

ESSEX AND SUFFOLK GLIDING CLUB LTD

**Minutes of Committee Meeting held on Wednesday 13th August 2014
in the Clubhouse commencing at 17.00 hrs.**

Present

Robert Godden (RG)	Chairman
Paul Foulger (PF)	Secretary
Andrew Booth (AB)	Treasurer
Mike Haynes (MH)	Technical Officer
Martin Lawson (ML)	Winch Master
Clive Stacey (CS)	Site Officer
Jonathan Abbess (JA)	Chief Flying Instructor

Apologies for Absence

Dick Skinner (DS)	Membership Secretary
Eddie Leach (EL)	Safety Officer
Adrian Tills (AT)	Publicity Officer

Approval of Previously approved Minutes for 16th July 2014

The minutes were agreed unanimously by those present.

Matters arising

Hard standing for Club Trailer – Slabs and sleepers to be ordered. It has been decided that it is better to have all club trailers in one place and they will be positioned in a line from the North side of the NT shed. Any private owners who have a trailer sited along this area will be required to move to another area.

Risk Assessments Ongoing (EL)

Website There were still a number of members not registered on the website and it was suggested that all new members should be registered on the site, and could perhaps be part of the registration process of a new member. **R.S.**

CASC – all agreed that the documentation already circulated to the committee should now be sent to all members. PF would undertake this in the next week. **P.F.**

Membership Secretary's Report

1. Membership Numbers: The computer gives me the following numbers:

Full	100
Junior	3
Cadet	4
Youth	2
Social	8
Total	117

This includes 8 FPTs's and one Single Seater scheme

The three new members since my last report are:

Steve Jones
Adam Burns
Pablo Martinez

However there is at least one "dubious" entry.

9561	Dan	Grease	Full
9562	Daniel	Greaves	Full

I don't think I know this gentleman/gentlemen and I think the proximity of their membership numbers and the similarity of their names makes me think that this is another example of incorrect entry at the launch point.

Checking with the new super software I find that Mr. Grease has not flown at all while Mr. Greaves has had 9 flights all on Sundays (which is why I have not met him). I suspect that Mr. Grease is the "ghost". I don't believe that I have had a membership form from Mr. Greaves and I don't know whether he has paid his membership. We need to tighten up the system in several respects.

2. In the past I suggested (and tried to implement) a system whereby temporary members received a follow up e-mail after flying with us. It has not worked largely due to my failure, but it now occurs to me that something tangible would be preferable to an e-mail and I suggest we might consider sending a pre-printed postcard (very preliminary mock-up will be at the meeting). We would then just require an address and a stamp and the 2nd class postal system would ensure that they received the card at an appropriate time a few days later. Ideally the log keeper would fill in the address at the time of the trial flight and then pass the cards to me for posting.

Suitable cards could be printed for £129 + VAT for 1000 or £196 + VAT for 2000. (15p or 12p per card respectively). Or Dennis could be asked for a price. After a short discussion it was agreed to leave this until the next meeting.

Secretary's Report

The secretary had nothing of significance to report

Technical Officers Report

Instruments. As noted last month the serviced Winter vario has now been fitted to DOA. DOA now has two fully serviceable mechanical varicos.

Differences between the front and back ASI in DVB were traced to bearing friction in the rear instrument. A spare has been fitted whilst the registered instrument has been sent for service.

One ASI and two PZL varicos have been sent to Mike Hutchinson for service, we await feedback as to whether these instruments are beyond economic repair.

Batteries A capacity Test on all of the club batteries has been completed.

All of the 7Ahr batteries have a serviceable capacity remaining, but the 10Ahr units are at the end of life with between 1 and 3 Ahr remaining.

Since the 10Ahr cells were purchase back in 2011 the 10Ahr Gell cell now appears to come in a different physical size from most manufacturers. If we are not to re-make all of battery installations we are faced with the option to pay a price penalty £49.99 per battery or purchase form an unknown (to me) supplier. I took the latter option and have replaced the 10Ahr batteries with cells from UPG Mobility only time will tell if these prove to be of a good quality.

Broadband The new BT Hub 3 router substituted last month has also exhibited the locking up syndrome from which only a power cycle reset will recover. This is an unacceptable situation and I propose to purchase a third party router e.g. Draytek, Cisco as an alternative to the unreliable BT equipment.

Office PC and IT Nothing to report

Briefing Room PC Nothing to report.

IP Webcams Cat 5 cabling is still ongoing..

Glider Trailer Refurbishment

New Doors are complete

Refurbished hitch and handbrake complete.

Floor re-installed.

Guide rails installed

The first trial fit of HKM has been completed, and we are now adapting the wing root mounting boxes to accept the Astir spars.

Skylaunch Speed Transducers for DOA/DVB After a period when all three gliders equipped with Sky launch transmitters functioned correctly I have now received reports that DOA is producing an intermittent signal. Investigation was not progressed due to low battery voltage from the failing 10Ahr cells – Investigation ongoing now the batteries have been replaced.

Gliders

K21 Rear Canopy DV panel guide broken/replaced. Rudder has been damaged by attempting to reverse the tow out gear onto the glider whilst attached to a buggy.

K6CR A proposal to sell this aircraft has been circulated to the Committee, to be discussed at meeting. It was agreed to sell the K6 to Paul Rice at £400, which took account of the work already undertaken.

Grob Acro New Placards have been fitted to reflect the new weighing. Front Canopy DV Panel guide broken/replaced

SF27 Nothing to report

Pirat Nothing to report. (Still missing its FLARM/Logger pending testing on DOA)

ASTIR HKM Nothing to report

ASTIR KEE Nothing to report

DOA Further testing did confirm the theory that the FLARM Display doubler was at fault and this has now been replaced. Both FLARM displays should now function correctly.

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 as reported last month was incorrectly assigned should have been DVB

DVB Front FLARM display module developed a fault and has been replaced.

As noted under "Instruments" DVB rear ASI is away for service.

Chairman's report

A meeting with representatives from Wormingford; Mount Bures and Fordham together with the EHO Rita Parkin from Colchester Borough Council. After some discussion it would seem that NO noise soundings would be required.

RG emphasised the need for everyone to prepare their thoughts together with associated budget/funding costs for the forthcoming 5 year planning meeting to be held at the end of September.

Site Officers Report

Outstanding and ongoing items.

Club House Porch. The laminated glass has now been completed, two anchor points in the concrete base are still outstanding.

Loft hatches. Protective surrounds within each hatchway are an outstanding item.

Security System for Container and MT shed. The containment system is 80 % complete. The electronic and wiring component parts have been delivered.

IT System. Delayed while other tasks need to be progressed. It was agreed that this task should now take priority.

Patio Furniture. Both sets of eight seat round tables have been assembled, and memorial plaques fitted. Wood preservative and ground anchors are outstanding.

Shower block. Repair and maintenance to both doors will need to be under taken when work to the porch is completed.

Club House to Patio Steps. Outstanding. Three flag stones need to be re-bedded onto mortar.

Buggy No 1. Has been returned to service. The gearbox was found not to be the problem. It was found on closer inspection that the splines on the rear left hand hub had been striped, resulting in a loss of resistance through the differential. Hub and half shaft were replaced as a complete remedy.

The opportunity was also taken for an overhaul of the breaks and engine oil change, with new oil for the gearbox.

Hangar centre line. Materials have been delivered, this item will be completed shortly.

Westwood mower. This is temporarily and remains outstanding.

Grass Cutting. Ongoing continuous activity. The cutting knives on the machine need to be reground as the previous low setting caused them to hit the top soil. The cutting ride height has been reset.

New matters actioned or arising.

Buggy No 2. As space was available in the workshop, these breaks were also given a much needed overhaul. On disassembly they were found to have been incorrectly assembled which would have been part of the reason for the poor function.

Theft from site. On the night 5/6th August a caravan was stolen from the site. I understand there is no liability to the club. The owner has informed the Police and that part of the matter remains with him. At the time of writing I have asked for a meeting with the landlord to discuss the wider aspects of site security. That meeting has yet to take place. I have a number of proposals that would discourage the transit of un-authorized vehicles on site and afford us the ability for detection. But these need to be discussed with the landlord.

I hope to be able to provide an additional report at the meeting, in writing or verbally.

Winch Masters Report

Work is still progressing on the German winch. All the major mechanical works are now complete. The remaining items include the electrical installations in the cab area , the fitting of the modified engine covers and the painting.

Recently we have been experiencing very intermittent misfires from the engine on the English winch. During a planned service the oil and filter was changed, a new rev limiter fitted as that had proved to be unreliable on a previous occasion and the gas system stripped for inspection.

A large quantity of oil was found in the vaporiser. This oil is a known problem in gas operating systems and is known as "heavy ends".

Following cleaning and fitting of new diaphragms and filters the winch was returned to service and to date no further occurrence has been reported.

The new Dyneema cables are working well but we have found splices which the winch team did not know about!

Without knowing we are having problems we cannot resolve those problems and engineer solutions.

The winch drivers and or the duty instructors must report cable failures for us to maintain a good history and a reliable operating system!!!!!!

We have managed to purchase (£2400.00) two old Tost winches from Wattisham from which we will remove the spares we need and then dispose of the rest. They are being delivered on the 3rd September by the Army. We will need to purchase 4 sleepers to put them on but on completion of the works they will be used to cover the Klargester pit.

I would like to ask the committee to thank Alan Bilby for repairing secondary belt on the Jeep. Without his help we would have been down to the Landrover!

Also thanks must go to Leon Green who has volunteered along with Brian Smith to get involved with the maintenance of the weak links.

Safety Officers Report

In the absence of EL, there was nothing of significance to report. EL had asked when the test for the boiler was due; CS stated that it was now due and that he would follow up and ensure the test was done

CFI's Report

There was nothing of significance to report.

Treasurer's Report

1) Cash Status

The cash status in the current bank account stands at the same time last year. This includes a payment out of the account to J Gilbert for the repair to the Grob. We have not yet received a settlement/credit from the insurance company. The loss adjuster has issued his report to the insurance company and we are now waiting to hear how much we will be reimbursed. The cash status does NOT include the recent purchase of the two winches/parts. I am happy with our current cash status.

2) Motor glider and Cub

Following discussions with the TMG and Cub syndicate a formalised accounting method has now been agreed upon.

3) Profit position

My view has not changed since the last meeting that I believe we are still proceeding in line with the agreed budget that would have us make a £2000 loss come year end.

Any Other Business

Recent Issues – There had been a number of problems highlighted to the committee and it was agreed the Chairman would write to all members highlighting shortfalls and the need to assist much more than at present.

Flying Orders JA would like to include the following in the Heath and Safety documents for the club, Failing that, it could be added to the "Flying Orders". Do committee members think that it is appropriate.

I prefer the first version, but have included a longer version for consideration too.

Children on the airfield

a) The brief version:

1. For safety reasons, it is recommended that children should not attend the launch point.
2. Adults allowing their children to attend the launch point must ensure that they are supervised closely.

b) The expanded version:

3. For safety reasons, it is recommended that children should not attend the launch point unless they are directly involved with flying operations.

4. Adults allowing their children to attend the launch point must ensure that they are supervised closely and kept away from all airfield equipment, to minimise the risk of them being involved in an accident or incident.

All present agreed that this was necessary, as there were times when visitor's children were not properly supervised.

Parachute Making _ There were concerns that we were having to purchase parachutes for the winch operations, this was proving to be expensive. It was noted that Colin Downes had so far been unable to get one of the sewing machines repaired. MH would make the necessary arrangements to get the said machine repaired; a decision would then be made on the best way forward for the manufacture of parachutes on site.

Safety Video for Visitors A safety video for visitors had been completed and was on the briefing room computer, Instructors who were looking after trial lessons were encouraged to show this prior to bring visitors onto the airfield.

There being no other business the meeting closed at 19.30 hours

Date of Next Meeting

Wednesday 10th September 2014 at 19.00 hrs. in the Clubhouse

Five year planning meeting – Saturday 27th September 2014 at 10.00 hrs at 8 Bells Pub in Bures.

PF/15/08/2014