

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 21st October 2015
In the Clubhouse commencing at 19.00 hrs.

Present

Alan Bilby (AB) Site Officer
Dave Wallis (DW) Secretary
Jonathan Abbess (JA) Chief Flying Instructor
Mike Haynes (MH) Technical Officer
Ken Ward (KW) Treasurer
Paul Robinson (PR) Publicity Officer
Robert Godden (RG) Chairman
Steve Jones (SJ) Membership Secretary

Apologies for Absence.

Martin Lawson (ML) Winch Master
Eddie Leach (EL) Safety Officer

Approval of Previously approved Minutes for meeting held on 9th September 2015

Those present agreed the minutes unanimously.

Matters arising from those minutes

The reorganising of trial lesson booking was discussed at length and it was decided that a fully bookable system on line would be advantageous with prospective customers able to see what slots were available on the website and then able to book and pay on line.

Due to the success this year selling our own vouchers it was thought that a ratio of 3 esgc vouchers to 1 third party voucher should be implemented with a view to only accepting our own vouchers in the fullness of time.

We will need to discuss this with John and Lyn bone and agree a system everybody is happy with.

Dates for IFP training is ongoing and Jonathan is keeping track on this.

A diesel Kia Sorrento has been sourced to replace the Jeep and will be modified to take the cable tow out gear over the winter.

It was decided that PR will source the replacement and additional fire extinguishers needed to meet regulations and these can be purchased for around £330

Membership Secretary's Report SJ

Welcome to the following new members:

Xav Overbury-Tapper – Junior
Dan Proudfoot – Full
Phil Lewis – Full
Keith Willetts – Full
Cameron Batt – Junior
Peter Darton – Full

We discussed a Change to membership classes SJ & MH are preparing a table which I will send out separately in the near future.

Secretary's Report DW

The BGA annual return has been finalised and submitted.

Technical Officers Report MH

.Glider Batteries

All of the glider batteries remaining in service have at least 5 Ahr capacity remaining (6 Ahr when new)

Launch-point Batteries

A 12-20V Converter for the HP Laptop has been sourced and is now in regular use. This removes the inefficiency of the two stage 12-240-20 Volt conversion process.

With the new laptop converter in use the steady state discharge on the launch point batteries from the laptop + Radios + PA amplifier is only 1.72 Amps. This means in a 9 hour day we will consume 16 Ahrs from the batteries, allowing a little for the lights and the increase in consumption when the radios transmit say 20 Ahrs in total.

The Launch point is fitted with 2 x 85 Ahr batteries meaning that a 9 hour discharge cycle results in a depth of discharge => $20 / 170 = 11\%$

As previously at this depth of discharge several years of service should be expected.

Since the launch point laptop has run on the 12-20 V Converter to the best of my knowledge no issues with batteries being discharge towards the end of the day have been experienced.

Work continues on a remote monitor for the launch point charger. This will enable both the charge level and mains connected/not connected status to be monitored remotely

Log System

Changes to the launch point program carried forward:-

- i) Add active field on members, gliders so that we can reduce what is displayed to the information which is relevant.
- ii) Fix Voucher number always visible. Voucher number should only show on the first day a member flies.
- iii) Remove the ability to create/edit members in anything other than temporary/temporary reciprocal classes.

Computers and IT

Work is now progressing to connect the Log system Database to the esgs.co.uk Web Server. We hope to have a prototype "Flight View" program offering a basic ability to browse your flights over the internet available in the next couple of months.

The hard disc in the Bookkeepers laptop has been replaced with a Solid State Drive. Replacing the drive and cleaning much of the rubbish off of this computer has produced a reasonable improvement in performance, hopefully staving off the time when we have to purchase a new laptop and a new Sage License for a couple of years.

Briefing Room PC

Dave Bolson's company was upgrading their conference room facilities and offered the club a projector for a charitable contribution. To this end the committee has agreed to donate £50 to Essex Air Ambulance a bargain price if I may say so for a projector with only 180 hours of usage on the lamp. The discharge lamps used in most projectors start at about £80 and then move on up to the hundreds. The lamp will have a life of some 2000 hours so in our use this projector should offer many years of service.

The ceiling mount should be finished in the next week or so and then we have to decide whether to retain the TV for small groups and use the projector when briefing larger numbers or dispense with the TV entirely. In the short term you will find that only the projector is connected.

As noted above the price of projector lamps is not insignificant, If you use the projector please help look after the lamp by note the following:-

- 1) Do not leave the projector switched on when not in use. (the TV is regularly left on for days/ weeks!)
- 2) Switch off the projector by using the off button on the remote control. Do Not simply unplug from the mains while the lamp is hot!

IP Webcams

Nothing to report

Club Website

Now we are almost at the end of the booked slots for trial lessons in 2015 we have removed the "Fully Booked for 2015" message from the website .

Work continues on the online booking and calendar but with no specific progress to report this month

Glider Trailer Refurbishment

Rust damage to the front frame of the k21 trailer ongoing.
Work on the K21 Tow Out gear continues (slowly)

Grob:-

Both of the tip dollies are now complete and look very good.
We should replace the hinge on the right hand wing root clamp as per the left hand side and improve the fuselage restraint

Sf27:-

Work has commenced to refurbish the wooden front panel and the rear door/ramp.

Astirs:-

The welds holding the tail fin frame to the trailer body have failed. I suspect these vertical/inverted welds were made many years ago by a club member and as a consequence were not of the best quality. The frame has now been re-welded into place.

New hinge/dolly guides have been fabricated for the rear ramp, this now just requires the wooden ramp to be attached.

Gliders

On a general note we are carrying a number of cosmetic repairs on the club gliders. As we move into the autumn it will be necessary to remove aircraft from service as we attend to these.

Winter is just around the corner and this brings with it those lovely days splashing through the mud. To help keep the fleet clean through the winter the hose and hose attached cleaning brushes on the west side of the hanger have been replaced.

K21

Carried forward:-

Harnesses need to be serviced/webbing replaced..

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

Rear screen on "S-Nav" is not working

Grob Acro

Aero Tow hook is faulty and needs to be replaced/serviced.

Rubber seal on canopy is becoming detached. I am attempting to source a rubber seal direct from the manufacturer rather than via Lindner.

SF27

Repair to fibreglass nose cone carried forward.

A new balast weight and mountings have been fabricated for the SF27.

The weight weights 24 lbs but as it is fitted forward of the seat the effective weight will be a little greater. At some stage in the near future we will weight the glider with the weight installed to determine the effective weight.

For now its safe to calculate the new cockpit minimum as

“min pilot as plackard” - 24

124 -24 = 100 lbs XXXXXX needs to be checked.

Please be careful when installing the weight as it could damage the instrument panel or switches as it is lowered into position between the panel and the front of the seat.

ASTIR HKM

HKM is the first glider I would like to send to John G for general GRP/gell work. It is hoped John Gilbert will start work on this next week.

Somebody has broken the new battery box installed in HKM back in August.

Maybe with hindsight the GRP boxes supplied by Seven Valley Sailplanes are not sufficiently robust for club use but it would have been nice if the person who broke it had at least contacted me to apologise.

Once HKM is de-rigged I will attempt to return the broken box to SVSP claiming that its not fit for purpose since it was broken while opening the spring battery retaining clamp.

Pending for ARC time

ii) Provide ballast weight option.

ASTIR KEE

Nothing to report

DOA

Nothing to report

DVB

DVB has been re-weighed with the ballast weight fitted.

This weighing and the subsequent calculation indicated that the effective weight of the weight was a little less than previously calculated when the extra lead was added.

The label on the weight has been updated to reflect this.

Aero-tow hook is faulty.

We will need to re-ARC DVB during the late Autumn as mid simmer is not a very convenient time to perform maintenance.

Launch point

The launch point vehicle continues to leak and Mike Burcher has got a quote to have the seals replaced on all the windows.

It was decided that to put the job out to a contractor was the way to go on this but felt we would like to see a second quote before going ahead.

Chairmans Report RG

Bob attended a meeting with the planners on Tuesday regarding the planning application for the TMG.

After much debate he managed to get support and recommendation for the application with the following restrictions.

Up to 8 take offs in any one day with no repeat take off within one hour in the same direction.

It is hoped the planning committee will hear the application in December.

Site Officers Report AB

Workshop is complete and can be used but the electric meter is in the wrong location as its in the sewing machine room which we need to lock so this needs to be move or we dispense with all together. We also need a better light in the room which will be actioned shortly.

The box gutter over the hanger door has now been lined with fibreglass so it should now last for a good number of years.

The T hanger has now been relocated by Chris Price and co to free up the land for the farmers gas plant but we need to get him to reimburse Chris for the new paving slabs and for the contractor to lay them. I will speak to him but I need the invoices for the work from Chris to take this one further. I have an offer from one of the junior members father who is a carpenter to hang new doors on the shower block so I will keep you posted on progress.

Now we have not got the grant for the club house refurbishment we need to think what we can do from present funds suggest we look at new furniture and in house redecorations.

This was discussed and decided we could afford to allocate the sum of £5000 to refurb the toilets and kitchen, and replace some of the clubhouse furniture.

It was proposed that we resubmit the grant application solely for the MT shed / Workshop extension in the hope this would be considered favourably.

We looked again at the charging policy for the new workshop and decided that the original proposal to charge £5 day should be revised to - no charge for the first week and then £25 / week thereafter, with no more than one free week booked in any month. These would be booked on a wall chart in the workshop.

It was decided to change to this system so that members could use the facility free of charge, but with the limitation to one week free to encourage members to get on with the job and clear the workshop as soon as possible so the next member had availability.

Winch Master's Report ML

The trials with the German winch are progressing and the drivers are managing the change very well. The winch will be ready for the winter season and as already stated we will be running with one cable only.

We have fitted a new gas mixer to the English winch but we are still not happy with the engines "lumpy" running.

To try and solve the mystery we have the Skylaunch engineer coming to site to carry out tests.

We do not want to remove the engine for overhaul but it maybe our final option. I will keep the committee up to speed with our progress.

The air compressor donated by Brian Darton has been installed in the MT shed. It is in a fixed location with a 10m recoiling air line.

The clutch master cylinder failed on the landrover and has been replaced but problems with bleeding the system and a possible failing of the slave system has left us with a far from ideal situation. I have purchased a slave cylinder and will be borrowing a pressure bleeding unit to try and rectify the problem.

To replace the unreliable Jeep we have purchased an Automatic ,diesel, 4 wheel drive Kia Sorento. It will take time to fit the tow out unit to the roof and do the electrical modifications, but in the winter we normally use the landrover to pull the cables so it will give us the time to complete the works prior to the new season.

Safety Officers Report – EL

Nothing to report.

CFI's Report JA

Congratulations to Simon Barnes whose standard of instruction was highly commended on his completion course and to our three recent solos:

Jamie Carruthers 20/09/2015

Toby Brown 5/10/2015 (his 14th birthday!)

Kristoffer Ahlner 18/10/2015

Treasurer's Report KW

_The accounts look healthy, income is up about 20% and expenses are down on budget.

It is planned to have a full profit and loss account ready for the 5 year planning meeting in November

Publicity Officers Report PR

Club news sent to S&G 07/10/15 for December/January edition. This had pictures of Jamie's solo, also Toby and details of the solo on his fourteenth birthday.

Several newspapers covered Toby's achievement, pictures in the East Anglian Daily Times, Colchester Standard, Malden & Heybridge Gazette and some other papers in the South of Essex.

Have sent a press release with pictures to EADT, Colchester Standard and Essex Chronicle, which covers Shenfield re. Kristofer's solo.

Solo information and pictures sent to Dennis for inclusion on club Blog.

I was unable to persuade the Lancaster Group Toyota division to consider having a deal with us for a Toyota pick up, Martin however has sourced a Kia station wagon.

Two members voiced a request via the Burble room for the bequest from Ian Agutter to be spent on a single seat glider, this machine to be superior to the Astir's in our fleet. It was also made clear by one member that this decision should be made by the membership not the committee. I asked via the Burble room for the membership to indicate what performance, age and type of glider they might like to see added to the fleet. Unfortunately I have only had two replies and one asked for a glider that was inferior to existing fleet machines. The two members who requested the fleet addition have not replied.

Any Other Business

PR suggested that we invite Peter Hibbard the East Anglian mentor for the BGA junior training program to the club to talk with our junior members.

He also suggested that part of Ian Agutter's bequest could be used for Junior advancement.

We also discussed the possibility using his bequest to replace KEE with a more advanced glider such as an LS3 (there was an LS3 for sale recently for £13000 but this sold very quickly.)

The committee invite comments and ideas from the membership regarding this to be discussed at the AGM

Paul Rice suggested that trial lessons and gliding experiences could be booked in through the winter on weds and weekends to help clear the backlog.

This was considered to be a good idea in principal but would need somebody to organise it on a weekly basis.

Somebody who would keep a list of local voucher holders willing to fly at short notice, keep an eye on the weather 2 or 3 days in advance and arrange for their flights accordingly.

JA mentioned the need to find a new safety officer. Two or three names were mentioned and it was left that committee members would speak to these members to assess their interest and suitability and then report back at the next meeting.

There being no other business to discuss the meeting closed at 21.40hrs.

Date of Next Meeting

The next meeting is on 25th November 2015 COMMENCING AT 19.00 hrs. in the clubhouse.