

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 8th April 2015 In the Clubhouse commencing at 19.00 hrs.

Present

Robert Godden (RG)	Chairman
Dave Wallis (DW)	Secretary
Ken Ward (KW)	Treasurer
Alan Bilby (AlanB)	Site Officer
Martin Lawson (ML)	Winch Master
Steve Jones (SJ)	Membership Secretary
Jonathan Abbess (JA)	Chief Flying Instructor
Eddie Leach (EL)	Safety Officer
Paul Robinson (PR)	Publicity Officer
Mike Haynes (MH)	Technical Officer

In Attendance George Green Mike Burcher

Apologies for Absence

None

The meeting opened with an excellent presentation by George Green showing proposed plans for the refurbishment of the clubhouse.

He showed plans detailing ideas for the kitchen, toilets, lounge and a proposed new presentation and briefing area. George brought along samples of worktop, tiles, and flooring for discussion as well as brochures of seating and table options.

He will let us have costings for the proposal, area by area so we can prioritise as and when the funds become available.

Approval of Previously approved Minutes for 21st Feb 2015

Those present agreed the minutes unanimously.

Matters arising

Risk Assessments – These were currently on going. EL pointed out that the front wall and window area of the clubhouse which is apparently a bit suspect should be addressed at the same time as any refurbishment.

E.L.

Web – Currently On-going

Web – sub committee

TMG Planning – The planning application had been temporarily withdrawn while we wait to hear the specification required for sound measurements which we will have done by outside contractors.

It was noted that the resubmission of the application must be in by the 1st May to hit the deadline for a June hearing

PR had picked up that we had ticked a box on the application form indicating that our operation was not in view from a bridal way or footpath. RG will look into it .

Funding Sub Committee – RG invited Mike Burcher to sit on in the discussion for the Sport England grant application regarding the MT shed extension and glider instrument application. It was suggested we should cost out our labour for the erection of the MT shed and the installation of the instruments to the gliders, this to be our contribution to the schemes. Mike Burcher suggested it might be a good idea to acquire a copy of other clubs successful applications, and likewise any which were unsuccessful in order to word our applications appropriately. **The deadline to get these applications in, is June 6th for a September decision.**

Peri Track - Alan B will contact the farmer regarding a contribution towards the repairs, he considered that we should allow a figure of £500 as our contribution.

Alan B.

Winch Hard standing – Alan B estimated that it would cost around £2500 and if the funds were made available it could go ahead before next winter. It was decided to leave the decision until September or October

Alan B.

New Workshop Status – This was discussed at some length and was eventually decided by a majority that to convert the mobile home into purposeful and presentable reception and briefing area would not be cost effective.

It was there therefore decided to keep to the original plan and use it as a workshop and to house the sewing machines. There could also be some space made available for storage.

Alan B.

Farmers Gas Plant The farmer has agreed to swap the grass area where the T hanger sits for a 12 metre strip all along the south side of the peri track. This will be of a great advantage to us in the winter when we are using the track for landing and should stop a lot of damage to the port side under wings.

Alan B

Membership Secretary's Report

SJ reported that we have recently signed up 2 new members and 1 cadet. So far we have received 50 membership renewal payments and would like to remind the membership that the deadline for renewing is the end of April, anybody who has not paid by then will not be able to fly until they have.

Secretary's Report

DW reported that we had received a request from Rob Hart to donate a gliding experience to raffle for a fund being set up to help a local taxi driver who was attacked whilst working and suffered horrendous injuries to his face and head. He has had 3 facial reconstruction surgeries and will be some time before he can return to work.

After speaking to Bob it was agreed to help as it would be of little cost to us and would be good local PR for the club. I am pleased to report that it was raffled and made £140

Technical Officers Report

Tech Officers report 08/04/15

.Instruments.

Nothing to report but see latter for upgrade proposals

Launch Point

During my vacation there was again a period when the launch point did not charge correctly and at the end of the day the batteries were again flat.

This is unfortunate as leaving the new batteries in a deeply discharged state will undoubtedly shorten their lives. As I was not present it's difficult to know how long the situation persisted for but I get the impression it was a period of a couple of weeks.

What is more concerning is that the problem appears to have gone away with no corrective action being taken. This may indeed be a repeat of the problems we saw back in October/November which were attributed to the wiring within the Launch point and leaving the cabin turned on.

My intention now is focused on the 240V installation from the RCD/isolator on the Hanger wall through to the input of the Charger, but as above at this time no fault is displayed or can be induced.

A new shutter has been procured to replace the existing one with the cracked slats, this needs to be fitted.
– Any volunteers?

Log System

During my vacation we only suffered one failure to synchronise towards the end of February. As the laptop was still attempting to synchronise when restored from “Hibernate” this is thought to be a simple case of not waiting long enough for the process to finish.

A new version of the Log Sheet programme has been installed on the laptop which displays progress bars during the Synchronise operation.

Outstanding:- Update to correct default column widths

Additional fields have been added to the SQL Database and functionality has been added to the “Control Panel” to capture the miscellaneous charges members are liable for at membership renewal e.g. Trailer Rent and division across a syndicate. With these changes in place the program can now compute the total charge a member is liable for at membership renewal

A new CSV export option has been added to transfer the calculated membership renewal fee to the corresponding Members Flying Account in Sage.

Office PC and IT

The WiFi Access Point has finally been moved from the top of the cupboard in the Office and is now installed on the ceiling of the ladies toilet. This location is preferred as it provides coverage out to the MT shed (see below)

Briefing Room PC

Mounting the projector on the ceiling is still ongoing. See below.

IP Webcams

As agreed following the breaking last year the Security Web Cam for the MT shed (look along the drive) has been configured as has it WiFi Bridge Receiver. It is hoped by the time of this meeting that these will be permanently installed on front of the MT shed.

A software CCTV recorder to interface with this camera has been built from the old briefing room PC. This machine has no display or keyboard, access to it is purely via the network. Also the machine and the CCT recorder will auto start following a power interruption meaning that under normal circumstance no user intervention is required.

Details of how to access the recorder have been added to the “General Notes on the ESGC Computers” document stored in the cupboard in the office.

As it would be very unfortunate if this PC were stolen in the event of a future breaking it is my intention to install this in the Briefing Room mounted on and hidden behind the desk. A dark and dingy corner of the Hanger would probably be a better place but currently there are no network cables in the Hanger

Club Website

Andreas Rieder has updated the website to allow all existing club members to login. In the not too distant future I believe he may come looking for an appropriate photo to add to each members profile.

Glider Trailer Refurbishment

The Astir trailer is now complete.

The tail fitting for the K21 trailer has been modified and re-felted.

The worst section of floor at the rear has been replaced making the trailer mostly servicable. I say mostly because we have some fairly significant rust in the front frame, and the trailer team is suggesting we do a more thorough job on the floor and the chassis, much like was done for the Astir trailer i.e remove all of the floor de-rust and paint the chassis and paint the underside of the floor.

Work has commenced on the wing dollies for the Grob trailer

Skylaunch Speed Transducers for DOA/DVB

The Skylaunch Transducer for DOA is still under investigation.

Gliders

K21

The K21 returned from John G's after the minor glass/gell repairs and hard wax. Unfortunately during the winter while flying on the track the left wing has been dropped onto the field leading to more damage to the underside near the tip.

We purposely took the Grob 103 out of service this winter due to its low wing clearance and I would propose we do likewise with the K21 next winter for the duration of track flying.

Grob Acro

The canopy hinges have been replaced and the glider re-rigged ready to fly. During the period whilst this aircraft was de-rigged the ARC inspections on the wings have been completed.

SF27

Nothing to report.

ASTIR HKM

Nothing to report

ASTIR KEE

On inspecting KEE's release no obvious defect could be seen which would contribute to premature releasing during the Winch Launch. However to remove any chance that the release was at fault the unit has been serviced by Tost and many new parts e.g. springs fitted. The hook is now back in the glider and this aircraft is fully serviceable, although as I write it is currently de-rigged – Volunteers?

Pending for ARC time

ii) Provide ballast weight option.

DOA

Passed the new AD detailing internal inspections of the Fin and Elevator.

While fitting a new main wheel and tube it was discovered the bearing had been slipping in the casting enlarging the recess -- a new wheel is required.

As in my last report where DVB had been flown with a flat tail wheel allowing the tube to rotate, tearing the valve from the tube. DOA has also suffered this in the last few weeks.

One comment I have heard from club members as to why tyre pressures are not corrected during DI is the lack of suitable valve extensions, making it impossible to inflate!

To address this you will now find a small box in the Wooden Cupboard in the Hanger (where the cleaning materials are) containing a selection of valve extensions. If you use an extension please ensure it is returned.

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

No progress on this action

DVB

Following the AD detailing an internal inspection of the Fin and elevator some water Ingres into the wood at the base of the Fin was discovered – the wood is soft and wet! In a way its good news we only found damp as evidence of glue failure here would put a question mark over the whole air frame.

John G has the fin and is re-building the “Stern Post” and associated structure. It is expected this work will take some 3-4 weeks meaning the glider will not be back in service until the end of April.

In the mean time our thanks to Eddie Leach who has made the “Eden Soaring K13 “ available to the ESGC albeit with insurance limitations.

Grant application and K13's

Back in October we took the decision to consider some of the possible grant money towards updating the aging electronics in the club gliders i.e. Varios, radios. That was before we were hit with a new AD from Schleicher to inspect the fins and elevators of the 13's and an increase in the frequency of the glue failure inspection. Are we still happy with the decision that the K13's should continue as our primary training aircraft?

If we are then we can go forward and look at electronics, if not then I would suggest any grant funds would be better directed towards an additional glass 2 seater.

Proposed Electronics fit

K13's and SF27

Electric Vario (With rear repeater for K13's)

Radio

Logger/FLARM

K21/Grob Acro/Astirs

Electric Vario (With rear repeater for K21 and Grob Acro)

Radio

PDA/flight computer

Logger/FLARM

In all installations the Logger/FLARM would be the existing Red Box, so we need not consider these items within the Grant application.

First thoughts on suitable items

Radio

Any new radio purchased today will support the new 8.33KHz channel spacing – 2160 Channels in total.

The tech specs between the two major manufacturers we might consider I.e Becker or Dittel are very similar. The user interface and screens cannot be compared from a tech spec so we would need to see/play with the units before a firm decision can be made.

Dittel KRT2 --- £799 (Special offer lxavionics.co.uk at present)

If we don't like the Dittel then the price jump to the base Becker is significant.

Becker 6201 --- £1464 (also the lxavionics price)

For the two seaters you could do a Rolls Royce solution with dual radio controls front and back.

Becker RT6201 --- £1242 (also the lxavionics price)

+ 2 Remote Control Modules

Becker RCU6201 --- £315 each

TOTAL £1872

Over the last few weeks I've seen the price of the KRT2 change quite a lot with different suppliers becoming cheapest. For the Grant Application I suggest we should budget £1000 per aircraft and hope the Dittel proves to be a solid piece of kit.

Fleet total – 7 x £1000 = £7000

Electric Vario

Electric Varios have come a long way since the first audios were introduced and some of them now cross over into what was previously the domain of a flight computer offering such thing as glide slope. For Club use I would suggest a simple vario providing:-

Instantaneous Rate of Climb

Average Rate of Climb

MacCready speed to fly

Digital Altitude - a nice to have, since it doesn't stick

would seem to fit the bill.

First contender

LX Nav – S3

Main instrument £415 -- x7 = £2905

Rear Repeater £345 – x4 = £1380

Fleet total - £4285

PDA/flight computer

Here we need to strike a balance between massively expensive and complex equipment and what fulfills the basic need for training, early X-Country and local competitions. To this end most of the flight computers on offer from the likes of LX are way to complex in a club environment and as a consequence I feel we can discard these.

We already have one “Oudie” for use in the Astirs and loaded with SeeYou I believe this provides all the features required for training, early X-Country and local competitions

Oudie 2 — £498?

(£300 for unit + £198 for SeeYou License)

As we already have one unit 3 more would be required

Fleet total - 495x3 = £1485

Grant Grand Total For Radios' Varios and PDAs £12770

It was agreed by all those present to accept Mike’s recommendations regarding the instruments

PR suggested that if the club gliders were going to have new panels that they should all have the same layout if practical.

It was agreed that we should obtain another Oudie for the grob if we could run 2 on the same licence as this would save us £200. If this was not possible we would defer the decision until later.

It was agreed we should obtain a new projector at around £150 with a 12 month warranty.

The glue failure problem regarding the K13s was also discussed at length with a suggestion that we should sell one K13 while it still had a value and invest the money in another glass 2 seater.

JA said that the K13 was by far the best trainer we have and a suitable glass replacement would be very expensive and not as easy to repair if it got damaged. It was agreed by all that no viable replacement was currently available and we would carry on with the K13s for the foreseeable future.

Chairman’s report

RG reported there was nothing of significance which hadn't been covered elsewhere in the Minutes

Site Officers Report – Alan B had nothing further to report following the items already discussed under Matters arising.

Winch Masters Report – ML

1. We now have the new Dyneema on site, so we have a new set for both winches.
2. We have replaced the starboard silencer on the English winch and another silencer should be on site 8th April for the port side which has started to fail.
3. As part of the standard servicing we have replaced the tow out brake disc pads and the rubber gaiters on the scroll gear shafts on the English winch.
4. The German winch is still progressing with the catches being fitted to the engine bay lids. Further painting followed by site trials will follow shortly.

Safety Officers Report – Nothing of significance to report which is not covered elsewhere in the minutes EL

CFI's Report JA

Congratulations to Alan Bateman for his recent first solo.

I am trying to arrange BI courses for two people; we are waiting for suitable dates to be agreed.

The new Southend Class D airspace rules, as displayed on the latest maps, have been established

Treasurer's Report – RG has been looking after the treasures post on a temporary basis since the AGM sorting out the queries regarding the profit and loss situation over the last 3 years. He will have clarification in the near future and Ken Ward will take over the post thereafter.

RG is also working on a structure for the budget for all the various facets of the clubs operation and will have more details by the next meeting.

Publicity Officers Report PR Paul is organising the clubs 50th Anniversary celebration and intends to incorporate it with an open day at the club on Saturday June 20th. This is the day prior to the longest day and also the day before Fathers Day. so it is hoped that we can attract a large number of people to try a flight and partake in other planned attractions.

These include the BGA simulator which Paul has secured for £100 a discount of £50, and a bouncy castle to keep the children amused, it is hoped that the Motorglider restrictions will be lifted by then offering more opportunity for

flights, and it is expected to have the Air Ambulance based on site for the day to add further interest .

Paul will welcome any other ideas members may have for the day.

The following day, Sunday, is the longest day of the year and the club will be operating dawn to dusk flying.

The annual task week is planned for 1st to 9 th August and a further flying week is planned for the week 29th August to 6th september

Any Other Business

Kaz has asked us to agree that group flying could commence from 4 or 5 pm on normal club flying days which was agreed, but it was not thought appropriate to have group flying any earlier than this on normal club flying days.

JA brought up the question of increasing or relocating the briefing room as he felt it was too small and cramped.

ML suggested that we could make a new entrance into the workshop beside the existing door into the lobby, this would give an extra few feet for the briefing room but it was generally considered to be a lot of work for little gain. For the time being it is to be cleared of clutter and try to make better use of what we have got.

EL asked if the volunteer slot for the first winch duty could be removed from the rota as there has been occasions when a trial lesson has turned up and they have been scratching around for a winch driver.

DW said he would send the request to Doug.

There being no other business to discuss the meeting closed at 10.05 hrs.

Date of Next Meeting

The next meeting has been brought forward 1 week to 29th April 2015 **COMMENCING AT 19.00 hrs. in the clubhouse.**

DW 09-04-15