

Membership Secretary's Report

Winter Membership. We have several "Winter Members" joined from other clubs (Four I think). They have been signed in as full members but with a membership expiry of 31st March 2015. This is actually longer than theoretically offered on the leaflet (15th March) but it is convenient to coincide with the end of the membership year. Hopefully we can persuade them to join as full members at that time.

I propose to redraft the Winter Membership leaflet to reflect the later date and also up-date the club fleet details. At present we are charging £80.00 for this type of membership with free trailer parking included if required.

Does anyone have any opinions on any changes that we should make to these arrangements?

Cadet Scheme. After our last meeting at which it was decided that the cadet Scheme was not working well and also that cadet membership as such would be incorporated into the all-encompassing "Young Member" category, George got the wrong end of the stick and thought that we were discontinuing cadets entirely. This, despite my meeting with him to discuss how we could improve the situation. His final comments were that he was too busy to think about things at the moment and would get back to me. I have not heard. We need to sort this situation out. Ideally we would have George "on board" representing the younger element of the club and one or two other members briefed to look out for the cadets when George was not on site – Particularly on Saturdays.

Who Does What. I have drafted a new sheet to replace the old Key Members sheet for issue to new members. Copy attached. As well as issue to new members I think a copy should be on display in the clubhouse for general information and to improve the realisation of how many tasks are taken on voluntarily by members.

Trailers and Caravans. I do not have a definitive list of who has trailers and caravans on site. In order to improve the situation I would like to issue adhesive (weather-proof) "permits" identifying trailers and caravans so that it is possible to identify the owners and identify any such vehicles that are not registered (or paid for).

I have a price of £65.50 + VAT & delivery for 100 sheets of 10 labels (Ink jet printable) but I think I should be able to source something a lot cheaper.

Hand-over of Responsibilities. It has been suggested that I might take over from Bob at the end of the club year. I have said I will subject to a replacement being appointed as Membership Secretary (and of course subject to club approval!). Steve Jones has said he will take over membership (subject to club approval) and I have started working with him so that he understands the role when he takes over.

Forms etc. held on Computer. I have now transferred a load of files, which I had on my home computer to the membership directory on the club computer, arranged in suitable folders and sub-folders. Please access and use as appropriate.

Secretary's Report

Reports for AGM –As agreed at last years AGM; Officers reports are to be circulated prior to the AGM. I require all Officers reports by the end of January and NO LATER than 7th February 2015. The report should cover the past year and any recommendations for the coming year. There will be no need for the officer to make a formal report at the AGM, only to highlight something they consider necessary and to take any questions from the floor as a result of their report. **ALL.**

Christmas Dinner Saturday 20th December 2014 – The dinner will take place as stated, 39 members are attending. The event has made a loss of £56.55

BGA Operational Regulations – PF had circulated some proposed revisions to the current regulations. Members of the Committee are asked to read through carefully and inform PF of anything that appears questionable a.s.a.p. as a response is required by the end of December. **ALL**

Technical Officers Report

Instruments - Nothing to report

Launch Point - Despite moving to the new Laptop the capacity remaining in the Launch Point Batteries proved to be insufficient even for the shorter winter days.

Both Batteries have again been replaced.

Further investigations into the Battery system identified two problems:-

- i) Failure to switch off the launch vehicle at the end of the day. The small current consumed by the radios prevents the charger switching to is "float" mode and the voltage remains high at 14.6V indefinitely over charging the batteries.
- ii) If the launch vehicle is switched off the significant resistance in the cable connecting the charger to the Batteries (about 0.4 Ohms) resulted in the charger switching to the low charge mode prematurely. This resulted in the batteries being only partly charged in an overnight period. Therefore on a Friday/Saturday/Sunday (and maybe Monday) flying schedule the depth of discharge becomes progressively deeper, only recovering when we have a day off.

We'd expect to get some 800 cycles out of the AGM batteries at 20% depth of discharge but as it looks like we may have run most of the summer in the 50-90% discharged state it is not surprising that the batteries have failed.

To rectify these problems the launch point has been equipped with an auto off system. As soon as the mains is connected everything is turned off, that said it is still recommended that the isolator key be removed at the end of the day.

The charger has been re-located moving it much closer to the batteries, its now behind the seat in the body of the caravan so please don't go dropping your food/drink down on it. The primary wiring around the batteries and to the charger has been replace with in much heavier cable.

In recent times the rear shutter of the launch point vehicle has become very stiff, investigating this we find that a number of the slats have cracked almost to the full width of the door. If a crack does propagate to the full width the spring counterbalance will become in effective making it very difficult if not impossible to open the door. I have researched a replacement roller shutter and initial estimates are in the order of £250. **It was agreed to replace this shutter.**

Launch Point Laptop - We have switched over to using the new Laptop as our primary machine.

I am aware that the improve screen resolution on the new machine causes the log sheet program to incorrectly size the columns. This results in some truncation of some fields e.g. the total cost fields. For now this is easily corrected by simply dragging the columns to the required width and will be revised in a future update to the program.

Log System -Changes have been made to the "Log Sheet" program to correct the synchronisation problems caused by the "Edit Member" dialogue. The handling of "Temporary Members" has been updated so that the "Temporary Members" list no longer includes all of the current club members.

Two new sets of documentation have been produced to help members understand the operation of the Log System.

- i) A full user guide
- ii) A short form guide consisting of single sheet instructions on a specific aspect.

In due course the full user guide will cover the Log Sheet, Control Panel and Flight View programs. To date the Log Sheet section is complete with a basis description of Flight View but there is little information on the Control Panel.

Office PC and IT - Nothing to report

Briefing Room PC - Mounting the projector on the ceiling is still ongoing.

IP Webcams - Nothing to report

Club Website - Dennis called a meeting to discuss the website, this was attended by Andreas Rieder (AR), Adrian Tills and Mike Haynes. The latter persons now have administrative access to the website this provides us a greater capability to move the development of the website forward.

In response to the continuing comment that the ESGC needs to improve the dissemination of information one of the first areas to receive attention is the burble room. To commence this process we have now registered all of the club members who have not previously registered on the new website.

A significant amount of time was also spent discussing the Trial Lesson Voucher purchase flow and the provision of online Calendars for Instructors, Winch Drivers and Trial Lessons

Glider Trailer Refurbishment - Slabs have been obtained to make a hard standing for all of the club trailers. The hard standing has been completed for the new Astir Trailer.

The Astir trailer still has some minor works outstanding e.g. foam/felt covering, tail straps.

Work has commenced on the Dollies for the Grob trailer and to correct the fit of the K21 tail into its fitting the latter is too narrow by some 4cm at present causing all of the protective felt to be rubbed off.

Skylaunch Speed Transducers for DOA/DVB - The Skylaunch Transducer for DOA is still under investigation.

GLIDERS

K21 - The K21 has been with John G for a couple of weeks to perform the minor glass/gel repairs and to be hard waxed.

This should be back at the airfield by the date of this committee meeting.

Grob Acro - Replacing the hinges on the Front canopy turned into much more complicated Job than expected involving John G in some quite extensive re-manufacturing of the canopy frame. This task is now complete and this glider is fully serviceable. That said the Grob 103 is currently stored at the back of the hanger as its low wing/ground clearance makes it unsuitable for flying from the track.

SF27 - Nothing to report.

ASTIR HKM - Pending for ARC time

Provide ballast weight option.

ASTIR KEE – Pending for ARC time

Investigate premature release on winch

DOA - nothing to report

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

No progress on this action

DVB - A new Steel rubbing block has been fitted to the skid replacing the wooden block. The tail wheel inner tube has been re-seated after the valve was pulled inside when under inflated.

Chairman's report

TMG Planning- The next stage was now overdue and RG would chase up and expedite the process. **R.G.**

Report from BGA conference

- Membership - About 75% of clubs report increased membership with the rest either static or declining. Quite an emphasis on cadet schemes and links with schools and colleges. Yorkshire GC subsidise their cadet/juniors scheme to the tune of £25,000 p.a. this was only part of an overall comment rather than a specific presentation. Nene Valley report success in attracting cadets and junior members and are willing to outline how they did it to any club showing an interest.
- Trial Flights etc. – Devon & Somerset include a booking page on their website enabling customers to book a slot when buying their T/L. (this is something we already have on our action list). They also have an auto E-mail follow up. Cambridge sell “3 months membership with first flight (s) included” the rationale being that membership is emphasised.
- Sport England - are developing some web tools, which should aid applications. The BGA are liaising on this and will be publicising to clubs.
- CASC – was the subject of a presentation to the Chairman's' forum by Chris Thirkel of Yorkshire GC. The main theme was the degree of threat that clubs would cease to qualify under the, still less than clear, rule changes. The effects lay in two areas (i) size of non-member revenue which will have a limit of £50,000 p.a. and (ii) the cost of participation at £510 p.a. On (i) we would have no problem at least for the foreseeable future and on (ii) it is all down to definition in which regard the BGA are doing further work with HMRC as it is not clear how we define this provision and, in my view, how it can be policed in the first place. I think that we, along with other medium / small clubs should be OK but may have to alter our subscription structure, without affecting the cost, in order to come within the criteria ultimately agreed with HMRC and the ensuing 'work rounds' that may be devised under the coordination of the BGA. Definitely a subject to keep “on watch” for further news in the New Year.
- BGA Website - all who have looked will see the links to individual club websites. The work that the BGA have commissioned has I think been a success, inclusion of an on-going web management arrangement being, in my view, a key feature. Provided we manage our site content in the manner planned then our page on the BGA site will automatically update.
- Safety - Hugh Browning presented and, whilst the safety record has been good, especially the campaign for safe winch launching, he stressed the need for good lookout (not relying on FLARM) as there were four mid-air collisions between gliders over the past year (no fatalities), asking that clubs remind members of this fundamental need.
- BGA - overall, my impression is that they have worked hard especially in the area of developing rules /airspace demands and that more has been done in the background than can readily be appreciated.

Team for Funding – RG felt it would be to the benefit of the Committee and the club to form a Funding Team that could work together on various projects to obtain funding. Suitable members needed to be recruited and suggestions are welcome. **ALL**

Site Officers Report

Matting - AB had visited with Chris Price to view the matting in place at Andrewsfield. Whilst it seemed to be holding well, it was reported that it was not used very much at all, and then only when absolutely necessary. The initial cost for Wormingford would be in the region of £28,000, however whilst the provision would help operations, it would not necessarily lead to many more flights as getting the gliders back to the launch point would still have to be via the tracks. To apply for a grant would be very difficult to justify, and all agreed that there were other more urgent and justifiable cases for grants and therefore should be put on hold for the time being.

Replacement Caravan – AB had managed to find a used Mobile Home at a cost of £500 to include transport and would be arriving on site on Friday 12th December. Some modifications would be required and its main purpose would be to use part as an additional workshop for members as well as a separate store for grass cutting equipment.

Solar Panels – A suggestion arose regarding the use of solar panels was raised, and the possibility of getting a grant to provide it. RS agreed to look into the viability of providing panels to provide electricity used by the club.

R.S.

Winch Masters Report

The Winchmaster was currently away however there were a couple of issues.

Winter Winch Operations – during the winter only one cable should be used since the cable would need to be pulled out using the track.

Winch emergencies – ML had been in touch with the Winchmaster at the Essex Gliding Club. In the event of a breakdown of the 'English' winch, there was an agreement that E&SGC could borrow the Skylaunch winch from Essex; we would need to arrange for its transportation. This arrangement had been put in place whilst ML was away. The 'German' winch is a little way of completion, which is why the arrangement had been made.

Safety Officers Report

Risk assessments are still on going

There was some non-urgent remedial electrical work required for the shower block, which would be completed in the near future.

EL

Outstanding signage would be erected in the near future.

Alan Bilby/EL

CFI's Report

Nothing to report.

In addition to RG's comments on the BGA conference:

One surprise was that someone with a BI (Basic instructor) rating who converts, or has converted, to a LAP (S) or SPL licence is limited to IFP (Introductory Flight Pilot) flights. The BGA is attempting to get the CAA to relax the rule and allow them to continue as "full" BI's to 2018. All E&SGC BIs have been informed. In all other respects, any holders of a licence can just continue to follow BGA rules and regulations to 2018.

The BGA are intending to submit their application to become an ATO soon, but are taking the opportunity provided by the three year delay to review the application and ensure that their ATO model as proposed will suit our needs.

☒ There was a lot of discussion about FLARM, particularly if and how the BGA should recommend its use. The majority opinion was that traditional lookout should be emphasised during training, with the adjunct that if the alarm sounds then the pilot needs to be looking out and not at the FLARM display. Mike Fox made the point that it can take some time to interpret what the display is telling you and that flying many different aircraft with different FLARM displays (and cockpit layout) can delay understanding too. Several people mentioned that FLARM was most valuable in the “head-on” scenario, but that many of the simple displays (like ours) do not have a “head-on” LED.

There was some discussion about FLARM displaying incorrect bearings for the threat(s) when flying in strong winds (such as wave conditions) but this is less relevant in the S.E. of England.

The use of FLARM built in to sophisticated navigation displays was also considered, with the general opinion that it encourages pilots to study the screen to see what their neighbours are doing and therefore detracts from lookout. It was noted that installations have been seen which “look forward” but which block signal back, so in competition use the pilot can see what those ahead are doing but is blocking their signal to those behind; clearly not how FLARM should be used!

☒ John Williams gave a long presentation on airspace and his frustrations in his dealings with the CAA on these matters.

☒ The BGA, and clubs who have been through the process, are very pleased with the quality of instructors graduation from the “new style” (FI) courses, consequently the BGA will not be running any of the “old style” (AI) instructor courses next year

Treasurer’s Report

CASC - Spoke with Clive Stacey. He and Margaret are still OK with continuing to do the CASC claim. The question in my mind is do we really have the appetite for this exercise. **Already agreed earlier in meeting to leave for the time being.**

Clothing - I have placed the order for the clothing (club stock and members orders). The order totalled 92 items, which included 2 coats for Andy S. The club has paid for the order and we are now waiting for it to be embroidered. There is one glitch in that it is not going to be feasible to embroider the hats with the same E&SGC motif used on fleeces etc. The issue is that the normal motif that is used on coats, fleeces etc. needs to be shrunk to fit on a hat. When this is shrunk to the required size for the hats, the lettering will become smudged and unreadable. I am currently working with the clothing company on a proposal to add a motif of some sort for the hats that most probably will be without the E&SGC lettering. They are going to send me a sample to view this week. Once a suitable motif has been agreed for the hats, the whole order will be processed for sewing.

Credit card reader - I have circulated a proposal that we buy a ‘PayPal Here’ credit card reader. This will allow us to take credit card payments. This ‘low cost credit card solution’ machine, which is similar to a few other types, requires a connection to the Internet via a mobile phone or tablet. The club has a tablet we can use but it could also be used on anyone’s mobile phone if they have the appropriate PayPal app installed. The card reader is ~£50 and I recommend we buy this.

We can take credit card payments today as long as we follow a tortuous process using our web site. And this process incurs a higher credit card commission from PayPal than if we use the special card reader.

We have discussed via email that it would be best if the card reader could communicate with our Internet via a club PC. This is not currently possible as none of the suppliers of this type of low cost credit card service have PC software that will work. I have found a thread on the Internet that said that PayPal is purportedly asking a couple of customers to trial some PC software. It goes on to say that if successful, the rumour is that PayPal might introduce a PC based app sometime in 2015. I don’t think that this thread was sufficiently official to indicate that this is really PayPal’s plan – was really only a few PC nerds chatting. So I would not hold off just now in anticipation of a PC

solution coming.

I think at £50 it is worth the purchase of the device and we can see how well it works for us. In theory, it could be used at the launch point using a mobile phone with a suitable 3/4G signal. Probably worth trying with a phone or two. I get good 4G on my HTC One M8 at the club whilst out and about the club.

The general consensus of the meeting was NOT to go ahead with a card reader at this time.

Motor Glider – The meeting agreed that AB would close off the TMG accounts a.s.a.p. following recent correspondence between all concerned. **A.B.**

Bank Status – We are ahead of last year with our current account and all is looking well for the end of year.

End of year accounting - We will need to start preparing for or end of year finance status.

Fees for 2015-16 – These need to be agreed in principle at the next meeting; membership fees will of course need to be ratified at the AGM on 14th March 2015.

Any Other Business

Account Disputes – There had been a couple of complaints regarding accounts which had now been resolved.

Club Calendar of Events – AT had already provided a suggested programme of events. Members would be sought to assist in organising trips and events at the `AGM the programme and to participate in the events. **A.T**

One off special days with discounted launch fee – Those present did not support this suggestion at the present time.

Philip Morant School – RS advised the meeting that he would be giving a talk together with a glider at the Philip Morant School on 12th December. It is hoped the same success would be achieved, as was the case with East Bergholt School earlier this year.

There being no other business to discuss the meeting closed at 16.00 hrs.

Date of Next Meeting

Saturday 3rd January 2015 **COMMENCING AT 14.00 (2.00 P.M.)**

PF 11/12/14 – Revision 2