

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Saturday 10th May 2014 in the Briefing Room commencing at 15.30 hrs.

Present

Robert Godden (RG)	Chairman
Paul Foulger (PF)	Secretary
Mike Haynes (MH)	Technical Officer
Martin Lawson (ML)	Winch Master
Clive Stacey (CS)	Site Officer
Jonathan Abbess (JA)	Chief Flying Instructor
Adrian Tills (AT)	Publicity Officer

Apologies for Absence

Andrew Booth (AB)	Treasurer
Dick Skinner (DS)	Membership Secretary
Eddie Leach (EL)	Safety Officer

Approval of Previously approved Minutes for 9th April 2014

The minutes were agreed unanimously by those present.

Matters arising

Double Cross sign - Ongoing and almost complete

C.S.

Clubhouse Porch – Ongoing.

C.S.

Hard standing for Club Trailers – Ongoing.

C.S.

Warning sign for North Peri Track – Ongoing.

E.L.

Risk Assessments – Ongoing

E.L.

Website – It was agreed that the new website is now reasonably established and well suited to its purpose; and that Andreas Rieder may be willing to assist Dennis Heslop in further development of its functionality, whilst Adrian Tills, Malcolm Bradford and Jonathan Abbess could assist with the regular update of content to maintain a good search engine rating. The possibility of training sessions will be investigated.

There was a concern that a number of members had not yet signed up to the new website and therefore difficult to maintain contact with some members. DS had offered to ensure that all members' details were on the website over a period of time.

D.S.

Planning Permit for Motor Glider – RG was consulting with the previously used solicitor and the planners introduced by Alan Bilby to take this subject to the next stage, particularly in the area of noise soundings. DS was qualified in this area and MH had been involved in the previous noise testing's at the outset of the club at Wormingford back in the early 90's.

R.G.

Annexe 2 Gliders – Arrangements were being made for J Gilbert to take an initial look at the Olympia 463 glider based at Tibenham.

J.A.

Confidential matters – The outcome of recent events were discussed some further amendments to paperwork would be made, and bring the matter to a close.

R.G./P.F.

Security to Container and MT Shed – Ongoing.

C.S.

Shower & Toilet Block recommissioning – To be completed prior to 17th May

C.S.

Instructor Training – See CFI Report. It was suggested that a Consortium approach would be a beneficial way of going forward.

J.A.

CASC – PF had prepared documents used by Tibenham to an E&SGC format. The scheme to be followed up by Margaret Stacey via C.S referring to AB as necessary at the various stages of going forward.

C.S.

Funding Opportunities – It was agreed to hold a 5 year planning meeting in September when Committee members would bring to the table items they felt could be funded e.g. winch; Instructor Training; New Radios (8kw) ; etc. together with suggestions for a business case.

ALL

Membership Secretary's Report

Membership Status:

Currently have 88 confirmed, paid up members. This includes 1 Youth, 1 Cadet and 4 Social Members. I know that there are more members who will join but have not yet paid their membership fees (or the fees have not yet been processed). I would hope for a total of about 100 + by the time we are all up to date.

Membership Software:

There are still a few glitches to sort out and some more learning for me to do, but overall it is coming together reasonably well. I have now up-dated the membership renewal dates of all (I hope) members who are paid up to date. If the flight logging system reports that a particular member is on the No Fly list and they dispute it they should be required to provide reasonable evidence that the problem has been resolved (membership paid, medical in date, etc.) and then I think that they can be entered by calling up "Old Members" when entering the pilot's name.

Matters raised by John Bone (from last meeting)

- Website: Customers purchasing vouchers are not given a clear indication of what will happen next (i.e. they will receive further information by 1st class post). This needs to be addressed. I propose that Dennis be asked to address this and to improve the visibility of this message on the site. I have not checked to see if this has been done.
- We are short of bookings, and we have ceased using Activity Superstore (I don't know for what reason but I believe Paul Rice may know more.) They don't pay well but they do bring in customers and are amenable to booking batches of 6 at a time for us which helps our admin. I propose that I approach them and try to re-instate our relationship. I am waiting to hear back from them – if nothing is heard I will chase them again when I return. R.S to speak to Paul Rice regarding Activity Superstore and the problems previously experienced before reinstatement.
- 0900 starts for trial lessons do not work. Most people offered such a booking say that they can't make it that early and therefore want a pm slot. This means we are oversubscribed pm and short of customers for am. John would like to revert to 1000 starts. If this is accepted I think we must insist that the airfield is set up in sufficient time for a quick start as soon as the punters arrive. I think that this change has been implemented in so far as the booked time is now 1000 but I am not so sure about the airfield set-up time!

R.S.

Secretary's Report

PF reported that he had received an email from a member which questioned the discussion of accounts at another BGA club. E&SGC is a Ltd Company and as such all accounts are available in the public domain.

Any discussions held are two way attempts to assist clubs in dealing with many current issues being experienced by all gliding clubs around the country at the present time. The member concerned had been informed and was happy with the outcome.

PF reminded committee members that any comments amendments needed to be made by return as minutes would be published one week after receipt of the draft.

Technical Officers Report

Instruments.

Two second-hand Winter varios have been obtained from Germany and have been introduced into the club fleet to allow service/scrapping of some of the ageing PZL instruments. See individual glider reports.

Electrical Installations

See HKM details

Broadband

During my vacation I receive some 10 notifications where the remote SQL backup failed. I believe most of these to be due to problems with the broadband falling over. That said the last failure was back on the 12th April so at this time the link looks fairly stable again.

Office PC and IT

Graham Drinkell donated a VGA projector to the club.

Briefing Room PC

SeeYou airspace updated

SeeYou turning points updated from the March 2014 BGA turning point list (via TP Select)

Coiled Serial cable fixed. A dry joint on one of the 9 pin connectors prevented communication with the likes of the EW Avionics logger

IP Webcam

On a number of occasions accessing the IP Webcam image via the website shows an old static image which never updates, however a direct access to the Webcam shows the camera to be functioning normally.

I need to investigate

Glider Trailer Refurbishment

Some progress has been made on the Trailer refurbishment over the winter month. Dave has finished most of the GRP work on the Astir fittings but we still have the trailer floor/chassis to clean re-paint and the new lights to install. Hopefully should be ready for use in the not too distant future.

Launch Vehicle Batteries

Despite replacing both batteries in the Launch Vehicle last July we have recently seen the batteries going flat at about 1500-1600. On testing the Batteries both are near the end of life with only 6-8 Ahr of their original 90 Ahr remaining.

In correspondence with both the suppliers Tanya and a second company Adverc both can see nothing wrong in our charging and usage model, the charger is of good quality and has tested to its original specification, the depth of discharge each day is relatively light and we re-charge each night.

On reflection maybe I did not do the due diligence on the number of charge/discharge cycles we put these batteries through last July simply purchasing what appeared to be good quality "Leisure Batteries. Indeed the battery manufacturers rarely quote this information you have to go and ask for it.

If we think about our usage model 4 days a week as standard, + extra corporate days, bank holidays and flying weeks - the days lost to bad weather waterlogged runway etc., probably equates to about 200 days per year.

As the Enduroline batteries were installed mid-July last year they have probably seen 100-125 cycles.

I've discussed the usage with Tanya and they accept that this is an unacceptably low number of cycles so subject to their test confirming my results they will accept the batteries back as faulty against the 4 year guarantee giving us 75% of the purchase price back so that's a £132 refund.

I have arranged for Tanya to collect the faulty batteries next week

When you can find data on the number of charge/discharge cycles there is an order of magnitude variation between different "Leisure Batteries" depending on construction/electrolyte and between different manufacturers.

For a 25-30% discharge level, numbers as low as 100 cycles can be seen.

For a while I was looking to install a 2 x Exide "Equipment Gell" part no ES900 but these have a different charging requirement over the more traditional flooded cell batteries, which would require a new charger as well

My current plan is to replace the Enduroline batteries with Varta LAD85 Professional Deep Cycle AGM (Absorbent Glass Mat) these are quoted up to 800 cycles at 50% Depth of Discharge so we should expect something close to 1000 cycles with our lower daily discharge. The good news is the AGM technology is compatible with our existing charger.

Batteries are expected at the club 10/5/14 so I should have them installed by the time of the meeting.

Skylaunch Speed Transducers for DOA/DVB

Sky launch delivered the transducers at the end of December but I was unable to get them installed before my vacation. This work has now been completed in both DOA and DVB but we are suffering similar effects to those seen in the K21 where the signal strength appears to be low and the speed is not presented to the winch driver reliably.

As we now have this symptom on 3 installations it does tend to suggest some issue with the receiver in the Winch. I hope to start a full investigation of this WC 12/5/14

Glider/Guider/Seeyou Mobile for KEE/HKM

I tried to purchase the Glider Guider last month only to find it out of stock. In discussion with the UK supplier (Alan Arthur) it was not possible to ascertain a delivery date. Alan informs me that he has the

components but is at the mercy of the PCB fabrication companies who are not particularly interested in running a small batch of 500-1000 units down their lines. As a consequence the PCB fabricators will not commit on a delivery date but only offer Alan a best effort “we'll fit this in in when we can” schedule. As a consequence I was forced to look elsewhere for a solution and settled on a “Naviter Oudie”. I thought this would have been an expensive option but as we had intended to put “SeeYou Mobile” on the Glider Guider and needed to buy a license for this the difference in the overall cost was minimal.

The Oudie installation into HKM has been completed.

One minor point,

When I first turned the Oudie on its internal power supply appeared to be incapable of charging the battery and supplying the unit. The consequence of this is that even when connected to external power the unit slowly discharged until after some 6 hours it shut down.

Since the unit has been up to Tib and the battery cycled a few times I've not been able to reproduce the shutdown problem – testing continues.

K21

Both of the PZL varios in the K21 have been replaced by the Winter units purchased from Germany. The ARC has been completed during which time it was discovered that one of the wheel bearing had been slipping inside the wheel casting effectively machining out the recess. Half a new wheel, two new bearings, a new brake disc and new brake pads have been fitted.

K6CR

No progress to report

Grob Acro

After resolving the construction details for the wing tip, John is progressing well with the repair. The new top and bottom wing skins are complete and the first is currently being trimmed and aligned with the wing. Once this is attached the small section of spar needs to be fabricated before the second skin can be attached closing the repair, leaving just filling painting and finishing. John hopes we will see the Grob back at the club towards the end of May.

SF27

Nothing to report

Pirat

Nothing to report

ASTIR HKM

Repaired Radio squelch

Oudie installation completed with fixed mount and 12V-5V Micro USB power connection.

Whilst doing the above the entire power wiring in HKM was renewed. Both batteries can now be used to power the flight instruments via a changeover switch.

Please note the change-over switch doesn't affect the Red Box Logger/Flarm, this is on all the time either battery is connected and automatically draws its power from whichever battery has the greatest charge. This has been done to prevent any small interruption to power whilst changing battery causing the flight log to be invalidated.

ASTIR KEE

I have the second mounting cradle for the Oudie and hope to install this in KEE in a week or so.

DOA

Front Seat Flarm Display – Connector moved and fault disappeared, could not reproduce fault.

Rear Vario replaced with serviced Winter Unit.

Front Vario is sticky +/- 2 knots depending on whether you have been rising or descending – needs to be sent away for service.

Skylaunch transmitter installed.

Elevator stop for full forward is becoming rough and this can be felt in the aileron circuit

No progress on this action

Discrepancy between front and back ASI in DOA has been verified.

DVB

XK10 Vario power plug rewired

Front PPT switch replaced

Skylaunch transmitter installed.

Chairman's report

Most items had been dealt with elsewhere in the agenda.

Site Officers Report

Double Cross Sign. Continuing, one third of slabs completed.

Club House Porch. New window frame is in the process of being adapted for the correct fit. It was found that the concrete base on which it stands will not take new anchor points directly so cement rich plugs will need to be inserted. This item will be addressed when the DCS is completed.

Loft hatches. Two number access hatches fitted. Protective surrounds yet to be completed within each hatchway.

Security System for Container and MT shed. Delayed, awaiting new diesel tank installation. This has now been completed. System components have not been purchased yet.

IT System. Delayed while other tasks need to be progressed.

Shower and Toilet Block. To be completed by 10th May.

New matters actioned or arising.

Following the diesel tank installation, an order has been placed on behalf of the club for 500 litres of red diesel. Delivery is expected on Monday 12th May.

Gas appliances are due for annual safety inspections. Contact will be made with the boiler installers, who carried out the last inspections.

A schedule for grass cutting of the main field areas has yet to be completed. The grass cutting team are being consulted as to their individual availability.

CS was concerned that members who used mowers to cut around their trailers were not cleaning the mowers of grass cuttings. I am considering removing the trailer padlock and replacing with a non club padlock thus requiring committee member control of the key, and signing for the key. This would record membership use of the mowers. **C.S.**

Work Parties. – CS to arrange for work parties to cover various tasks around the club, this would be carried out via the website in due course.

AT and EL had arranged to strengthen the old clubhouse in the near future.

ML raised the subject of ruts in the runway which were quite deep. With the Inter Club League being held w/e 17th/18th May it was important to ensure these were filled in. **C.S.**

Winch Masters Report

With the onset of the new soaring season we have finally fitted the new dyneema cables to the English winch.

At the same time we fitted the modified paying on heads. The modifications will be hard to spot but although small the differences should give the Dyneema a smoother run under load.

We do have concerns with the position of the water pipes at the West end of the field along side the track which are used for the irrigation of the potato crop. We have asked everybody to take great care especially when the wind is from the NW. When the situation will cause the cables to fall across the pipes and into the crop we have asked that the winch is moved up onto the concrete slab, thus eliminating damage to the farmers equipment/crop and more important for us damage to the new Dyneema cables!

The new hand held radios are proving to work extremely well but we must all remember to put them on charge at the end of the flying day.

Work is still progressing on the German winch and the main construction is virtually complete.

Safety Officers Report

In the absence of EL there was nothing of significance to report.

CFI's Report

I have been talking to the owner of the Olympia 463 at Tibenham and have agreed with John Gilbert that he will go and make an initial assessment on site. If he considers that there are no obvious major (expensive) problems John will bring the Oly' back and complete a detailed inspection and any work needed to get it back in the air. I have agreed (with the owner) that the club will pay for the inspection work, and if we decide that it is not a cost effective exercise we will return the glider to the current owner, with no further commitment.

I have had no success in my requests to the BGA for another Assistant Instructor course to be run. The responses all suggest that any courses will now be "Flight Instructor" courses.

Considering Instructor Training (from AOB last meeting): The club already expects to “spend” about £1000 per instructor, because with the change to “Flight Instructor” the costs for “Basic Instructor” and “Assistant Instructor” may be combined into the new F.I. rating, and at the moment there are the two BGA fees and the pilot subsidies to account for. In addition to this, we can anticipate the pilot contributing a similar or greater amount towards their training. With the new course structure we can expect higher costs because candidates will need to attend the A, C, and D modules (2 + 2 + 9 days respectively), and the training for the B modules (at Wormingford) will be spread out over many evenings and weekends. The B module needs to cover the content of the (old) assistant instructor course, and so we can expect candidate instructors to need at least 30 launches,

which is more likely to be 40 given the time spread, and the lack of high aerotows. Some of this can be achieved in a motor glider, but I guess that this would be about one third of the total flying time. One unavoidable consequence of instructor training is taking place is there will be significant disruption to the normal launching operations (which, in itself is a cost). The existing briefing room may be monopolised for the training period, so general access to the PC in that room might be restricted. Note that the “coaches” for these sessions are unsubsidised.

Simon Barnes is attending an instructor course now.

Jamie Carruthers has submitted an application to the Royal Aeronautical Society Centennial Scholarships Fund.

A recent accident has provoked the BGA to remind everyone that:

“...BGA Recommended Practice 39 notes that ballast must be secured so it cannot move, even under extreme attitudes or accelerations. That calls for a properly engineered installation. It is not safe to tie ballast to a part of the glider structure.

Would you please do everything possible to ensure that club and private gliders on your site that require cockpit ballast are equipped with a properly designed means of securing ballast that can withstand wear and tear, is not susceptible to user error, and remains secure even under extreme attitudes and accelerations. ...”

Treasurer’s Report

Budget Status

No changes regarding the budget that was approved last month. This is a more realistic budget than the one set last year and is more in line with our trading situation. If we achieve this budget, the club will make an annual loss of £1,800.

I still have no plan as to how we can get a regular, **accurate**, interim status of the club’s income/expense. The issue is that to get a reasonable assessment of our financial position, the data in Sage needs some adjustments for accruals and other transactions, similar to that which is done at year-end.

Turnaround initiatives

Without the benefit of any real data, my assessment of the 4 turnaround objectives is that the only one that is making any progress is Objective 2 (10 more group events – value £4,500). Here we have ~5

more confirmed group events, which should provide ~£2,000 extra income. We still urgently need a volunteer to step-up to lead this group coordination effort, otherwise this objective will start to fail.

I believe that none of the other objectives are on track for success.

Reading Dick's membership report, I think that with the general turnover of members, it will be a stretch to achieve the same membership revenue this year as last year. The objective for this year is to have 20 more members than last year. My read of Dick's report is that we are heading towards 100 members, which is less than the number of members in 2013. We should start thinking of further ways to stimulate this.

We have a couple of local events planned in which we will do some advertising of the club. We may need to think of promoting a membership drive on the web as a way to encourage people to join the club.

Gift aid claim

I am going to submit three gift aid claims, valuing £2,100 in total. If these are accepted, this should provide the club with ~£250.

Bank Status

This looks OK at the present time.

Any Other Business

Nothing to Do In Colchester – AT had received an invitation to attend an event on May 17th 2015 which would promote a number of local sports clubs etc. It was agreed that this was an opportunity not to be missed. A.T.

The Worm – AT had been approached by the Editor of the Worm for some more detailed articles and photographs, those present felt that this was a good opportunity to promote the club locally and to progress. A.T.

Launch Marshal Manual – Andy Sanderson had produced a detailed operations manual on the duties of a Launch Marshall and JA had produced a guide. It was agreed that the Operations Manual be placed with other Club manuals and that the guide would be issued, after some slight alterations, to those members asked to take on the duties of Launch Marshall on busy days.

There being no other business the meeting closed at 17.50.00 hrs.

Date of Next Meeting

Wednesday 18th June 2014 at 19.00 hrs. in the Clubhouse

PF/ 11/05/2014