

## ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of the Annual General Meeting held on Saturday 23<sup>rd</sup> March 2013

Commencing at 19.00 hrs in the Clubhouse at Wormingford Airfield, Wormingford CO6 3AQ

### Present

|                      |                         |
|----------------------|-------------------------|
| Chris Price (CP)     | President               |
| Graham Wright (GW)   | Chairman                |
| Paul Foulger (PF)    | Secretary               |
| Robert Godden (RG)   | Site Officer            |
| Martin Lawson (ML)   | Winch Master            |
| Robert Lockett (RL)  | Technical Officer       |
| Paul Rice (PR)       | Membership Secretary    |
| Jonathan Abbess (JA) | Chief Flying Instructor |
| John Bone (JB)       | Safety Officer          |

And 38 members in attendance

### Apologies for Absence

Apologies were received from Colin Downes, Nick White, Jim Davis, Brian Darton, James Beach, Ken Rogers, Vernon Bettle, Spencer Fitch, Kaz Fuks, Trevor Smith, Ray Rogers, Bryan Smith, Ken Ward, Mike Burcher, Mark Butcher, David Newton, Chris Nunn, Charles Lagden.

### Additional Items for the Agenda

No items were required to be added to the agenda

### Minutes of the Annual General Meeting held on Saturday 31<sup>st</sup> March 2012

The minutes of the meeting held on Saturday 31<sup>st</sup> March 2012 were accepted as a true record of the meeting. Proposed by Malcolm Bradford and seconded by Jerry Newbery and agreed by members present unanimously.

### Matters arising from the minutes

There were no matters arising from the minutes not covered by the agenda

### Chairman's Report

Welcome to members for our 2013 AGM....

First I want say some thank you's:

To you our club members---for no infringements in Olympic airspace... this was a big deal for the whole of gliding in the U.K.

To Jonathan for organising us so well... so we didn't make any infringements

To our committee who saw us through a tough year, and

A big thank you to Martin and Jerry, making sure we had a serviceable winch even after so many engine disasters

Some good news was that we gained Junior Gliding Centre status from the BGA and we received a £10,000 grant from Sport England to buy new parachutes, instructor training and Cadet Scheme advertising.

I am not going to dwell any further on the year gone by but pick up on some of the key themes discussed at the BGA conference held earlier this month.

You may aware more changes are coming through the BGA and CAA, which will impact on gliding.

(The History) back in 2009 EASA introduced the certification of gliders; But this time it's the pilots who will become "regulated", through a process of licencing.

While I am not able to give the definitive detail of changes --- since the BGA and CAA are still in final discussion I will attempt to briefly describe how these changes affect our club.

### In General

1. Glider Pilots will be required to hold a licence to fly an EASA registered glider in the UK
2. The medical declaration requirements will in some cases be more demanding and some GP's may not be able or willing to carry out the medical certification.
3. Examinations will have to be carried out by a Flight Examiner who has not previously flown with the pupil (Jonathan to talk about this)
4. The glider pilot licence will be issued, on recommendation through the BGA, by the CAA to pilots who hold bronze plus cross country endorsement and above
5. Licences will be endorsed with the type of launch method the pilot has been trained and examined for
6. The club must keep training records for each member and updated by an instructor on every training session.
7. Some extra fees will be charged by the CAA (and BGA)

A lot more detail has yet to come from the BGA and so far the articles in S&G written by Pete Stratten have been a good source of what is to come.

These changes must be implemented by April 2015 so we have just over two years to get everything in place.

### Club Management

From the clubs perspective we have a lot to consider over the next two years and will need careful planning. We will need to become an Authorised Training Organisation.

We have no clear idea what that involves at this time, and we wait for the BGA to give us guidance.

And we will now need to plan for the BGA initiative on Safety Management Systems. This will require us to systematically identify risk and manage it to a tolerable level. This will most likely lead to new safety procedures, proposed by the BGA, to be adopted by all gliding clubs.

All I can say is" We hopes for the best" BUT "we better plan for the worse"

## Communication

The committee will be focused on steering the club through this period of change and we hope we can count on active support and ideas from you the membership. We will keep members informed through the newsletter and email.

On the subject of communication, Adrian has carried out a survey on communication between the club and its members. The results of the survey will be circulated to members shortly

To close this bit of my talk I will add that it is the clubs aim to get our members to do lot (more) flying (the weather must get better, please!), recruiting new members, and stay financially viable!!  
The next two years looks busy!

## Club Bookkeeping and Finance Administration

I want to take a few moments to talk about the administration of club's accounting.

First I want to give you some background.

In 2009 the committee gave approval for our accounting system to be significantly improved in order to sort out problems with debt management, the reconciliation of accounts and contravention of the data protection regulations.

As the clubs Treasurer I had recommended we put our accounting on SAGE, which is a widely used commercial accounting package.

At that time we did not have anyone in the club to implement or operate a SAGE accounting system.

In 2011 the club's accounting administration was changed over to Sage Accounting which gives robust procedures. This change has proved to be more expensive than originally anticipated. The electronic accounting systems are being looked at in detail as a matter of urgency by the committee in an effort to bring about a significant reduction in costs. The committee will of course keep a close eye on these factors in future.

## Questions from Floor.

Clive Stacey asked why costs with the introduction of Sage had increased. GW responded by saying that a number of factors had meant more time had been needed, but on the other hand a number of savings had been made by negotiating for supplies and services at a lower cost.

Denis Heslop asked how the increased costs for overheads were made up. GW responded by explaining that the Rent and Insurance costs had gone up, although there had been a slight reduction in other costs.

There was a general discussion regarding the use of Facebook, with some members feeling uncomfortable with its use, particularly in the area of security. The burble room was thought to be a very good medium; however it did need some amendment/cleaning up. GW reported that this was a subject for the new committee to continue the development of the website which was on-going.

## Treasurer's Report

And now for The Treasurers report.

This was written by Vernon before he resigned from the committee

I offer my apologies to the membership for being away for the AGM, and thank Graham for volunteering to speak on my behalf. I shall be kind to him and be brief.

As we were all too well aware, 2012 was a difficult year for the club financially. The economic climate was and remains subdued, and the weather was very poor indeed after a promising first few months. This resulted in reduced club income, both from regular members' flying less and from a reduction in the flying of temporary members i.e. trial lessons etc. Despite this, we made only a small paper loss, and the club's financial situation is in my view satisfactory and actually slightly better than a year ago. We have been able to reduce expenses significantly, partly through the continuing heroics of the winch team, and partly through Jeanette identifying economies in waste disposal and LPG supply. We had also avoided having too many unnecessary accidents and incidents. This has kept our finances within safe limits and should allow us to move forward.

How to keep club finances in a satisfactory state? One option is clearly to increase fees, but this can become self-defeating by reducing the flying members undertake, so instead the decision has been taken to make minimal increases, and hope you take up the challenge of flying more instead.

The committee has decided to try to reduce club expenses by reducing our dependency on professional book keeping. Whilst I approve of anything which leads to a genuine reduction in costs, the decision means I have had to resign as treasurer as I cannot give the time necessary to take on the "hands on" rather than "supervisory" role which will as a result be required. I am also limited by the very strict professional regulations I am now subject to. I wish my successor the all the very best in maintaining satisfactory club finances.

### **Chief Flying Instructor's Report**

#### The past year

From the instructors and instructing perspective, it has been an interesting year which has included challenges, such as the Olympic airspace and the evolution of the EASA rules and regulations, but the year has been a bit disappointing from a flying weather point of view. Never-the-less there have been a number of notable achievements throughout the year. I will not list them all, but I must say "well done" to both Dave Aherne and Dick Skinner who both gained their assistant instructor ratings early in the season, and I'm sure many of you have already benefited from their instruction and help. We have had 8 solo's though the year:

Graham Banning 27/4  
Clive Stacey 25/5  
Jack Wade 27/5  
Norbert Eschle (re-solo after 21 years) 28/7  
Ben Durack 24/8  
Andrew Coleman 1/9  
Bradley Soanes 14/10  
Michael Burcher (re-solo after many years) 9/11

And several "Silver" legs completed by various people. Congratulations to all of them too. But well done and thank you to everyone for avoiding Olympic airspace, which really was a bit too close for comfort. All of the instructor team deserves special thanks for maintaining standards and assisting with all of the achievements I have mentioned so far. In particular I have relied on Dennis for his continuing support and advice and also on the "new" DCFI Eddie who is taking the challenge in his (enthusiastic) stride.

#### Changes ahead

I have said many times that I cannot do this job on my own and I rely on the team, and I believe that the instructor team play a vital role in making the whole club, but in particular the flying training aspects, a friendly, social and enjoyable place to be. I said last year that I was pleased that the survey results showed that most members thought that the overall atmosphere in the club is friendly, and I hope that we can maintain that integrated feeling in spite of EASA rules!

These rules are not “the law” until 2015 but the BGA are strongly recommending that we adopt the new ways of doing things as soon as possible so that we all gain a better understanding of them and are “up to speed” when we have to obey them, and in the mean time we can work out solutions to the problems we encounter along the way. The forthcoming regulations are derived from the commercial aviation world, and do not fit easily with the ways we have been training for many years. There will be many changes, but two differences that you will certainly notice: The first, as Graham has already mentioned, is that there will be “testing” at certain stages (such as for the grant of a license) and there will be a split between training and testing. The rules being introduced now will make the whole operation feel more hierarchical, with fewer people allowed to do the “testing”, although the overall requirements and standards will hardly change, and so the actual training will be almost the same. From the individual’s point of view it will be more like the existing instructor testing:

You may find that your examiner is someone that you have never met before, and your test could be at a different airfield, so the whole experience may be a bit more daunting (as an analogy: It will be more like driving lessons and a driving test). The second significant difference is that we must keep much more comprehensive “training records” for everyone, and the club must retain those records, rather than relying on an individual’s log book and record card as we do now. Again, this regime is much more suited to the “power” world, where every flight begins and ends in the club-house, where the briefing, debriefing and paper work can be completed in a leisurely manner. We have already started trying out some ideas so that we can make our mistakes now and refine our processes ahead of 2015. You will become aware of instructors filling in yet another form along with the log book and record card. Please be patient and suggest any improvements that you can think of. I do not wish to explain all of those details now, but an obvious step forward would be a computerised log at the launch point, which could accept the training record data too. Graham has investigated several and tried one, but various problems have prevented its introduction; there are other systems being looked at at the moment; but if any computer-literate members would like a challenge there is an obvious project here to be completed!

Again, Graham has already mentioned CAA fees. This is another change that will affect us all as soon as licensing is introduced. For the initial issue and then for every subsequent endorsement, the CAA will be charging a fee; so the advice from the BGA is to get as many endorsements as possible included with your license at the initial issue (which means get the qualifications ahead of the initial issue) to avoid the extra costs. We don’t know yet what these costs will be; but ask any PPL or NPPL holder, and they will tell you that they have paid what seems like a lot of money for a piece of paper.

Unfortunately, there are still many aspects of the future licensing and instructing that are still a bit of a “grey area”. I can only tell you what we believe to be true at the moment, but many of the details could change in the next two years.

Returning to how I started this topic. I enjoy flying for the sake of flying. I’m sure that most of you will agree with me. There are then layers such as competition, aerobatics, instructing etc. on top of that. We (the instructors) will do all we can to ensure that the coming bureaucracy and hierarchy do not stifle the fundamental “fun” of gliding, but we do have to start following the new rules, and it will be a learning process for all of us.

### Safety

No doubt treading of the toes of the safety officer! The BGA are still emphasising the same safety issues as last year, with the addition of aero-tow launch initiatives (which do not affect us very often) but please try to ensure the integrity of your glider, which means: Do a diligent daily inspection and DO NOT interrupt someone else doing their DI. Make sure you complete your pre-flight checks, including checking the controls prior to getting in, and ensuring that canopies resist upward pressure. There is also a new “safe winch launching” initiative and DVD, so please talk to instructors if you would like to review any of those materials or have any questions. I will say, that one of the changes to the previous recommendations is, at the start of a winch launch, is to release the cable if a wing is going down (and before it touches the ground) rather than assessing that you cannot stop it (or “pick it up”) before doing so.

### Presentations and lectures

I have been gathering various resources together into a “library”. At the moment it is still a bit sparse but it does exist! This is located on the briefing-room computer under a top-level folder called “Library”; from there, there are sub-topics which broadly reflect the Bronze study areas.

Most of the material is PowerPoint presentations, gathered from various instructors, which have been used as the background “slides” for talks. As such they do not form a complete course or self-learning package, because a lot of the explanatory description is not included, but they do form a starting-point or a means of refreshing your understanding of a topic; so please feel free to browse. Also, I hope that the reference material will be used by instructors to assist with ad-hoc discussions with one or two members who are trying to learn “a bit more” about these subjects. So, if there is no flying (for whatever reason) and you have questions, then ask the instructor to talk you through that topic. Please don’t expect every instructor to be an expert on every subject, and similarly don’t expect a full, professional presentation on your chosen topic at two minutes’ notice, but the facility is there; so let’s start using it! It is there for everyone, not just pre-bronze or silver pilots. I guess that most instructors would gain from the discussion too.

Whilst on the subject of post-solo training; please fly with instructors more often. Don’t look at a dual flight as being a “check flight” (and something to be avoided at all costs!), but as an opportunity to improve your flying skills, and avoid bad habits; for instance you might want to practice: “spot” landings, different landing techniques, side-slipping, field selection, thermalling technique, cross-country, use of energy, thermal (or cloud) selection. You might like to look at the further stalling and spinning exercises again, to get a better appreciation of the behaviour of the glider in different flight circumstances and to understand the limits of the flight envelope a bit better. There is no post-solo training syllabus to follow, but the training cards give a few topic suggestions. Just to underline the point: The instructors cannot help unless you ask them to. If you do get “out of check” the instead of just a quick circuit, why don’t you fly for a bit longer and try to learn something new?

#### BI in groups

Many of you will already know that we have started using a slightly different booking technique for the trial-lessons. Rather than having people arriving at set times at intervals through the day (and they then get annoyed because they were “booked in” for ten minutes ago and they still haven’t flown) we are booking morning and afternoon sessions with no specified time for their flight. Ideally, the instructor will complete the majority of the briefing for the person and their entourage in the club-house (using the presentations that have been developed for that purpose) and then escort the mini-group to the launch point for the final brief and flight(s). So if people arrive for a “trial lesson” please don’t just send them over to the launch point (un escorted). The lesson begins here!

#### Runway markers

Most of you will have seen the runway “areas” cut into the grass last year, with one strip roughly parallel to the peri-track near the club-house and another crossing that diagonally. The problem we had with those marks was that we kept on losing them when the rest of the grass was cut. We have now put small yellow markers into the grass, almost flush to the surface, to mark the corners and mid-points of those areas. The idea is that we can then place an object (e.g. 5-gallon container, empty paint pot, chair etc. (traffic cones gratefully received!)) temporarily over the marks and then drive the mower between them. Can I ask the non-hay-fever sufferers amongst you to do this as often as possible, so that the marks remain visible and clear from the air.

#### Thanks all round!

We all operate as cogs in a larger machine. I have been talking about instructors and instructing, but we are all dependent upon the large amount of work put in by others to support the actual flying, so I would like to thank everyone for playing their part.

#### Questions from the floor

George Green asked if when meeting and greeting visitors we could provide them with cups of tea /coffee. The committee would look at this and put something in place for the start of the season.

Amy Nunn asked if a wall mounted television screen would be better for presentation particularly to visitors. GW responded by stating that this was the longer term intention but yet to be purchased, meanwhile the power point presentations were on the computer in the briefing room

## Site Officers Report

Firstly, as ever, much has been done by club members to maintain the airfield and thanks go to all who have done work on site during the past 12 months. Particular thanks to Chris Price, Eddie Leach, Gerry Newbery, the latter named particularly for winterizing the shower block and other items which was something I completely forgot.

We have, thanks to the 'engineering department', got a result recently with the roller by filling it with water and being able to use the Club tractor. We shall try its effectiveness on the runway and hopefully be able to improve the bumpy areas.

The runways have been looked after this winter by all and look like emerging from the winter in reasonable shape. It has been a particularly wet winter which has reduced flying days in any event and there were still some grooves made by glider wheels with no action on the part of those having flown to tread in the grooves. We will shortly have up and running a trailer for the tipper buggies which should be loaded with topsoil from the supply beside the entrance road. This can readily be moved to the site of any required runway infill.

## Technical Officers Report

Good evening everyone!

Thank you to Paul Rice, John Gilbert, Richard Kimberley and Mike Haynes for help with the glider fleet during the year.

Thank you to everyone for not breaking too much during the year – it's been relatively good year damage wise.

The first subject that I'd like to talk about is:

### Incomplete rigging

Last year a UK pilot bailed out during a winch launch due to his elevator not being connected. Please make absolutely sure that the glider you are going to fly is fully rigged before flight. Do a Daily Inspection (DI). Do secondary independent rig checks. Do positive control checks. Make sure that you are familiar with all the critical connections on the glider that you are flying or are DI-ing.

Remember that the most important objective of carrying out a DI is to check that the glider is fully and correctly rigged.

### CAA audit of K21

During November the CAA audited the K21 and its paperwork. The audit went well and only minor documentation matters required correction

### Glider Maintenance Schedule GMS

The audit re-focused my attention to the Glider Maintenance Schedule which is crucial to the continuing maintenance and airworthiness of all EASA registered gliders. I encourage all glider owners to read their copy as it makes your responsibilities as owner/operators clear – you may have more responsibilities than you realise! The GMS is generic in standard form and requires tailoring to your own particular glider. One important item is the additional items section – this must reflect any glider specific maintenance and inspection requirements, particularly any recommended in the glider flight or maintenance manual – I advise you to work with your inspector to achieve this.

## Canopy Jettison and Bailout Procedures

Bearing in mind the speediness that is often required when bailing out, please may I suggest that all pilots properly familiarise themselves with canopy jettison and bailout procedures for the gliders that they fly. The flight manuals are helpful here and you can also speak to an instructor. Please don't accidentally jettison any of the canopies while familiarising yourself. - Easily done.

Be careful with the gliders when flying them, when towing them, when parking and picketing them, and when hanging them.

Please also be especially careful with canopies.

I've now done 2 stints as Technical Officer totalling 6 or 7 years and have not stood for re-election this year.

I believe that Mike Haynes will be taking the reins. Mike has been Technical Officer before in the past I'm sure will do great job again. Anyway, that's it from me.

## Question's from the floor

Andy Wells asked about the availability of flight manuals for club fleet to members – copies of flight manuals will be made more readily available to members either by providing "uncontrolled" clubhouse copies or by providing electronic copies on the briefing room computer.

Denis Heslop was concerned regarding the poor cleaning of canopies and suggested that there needed to be a culture change to ensure that Canopies were properly cleaned.

## **Membership Secretary's Report**

Membership remains fairly constant. Whilst we are aware that some members may not be re-joining, there appears to be an equal number joining the club for the first time.

PR said that New Charts were currently available, and were required for any pilot who planned to go Cross Country.

## **Safety Officers Report**

The question of Buggy Driving comes up at every AGM. Remember when driving a buggy you are clearly in charge of what can go wrong! Please remember, don't just stare ahead of you, keep looking over your shoulder and ensure the glider is in a direct line behind you and that the wing walker does not have to run. If in any doubt then slow down. If the buggy gets bogged down don't rev up in the hope that the buggy might move, because this will do damage to the field. Always listen out for the message 'STOP' may well have been meant for you!, and don't forget to watch out for landing gliders.

Whilst on the subject of poor weather, keep muddy gloves away from canopies both inside and out; do not wipe mud off with paper or dirty cloths, the best way to remove mud etc. is to wash the canopy as this will do the least damage. If the problem of condensation is occurring probably towards the end of the day then it may be time to stop flying. Always ensure that there are clean soft cloths available for cleaning the canopies.

The launch point in winter conditions can end up in some unusual places; it is important to remember to place the launch point so that the log keeper has a clear view of the base leg as well as the launching of gliders area.



Always ensure that the glider to be launched is facing the direction in which you want it to go; clean of any mud from the hook as this could affect the actual launch. Remember to pull the cable across to lie in front of the glider and not out to one side. When launching do not give the 'All out' until the glider just starts to move, then run forward with the wing rather than just let go. Always watch the complete launch and in the event of a cable break watch where the cable lands together with the weak link if it is the link that has broken.

Thanks for listening and let's hope we do not have to continue with the poor weather for too much longer.

### **Winch Masters Report**

Normally I start by thanking all present for your continued support and help in what has always been a very taxing year. But I have realised the most important person for me to thank is Marion my wife who has given me great support and understanding with the hours we have had to work to keep the launch system going!

On site Jerry has as always been a great sounding board and without whose help we would not be where we are today. Clive Stacey has continued to work on the buggies and I think he now has a good understanding of their quirks. Chris Price deserves a special mention as he has always been willing to drive off and pick up spare parts allowing the rest of the team to push forward with the job in hand.

Doug Johnson has continued the very difficult task of organising the drivers rota and we need to mention we need more drivers please?

Finally I would like to thank the winch drivers themselves as they are showing a marked improvement in awareness, looking after the winches better and for giving feedback on any problem spotted.

We take two positive achievements from last year, the first being the tow out assembly fitted to the jeep which we think has been a great success and secondly the cure of our cooling problems on the winches. Jerry and I have fitted larger engine fans with twin drive belts and ducting expertly made by Jerry. The temperatures are now controlled by the engine fan and only in very extreme conditions do the electric fans cut in.

As for the winches themselves, well we can never seem to have both ready to run at any one time!

The rebuilt engine was being fitted back into the German winch when the differential on the English winch decided to make terminal rumblings! With considerable effort by a lot of the membership the German winch was back on line and the arduous task of fault finding and repair of the differential started.

Inspection after strip down found the smallest and most expensive bearing in the differential had failed also a tooth of the crown wheel was found to be missing. (just for info Oxford had problems with the same bearing at the same time but less fortunate were a club in Denmark whose casing exploded necessitating a complete rework of the final drive). The whole rebuild did take considerable time due to the difficulty in obtaining the correct spare parts and given the fact that we had never carried out such an operation. Therefore it was a very steep learning curve!

Life is never easy at ESGC, we had only just fitted the basic differential back into the chassis when the German winch engine decided to make some terminal sounds and was immediately taken off line.

With a great deal of help from fellow members we finalised assembly of the English winch and after a couple of false starts we were back on line.

The German winch engine had only run for 123 hours and was therefore removed and returned to the engine builders for investigation and rebuild. This process is still underway.

Overall it was a good year with a lot of progress and modifications coming to fruition to make life easier for the winch drivers.

Our target for the year was to have a winch available for all flying days. I think we failed for just two days. (We will try better in 2013)

The BGA has issued a power point presentation for safer winching. I would urge all the membership to watch this presentation. It certainly highlights a number of points that we are continually stressing!

One last point for the coming season to everyone here, please remember the winch driver is not Clairvoyant please give feedback , good and bad, this is the only way to end up with consistently good launches.

Have a safe season and thank you.

**To consider and adopt the Income and Expenditure Account and Balance Sheet for the year ended 31<sup>st</sup> December 2012.**

Proposed by Jerry Newberry and seconded by Colin Ebdon. Carried unanimously.

**To consider and adopt the proposed subscription rate of £340.00 for the year 2013/14.**

Proposed by Leon Green and seconded by Richard Robinson. Carried unanimously

It was also noted that Flying fees would increase to 38p per minute and that Trailer/Caravan rental would increase to £165.

**To elect or re-elect as appropriate the Directors of the Company/members of Executive Committee**

PF gave thanks to members of the committee who were standing down namely Graham Wright; Vernon Bettle; Rob Lockett and Paul Rice. Although not an elected post John Bone was also standing down as Safety Officer. A round of applause was given for the retiring members.

Members standing for election or re-election stood unopposed, and were:

|                      |                   |
|----------------------|-------------------|
| President            | Christopher Price |
| Chairman             | Robert Godden     |
| Treasurer            | Andrew Booth      |
| Secretary            | Paul Foulger      |
| Technical Officer    | Mike Haynes       |
| Site Officer         | Clive Stacey      |
| Membership Secretary | Dick Skinner      |
| Winch Master         | Martin Lawson     |

Proposed by Malcolm Bradford and seconded by Paul Robinson

All the above were unanimously approved by members.

The following are committee posts appointed by the Executive Committee

|                         |                               |
|-------------------------|-------------------------------|
| Chief Flying Instructor | Jonathan Abbess - unchanged   |
| Safety Officer          | Eddie Leach – newly appointed |

**Any Other Business**

There was no other business.

### **Presentation of Trophies**

John P Gilbert made the awards as follows

|   |   |                     |
|---|---|---------------------|
| <u>Pete Wilby ladder trophy</u>                         | - | John P Gilbert      |
| <u>'Robbo wooden glider trophy'</u>                     | - | John Gilbert Senior |
| <u>'100km triangle'</u>                                 | - | Paul Robinson       |
| <u>'Eric Richards 200km triangle trophy'</u>            |   | John P Gilbert      |
| <u>'Paul Foulger 300km Trophy'</u>                      | - | John P Gilbert      |
| <u>'Bob Adams Tiny Triangle'</u>                        | - | Andy Sanderson      |
| <u>The 'Jeff Cork Trophy' (longest handicapped flt)</u> |   | John P Gilbert      |
| <u>Jerry Newbery Trophy (1<sup>st</sup> 300km)</u>      |   | Jerry Newberry      |
| <u>Instructors Cup</u>                                  |   | Clive Stacey        |
| <u>Bob Ivermee Rose Bowl</u>                            |   | Mark Butcher        |
| <u>Members Cup</u>                                      |   | Adrian Tills        |

SHELL UK LTD Trophy to commemorate the centenary of Bleriot's flight across the channel in 1909 & will be awarded annually to the pilot making the most enterprising flight.. There were no contenders this year.

Sodit Trophy No contenders this year.

The Secretary, Paul Foulger on behalf of the membership thanked Paul Johnson for the excellent food provided for the AGM Buffet

The meeting closed at 21.40 hours.