the assistance of Ivor Harris.
- **Kingaroy Soaring Club** – AEI student Aiden Curtiss was trained by Peter -
- In total we have trained, or are in process of training approximately 37 new AEIs / L1 - L3s over the previous year, and into the near future. Unfortunately this is still not keeping up with the loss rates, as many clubs still have shortages in the instructor ranks, as long serving instructors step down or retire.
- Instructor candidate identification and training remains a key issue that needs to be constantly managed by Training Panels / CFIs and the RMO positions to ensure that we continue to inject new instructors into the GA, and retain as many current instructors as possible. The net effect should be to increase instructor numbers wherever possible. This also has the positive side effect of producing more people within our organisation who are willing to take on the responsibility of managing and leading.
- **AEI Training** - Just to reinforce the requirements around AEI training which I have discussed with the GA EMO and GA OPS Panel. From my update on 31 Aug 25, all AEI training requires an application from the CFI to the RMO, indicating that the applicant has been assessed by the CFI, and is deemed suitable for training. The

RMO will then assign an L3 to do the training IAW the training syllabus. Once the L3 is happy with the standard, then the RMO will assign an L3 to assess them. As for Instructor Training, this can be done on an as required basis or via a formal course. Again can you please ensure that applicants start the training well prepared, so that they have every chance of success.

3. Activities in Progress or Planned

- **Instructors Courses** - I'll reiterate this as I have received no additional applications since my update on 31 Aug 25, apart for two from Boonah Gliding Club which I am managing as separate training activities due to student availability (AEI / L1), as well as four from Warwick that were dealt with via a separate course due to circumstances (lack of tow plane) that constrained the course timeframe. Boonah / Warwick / KSC has been very proactive with applications and working with me to get good results.

- I will run formal Instructor courses when I receive sufficient nominations from club CFIs that they have applicants that need training. There is a large administrative effort involved by both myself (and the club where the course is being run) which is wasted when people indicate that they need a course, and then do not attend, or indicate that they need training and no applications are provided to me by CFIs. I have asked CFI to please help me to help them, by being proactive and identifying and nominating candidates early, and making sure that all the application information is provided correctly the first time. Often forms are incorrectly filled out, or missing information and then need to be resubmitted, which delays the process, as I cannot progress them until the information is correct.
- The application requirements can be found in Section 18 of the MOSP 2. If a candidate does not comply completely, contact me and work through the options. I will try my best to provide you with a workable solution.
- In addition my expectation for all future Instructor courses is that applicants will arrive at the course well prepared; with their ITP / TPT credentials done and recorded, have a demonstrated competency in back seat flying and talking a person around the circuit, have a least a basic understanding of the GA Trainer Guides, and have a medical certificate required for an Instructor IAW MOSP 2 (see paragraph below). By doing this the candidate has every chance of success, and a club gets a knowledgeable instructor that they can use straight away. We have limited training time / resources and students must do the work, and come prepared if they want to get results.
- **Medicals** - Please note that as an RMO, I cannot sign off on an instructor rating until a medical is completed and lodged with GA. Therefore this is a critical requirement. I have no discretion here whatsoever. Could you please ensure that all of your instructors have the appropriate medical requirements and are valid before they instruct.

MOSP 2, v 9 , Jan 2045 in part states: 17.1. An instructor shall only carry out flight instruction in a sailplane if he or she:

(a) holds: (iii) a valid medical certificate issued in accordance with paragraph 38.1(b) or 38.1(c) or 38.1(d);

- Still in the process of conducting a comparison review of MOSP 2, of old versus new to understand changes.

4. **Flight Instructor Refresher Course (FIRC) ITP / TPT Training**

- It should be noted that the vast majority of the Qld instructor cohort had their FIRC training revalidated in May - Aug 22, and therefore we will need to be looking at Aug 26 as the completion date for another round of FIRC training.

5. **Personnel Changes**

- A number of CFI / DCFI changes have occurred of the last three / four months. The DCFI role continues to be extensively used for both support and for succession planning. Changes in CFI / DCFI roles have occurred at Warwick Gliding Club / Caboolture Gliding Club / and DDSC.

6. **Operational Safety Audits**

- Recently Conducted - Bundaberg Gliding Club 26 Oct 25; Kingaroy Soaring Club 15 Nov 25.

- **Planned** - Air Cadets Warwick Flight 09 Dec 25. Gliding Now (At Boonah) awaiting serviceable two seater (on hold);
- No major issues were raised at the either conducted audits.

7. **Flight Safety**

- SOAR Reports continue to be well reported with a large number of GA Australia wide SOAR reports produced. This shows a continuing strong reporting culture that allows pilots to report without fear of backlash. Unfortunately, poor, or late decision making, a lack of attention to detail / distraction, and especially poor lookout continue to feature strongly. Of the SOAR Reports / incidents, that I have reviewed the areas or reporting that stand out to me are:

airspace inclusions,

wheels up / or undercarriage collapses,

ground handling errors,

winch and aerotow cable and rope incidents,

loss of control of take-off,

loss of control on landing,

air proximity incidents, and

late or hurried decision making resulting in sub-optimal results.

- It is worth repeating that that our airspace is becoming more congested and anything less than a high level of good situational awareness, aided by good lookout techniques should be quickly rectified. Poor lookout should not be tolerated and if noted should be considered as a reason for the pilot requiring additional lookout training, prior to going solo or conducting further solo flight.

8. **Biannual Flight Reviews (BFRs)**

- There may be some mis-understanding about the requirements of BFRs. Areas such as when must the pilot complete the online examination of flight rules; who can conduct the flight; and does a pilot need to conduct full spin recovery exercises, may benefit from a review, prior to the activity. OAN 01_20 - Flight Reviews details that requirements for the review. Pilots needing a review should be encourage to plan ahead and not leave the requirements. Page 3 of the OAN 01_20 gives some good guidance on Flight Review Validation Period window which should allow sufficient planning time.

9. **Tow Plane Availability**

- This continues to be a major concerns impacting the viability and training capability of several clubs. Where possible cross leveling of facilities and the movement of instructors to other clubs has allowed some currency and training to continue. Hopefully the issue can be resolved in the near future.

10. Hand Over to Ivor Harris

- The will be my last report as I hand over after five years to Ivor Harris as the new RMO. Ivor (the previous RMO), together with Tony Scarlett (also a previous RMO) have been excellent mentors and role models, and have provided me with a wealth of knowledge and practical advice to base decisions on as issues raise themselves, or a clear path is not obvious. I would also like to thank the Gliding Australia EMO Dave Boulter for his wise council, guidance and knowledge especially with a number of interesting issues that have presented themselves, and required resolutions.
- In particular I would like to thank all CFIs and L3 for your support, guidance and patience over the last five years as we worked through a large number of issues and the multiple changes that are becoming more and more part of aviation in general. It has been an absolute privilege to work with all of you over the last five years, and I wish you a safe and enjoyable aviation experience going forward into the future.

D J Lambert

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25 Jan 26

