

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 19th August 2015
In the Clubhouse commencing at 19.00 hrs.

Present

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

Apologies for Absence.

Alan Bilby (AB) Site Officer

Eddie Leach (EL) Safety Officer

Approval of Previously approved Minutes for meeting held on 15th July 2015

Those present agreed the minutes unanimously.

Matters arising from those minutes

Website Payment Page. It was agreed that the page would be removed from the website and we are currently awaiting for Dennis to implement this.

Membership Secretary's Report SJ

Welcome to the following new members this month:

Matthew Wilmott, Full Member
James Frostick, Cadet Member
George Lee, Cadet Member
Katie and Ellie Green, Junior Members

I have spent some time trying to rationalise the log system, the membership database and the membership categories as actually used this year. At present we have 17 possible membership categories with only 11 catered for in the log system. The membership database follows the log system. We do not have members in all the categories, notably the junior fixed price categories, but I do not want to remove these as we may wish to use these to attract new members. The mismatch means that I often have to fool the system to get new members in. For example Cadet Members on the £32 per month scheme are set up as Full FPTS Members, Cadet Members on the

old grandfathered scheme are set up as Cadets. Eventually this will fall over and certainly it will cause a lot of trouble in next year's renewals.

A spreadsheet was tabled showing the situation as it is now and suggestions as to how this can be rationalised for next year. This tries to reduce the number of membership categories but we still end up with a large number.

Steve will work with Mike and Rob to get the membership categories rationalised and log system updated over the winter

Secretary's Report DW

We have received a letter from the solicitors handling Ian Agutters estate. He has left the sum of £10,000 to the club in his will which we will receive in due course.

Bob Godden will send a letter of thanks, and the committee discussed a proposal for a new annual trophy in his memory, for the member who clocks up the most private hours flying in a season.

Technical Officers Report MH

Tech Officers report 19/08/15

Batteries

The New Battery charger has been completed, commissioned and installed in the Hanger. The new charger provides 12 outputs enabling all of the ESGC club batteries to be charged at once. Batteries may be safely left connected to this charger for an indefinite period, once charging is complete i.e. the "Green Charged" indicator is illuminated.

In the past batteries have frequently been left on the shelf in a discharged condition, shortening their lifespan. With the new charger there should now be no reason for this to ever occur:-

If you remove a battery from a glider then immediately connect it to the charger.

Duty Instructor:-

Please ensure all batteries are connected to the charger when you lock the hanger at the end of the day

I'm part way through updating the Battery installations in the club gliders to all use 12V 7Ahr batteries.

HKM and KEE have new 12V 7 Ahr batteries.

On test one of the K13 batteries is down to ½ its original capacity and needs to be replaced, there is a label on the side please avoid installing this battery at the start of the day

Testing of all the batteries continues.

Log System

The log sheet program on the laptop has been updated to show "Voucher Numbers" entered against trial lessons.

Please can I ask that any club member running the log keeps a close eye that the voucher details have been entered where appropriate. For all Trial Lessons where a zero charge is shown there should now be a voucher number showing confirming that P2 has paid for the flight in advance. As previously if you are unsure how to process a voucher or the number of flights a visitor is entitled to, please consult the voucher document in the Launch Vehicle.

There is a minor bug in the log sheet program at this time. Once a visitor/temporary members has a voucher number against their name this will continue to show should they return to fly with us again after their trial lesson. This problem will be addressed in the next release of the log sheet program.

Computers and IT

Following the addition of the extra firewall I have little progress to report on the connection between the Website and the Log System.

Ongoing:-

Briefing Room PC

Mounting the projector on the ceiling is still ongoing.

Sourcing a second high resolution projector is ongoing.

IP Webcams

Ongoing I'm not 100% happy with the new views provided by the Web Cams, the south facing camera is on the wolk with a sloping horizon and the west camera is now pointing so skyward its rain shield does nothing to keep the lens clear.

Club Website

Nothing to report

FLARM Radar

The receiver and the Display have performed well over their first month of operation, much interest has been see from many members watching our cross country pilots progress around their tasks.

The only down side I have seen is the display can become very slow to update when the system is heavily loaded (lots of gliders flying around UK/Europe) This is not an issue with our display and is acknowledged by those running the web servers, an architecture update in progress.

Glider Trailer Refurbishment

Rust damage to the front frame of the k21 trailer ongoing.

Work on the K21 Tow Out gear continues (slowly)

Repaired spare tyre mount in Astir trailer.

Grob:-

Work continues on the new trailer fittings, one of the tip dollies is now complete and looks very good.

We should replace the hinge on the right hand wing root clamp as per the left hand side (see July report).

See below relating to the problems with fuselage restraint, this needs to be improved!

Gliders

K21

Main wheel tyre and tube replaced.

Carried forward:- the winch hook needs to be replaced in the near future as it is at the end of its service life.

Grob Acro

When returning from the Club Class Nationals the strap securing the fuselage tail in the trailer snapped allowing the fuselage to roll backwards, the rudder contacted the door and cut a slot in the Aluminium. On this occasion we were very lucky - after close inspection of the rudder and all its attachments no damage other than a small surface scuff was sustained by the glider.

Tail wheel tyre was ripped from the rim by dragging the glider round. Please do not turn gliders without a third person to balance the nose under any circumstances.

Aero Tow hook is faulty and needs to be replaced.

SF27

My thanks to Mark Wilshaw for re-finishing the front of the SF27 fuselage, I hope you all agree that it looks much better for a new coat of paint and some general tidying up.

Provision of a ballast weight specifically for Seb is ongoing.

(Unfortunately the nose has since been damaged by a balloon landing and will require some more attention)

ASTIR HKM

Nothing to report

ASTIR KEE

Following the damage to KEE's undercarriage doors reported last month we have had a couple of new attempts to rip the undercarriage doors off this month

- 1) Towing with a Buggy at excessive angles
- 2) A wheels up landing

2) is just one of those things but item 1) is the same root cause as I/we see time and time again i.e. where the angle of the tow rope to the buggy becomes excessive. Please remember not more than 45 degrees between rope and fuselage centre line EVER!

Pending for ARC time

- ii) Provide ballast weight option.

DOA

DOA has made a short excursion into the corn field after ballooning on landing in the wide area at the east end of the runway. After a thorough inspection no damage was found.

A new Front Microphone has been fitted.

DVB

Aero-tow hook is faulty.

FLARM transmission appears faulty – investigation ongoing.

We will need to re_ARC DVB during the late Autumn as mid summer is not a very convenient time to perform maintenance.

Michael Burcher is sourcing quotes to fix the window leaks in the launch vehicle.

This could come in several forms:-

New Glass and Rubber

New Opening Windows

Reuse Glass but new rubber for fixed windows, New Opening Windows.
or some combination.

Chairmans Report RG

TMG - Quite a bit of time taken up with unplanned work re the TMG. I await a draft from RSA planning which seeks to get the application re-listed, hopefully for September, and dismiss the attempt by SWAT to get their sound report carried out on their terms. Hopefully we shall have this in time for the meeting otherwise I will circulate for info/comment as soon as received.

Commercial Flying - Cath will have some numbers for us in relation to the amount of ESGC vouchers sold as a proportion of the whole as a start point for a re-organisation of how we manage this side of our activity. We obviously need to cut our cloth according to our means by controlling the amount we take on and part of this will, I think, involve rationing the allocation of pre-determined "slots" between our direct customers and those with non-ESGC vouchers. Ideally, we would restrict our operation to ESGC vouchers only backed up by an online booking system but we may have to adopt a part-way measure by rationing slots to a predetermined ratio. either way, a system based booking process needs to be the baseline. Whilst a separate stream organisationally, we need to take into account income expected from our Group flying programme in the overall equation.

(After some discussion it was agreed that a ratio of 3 - 1 in favour of our own vouchers would be appropriate)

Pre-solo shepherding - Steve Grant spoke to me recently offering to get together, under his wing, a system which he is prepared to manage for pre solo members to monitor and guide them through the items on the checklist. I asked him to put his thoughts in writing with some bullet points and that I would like to discuss with the CFI / Committee - awaited.

Finances - We should generate some firm numbers to project the likely end year result, say at the next meeting. Walter Wright have agreed that, subject to a C'ttee decision membership fees can be justifiably deemed to have been earned by the year end and so this element brought forward from last year can be incorporated in the profit taken for 2015.

Retrieve Vehicle Replacement - The Jeep gives me the impression that it's running on borrowed time and whilst we have the Land Rover as back up it might be an idea to think about a robust replacement. Possibly an overwinter project ?

MT - I still have an action to circulate members for some one to take on the responsibility for maintaining the vehicles. Any idea as to who might be approached as I'm sure that a general blurb is not going to get a result.

(The SWAT group who are intent on delaying our TMG planning application have requested yet another set of noise readings. As they wish to use one of their group who has no qualifications in this area and therefore cannot be impartial we have decided to decline this and have put it in the hands of our planning consultants.)

Site Officers Report AB

Workshop is now 95% complete and can be used but electrics still need to be finished which is being actioned by Mark Butcher. A timber ramp for running gliders into the workshop through the double doors can be found inside which locates on to hangers at the door threshold. The ramp can not be left in position as the doors will not close and the ramp must always be kept inside. The larger of the two rooms left is for use as a sewing machine room and as soon as the electrics are finished these will moved out of the club house. The smaller room could be used for storage of authorised spares currently housed inside the hanger thus dispensing with the shed freeing up more hanger space.

A new toilet has been fitted in the shower block as the existing one was cracked and leaking foul water onto the floor.

Grass cutting is still being carried by Dick Skinner and his team well done!

The farmer has received planning permission for the gas plant and I have made initial contact on the land swap which basically means we will give up all the land to the south side of the airfield up to 12m from the edge of the concrete strip. This 12m strip will extend along the edge of his present field for a considerable distance along the bottom edge of the grass bund to the silage clamps. Revised lease plan to be formally agreed. The "T" hanger will have to be relocated and the farmer has said he will cover the cost and Chris Price is aware.

(Jim and Robert the Farmers and our landlords need to have the Gas plant up and running by March, it was agreed by the committee that we would release the land from our lease with immediate effect in order for them to start work on the project, providing we had an agreement for the land swap of a 12 meter strip down the south side of the peri track to cover an equivalent area to that we relinquished. This would be made available to us once the Gas Plant and Pipe line were completed.)

Ken Ward has painted the the main entrance doors to the club house but the doors on the airfield side are in poor condition and really need replacing.

Safety Officers Report – EL

Sorry for the late response, I will not be able to attend the committee meeting as I am in Cumbria for the next 3 weeks.

I have received a quote from Matchless fire protection to replace and add to the existing fire extinguishers. Total £725 +vat. this is a special one off price which will bring us in line with present day requirements.

(The committee ask that Eddie quantifies this quote.)

I believe the parachute re-packing has been completed by Tim Moran. (Confirmed)

CFI's Report JA

Nothing of significance to report.

Treasurer's Report KW

The subject of members debts was discussed. There is a small minority of members who have fallen into debt with the club by not paying their subscriptions or flying fees on time. This causes a lot of extra work for the bookkeeper and treasurer and they will receive a notice in the near future asking them to clear their debt or run the risk of not being permitted to fly until it is cleared. IT IS THE RESPONSIBILITY OF ALL MEMBERS TO PAY THEIR ACCOUNT ON TIME.

Publicity Officers Report PR

Inclusion for the club report sent to S&G which I attach, forced to edit severely due to space confines, the members will see the decimated results in next issue of S&G.

Club News From Essex & Suffolk Gliding Club.

Last time I wrote of the sunshine of spring and the flowering of our ab-initios.

The heat of summer has had a similar affect. The blossoming of a number of our pilots is wondrous to behold. Kaz Fuks who I reported receiving his cross country endorsement took himself off to Poland, his motherland, and completed his silver. He is now proving himself to be a typical cross country pilot, as I left the club today he was being retrieved from some field 40k away. Congratulations also to Richard Hayhoe who has completed his Silver as has Bradley Soanes who tacked gold height onto the silver. Mark Wilshaw managed to keep aloft for his silver duration and during his long summer recess, no he is not a politician but a teacher, has resprayed the front end of our club SF27.

The Libelle lads have shown what a superb machine that aged lass still is.

Adrian Tills took his of to obtain gold distance and diamond goal and Mark Butcher who's Libelle has the extra lever for the flaps, not many of those about, took her for a 500k trip for diamond distance. Jerry Newbery also did the same trip for diamond distance in his new Lak 17T.

Congratulations to one of our young cadets, Seb Brown who went solo on the 17th. of July and now soars the K13 for as long as he can get away with, one young man to aspire to great things I feel. Welcome to Steve Grant who left us 10 years ago and rejoined and proved that time has not ruined his ability by re soloing within a very short time.

We also welcome new members, Pat Nolet, Les Jordan, Mitchell Musard, Bradley Short, Gary Morris, Adam Ayala, Ben Miller, Chris Williams, George Lipton and Tony Deakin. Uncle Tom Cobley is still to decide !.

We also have two young people, Piers Douglas and Luke Taylor who are being sponsored for the summer period. Piers by the Air League and Luke by the Honourable Company Of Air Pilots, we thank both of those organisations for helping young people get a feel for our sport. Our open day on the 20th. June was a great success, local guests were queuing by 09.30 to buy flight vouchers and by 12.00 we had sold 80+, soon after however the British weather asserted itself and rain brought a halt to the flying. Although we offered a refund to those who had not flown only three accepted our offer, all others electing to book and fly later.

Any Other Business

The Drinks fridge compressor appears to be constantly running and as this provides a well used service especially in the summer months it will need to be repaired or replaced. (Will the site officer please investigate)

The state of the Jeep was discussed at some length and it was decided that it is no longer worth throwing money at. It was agreed that a diesel Toyota pickup or similar would fill the roll well as the tow out gear could be transferred from the Jeep in 2-3 Days at little cost.

Paul Robinson has agreed to contact local dealerships to see if anyone would supply us with a reliable used vehicle at a substantial discount in exchange for advertising on the vehicle itself and the use of the airfield for promoting their product.

It was considered that a figure of around £5K could be made available if necessary.

MH brought to our attention that not all the flights are correctly entered in the log and some trial flights may not have been paid for, other individual flights are not always charged correctly. It is the responsibility of each individual to check the data for their flight is recorded in the log correctly.

It is the responsibility of the instructor who flies a trial lesson, day course or gliding experience to ensure that details of vouchers etc are correctly logged into the system and not left to the log keeper who may be a junior member.

The club has a large backlog of trial lessons and flying experiences to get through. It is hoped that basic instructors will be prepared to take on a few extra flights in order to clear this backlog - both Bob Godden and Paul Robinson have agreed to do some and Johnathon will contact the rest of the instructors looking for more volunteers

There being no other business to discuss the meeting closed at 21.15 hrs.

Date of Next Meeting

The next meeting is on 9th September 2015 COMMENCING AT 19.00 hrs. in the clubhouse.