

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 6th January 2016
In the Clubhouse commencing at 19.00 hrs.

Present

Alan Bilby (AB) Site Officer
Dave Wallis (DW) Secretary
Jonathan Abbess (JA) Chief Flying Instructor
Steve Jones (SJ) Membership Secretary
Ken Ward (KW) Treasurer
Paul Robinson (PR) Publicity Officer
Robert Godden (RG) Chairman
Martin Lawson (ML) Winch Master
Trevor Smith (TS) Joint Safety officer
Dave Bolsden (DB) Joint Safety officer

Apologies for Absence.

Mike Haynes (MH) Technical Officer

Approval of Previously approved Minutes for meeting held on 25th November 2015

Those present agreed the minutes unanimously.

Matters arising from those minutes

Revised club fees were discussed and agreed a separate table of these is attached. The proposed annual subscription will need to be agreed by the membership at the AGM

The filling of the ditch between the end of the extended width runway and the farmers field created by the way the field was ploughed is on going and will need to be done before the field is seeded.

KW was looking into the possibility of investing some of the club funds into Premium Bonds but this is not possible for a Corporation.

Membership Secretary's Report SJ

New Members

Welcome to new member Julian Woods. He will be a full member commencing 1st February 2016.

Charges

A subcommittee comprising Ken, Mike and Steve met to work out membership charges for 2016/17

These were agreed by the committee and shown on a separate attachment.

Secretary's Report DW

The dates for this years committee meetings, 5 Year planning meeting and the 2017 AGM have been set and are as follows:-

Dates for committee meetings May 11. June 8. July 6. Aug 10. Sept 7. Oct 5. Nov 9. Dec 14. Jan11 2017. Feb 8. Mar 8. Apr 5.

Date for 2016 5 year planning meeting Nov 26.

Date for 2017 AGM March 18.

Technical Officers Report MH

Launch-point Batteries

The Launch point Batteries have been replaced with two new Lucas LSLC85-12 only time will tell if these get closer to the 600+ cycles specified.

Having replaced the batteries problems continued to be experienced with the PBR radio communication whilst the lights were in operation

Checking the specification on this radio its clear it is intended for operation in a vehicle with the engine running as a nominal 13.8 Volts is quoted. The bottom end of operation is 11.9V, in principal this looks OK but wit the new batteries at 12.5 V problems started to occur on the PBR link.

Investigating this we find a massive volt drop across the launch point wiring such that at the radio we are 1.5V below the battery terminals i.e about 11Volts.

Most of this volt drop can be attributed to evolution of the launch point were more and more electronics has been added over the years with more and more connectors between the batteries and the radio.

To cut a long story short all of the wiring not replaced last year when changes to the Battery Charging wiring were made has now been replaced.

Along with the new wiring new fuse boxes and distribution to the various pieces of equipment has been implemented. The light power switching relays were re-located closer to the batteries removing most of the volt drop the radios might see due to the signalling light and beacon current. As part of this update the "Tow Out" light control was moved into the main light control box

Version 1 of the Battery Charging Monitor has been completed, this checks for mains connected and reports the battery voltage every minute to the "esgc-security" computer. There is no charging current monitor in Version 1 although the shunts and wiring are already in place to add this feature. At 2000 each day the monitor program running on "esgc-security" will check if the Launch point is connected and if not it will email a subset of the instructors. Only a subset of the instructors are included in the email distribution at present as I need to establish the reliability of the WiFi link – false alarm indications will become annoying and hence ignored like most car alarms these days.

Wifi Connectivity between the Launch Point and the existing ESGC Basestation proved to be impossible. Currently the Launch point is connecting via a supplementary BaseStation located behind the TV. The SSID of the Basestation is hidden so yo will not be able to easily connect your personal devices to it! This location is not ideal as the TV creates interference which reduces the

performance of the link adding to my nervousness about the reliability of the WiFi Connection. To counter this an additional Base station will be added to the East Hanger door pillar just as soon as we can run the Cat 5 cables through the Club Room and Workshop loft and then across the Hanger. This External Basestation will also form the first part of the experiment to see if we can achieve reliable WiFi at the Launch point to implement the Electronic Record Cards system.

Launch Point Windows

The sliding window on the right of the desk has been re-sealed, The window was removed all of the old sealer scraped off and new sealer applied. It is probable that much of this leakage was due to the hole being too large for the window frame resulting in only a very small overlap to hold the sealer. To address this problem the window was backed by some 12mm aluminium box section on the inside.

Progress on finding a contractor to replace the windows mounted in rubber is still slow with only the commercial arm of AutoGlass actually submitting a quote which the committee thought was on the expensive side back in October. Action ongoing.

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.

With the TMG planning in place we now have a few more changes required in the log system. As part of the planning consent we committed to allow Colchester Planning access to our log sheets as evidence of our conformance with the planning constraints. To this end it is now vitally important that every flight by the TMG appears on our log sheets and that any remote take-offs can be identified since these will not count in our daily or hourly limits.

I have been in contact with Robbie and asked him to add the following to the Log System:-

- iiii) Fix the bug in the Control Panel program which prevents the creation of flights in the Office (should a flight not get recorded on the laptop).
- v) Add categories for Remote take-offs

To summarise

- 1) *It is the responsibility of all TMG pilots to ensure all TMG flights are correctly recorded in the Electronic Log before leaving the airfield.*
- 2) Recording flights on the paper log kept in the TMG is no longer sufficient.
- 3) If its a non flying day this means getting the laptop out, creating the flights, printing and synchronising as we do at the end of a normal flying day.
- 4) For flights with a remote take off enter the two legs into the system and annotate the printed sheet to show the remote take-off. As soon as the log system is updated to handle remote take-offs this information will be edited into the Database.

If we follow the above a TMG flight should never be missing from the Electronic Log but if a flight is missed please do not attempt to enter this into the Log System using the laptop after a synchronised has been performed on a normal flying day. You will be attempting to enter flight

information for a date in the past which is a function which has not been tested and may cause inconsistencies in the database.

Charges Document

Sub-committee met and agreed the charges document see item under matters arising

Computers and IT

Nothing to report

IP Webcams

Some members have reported that the live video feed from the webcams is not working when viewing the video stream externally using IE --- To be investigated

Club Website

Work continues on the online booking and calendar.

Glider Trailer Refurbishment

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

Work on the K21 Tow Out gear continues (slowly)

Grob:-

Now that we are flying from the track for the near future the Grob has been de-rigged making it possible to finalise the fit of the glider in the trailer with the new tip dollies.

The replacement of the right hand wing root clamp has also been organised

Sf27:-

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

Astirs:-

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

Gliders

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.

Intermittant connection close to main power switch needs further investigation.

Grob Acro
Carried Forward:-
Aero Tow hook has been removed for service.

SF27
Carried Forward:-
Damage to Nose Cone
John G is aware of this task and will organise the de-rig of the SF27 and the transport of the fuselage to his workshop shortly after the work on KEE is completed.

ASTIR HKM

As reported last month Seven Valley sailplanes accepted the manufacture of the Battery Box was faulty and agreed to replaced this free of charge. We have received the replacement Battery Box this just needs drilling and bolting into position.

Until this is complete HKM has no viable battery restraint and should only be flown without a battery installed. As a consequence this aircraft will be non-radio for a couple of weeks..

ASTIR KEE

This Glider is still with John Gilbert

DOA

The Canopy of DOA has been repaired by Steve Nailer. Steve made a very good job of the repair its not quite invisible but very nearly so.
The repair was reasonably priced at £300 but by the time we had reimbursed the members for the transport cost, 2 seconds of carelessness cost the club some £800.

Skid see below

DVB

Flying on the track wears the skid plates very rapidly, indeed both DOA and DVB need new skid plates to protect the wood underneath. Although not a member at present Alistair Smith has agreed to fabricate two new skid plates for us. The deal is two flights per plate so 4 in total. If Alstair should want to fly when I'm not around please make him welcome

Carried Forward:-

Aero-tow hook is faulty
Volume control on Vario is faulty

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

Chairmans Report RG

Little to report this month only that the TMG planning application went as well as expected and it is up to us not to upset the local community during our 3 Year Trial. Richard Kimberly has issued instructions to all TMG pilots.

The committee decided it would be beneficial to have a logger in the TMG for all flights so that we can ascertain whether any complaints we get are in fact our TMG or another aircraft which is falsely identified. The club have a spare Flarm / logger which will be offered free of charge to the syndicate if they are agreeable to have it installed.

Site Officers Report AB

Workshop has now been used by 2 members I am aware of and it seems to be OK and I trust the members in question will have paid any hire charges due!

Quotes for the repairs to the peri track have been forwarded to Jim (Farmer Senior) for consideration on sharing the cost but he as yet has not got back to me but I got he feeling he was not too keen so we may well have to re-think our options.

Still no news on when pipeline will go in for the gas plant and I left a message for Robert to give me call back.

Replaced outside flood light to gas tank and also replaced light fitting in the hanger thanks to Eddie for his assistance.

AB has now been contacted by the farmer and the gas plant pipeline is expected to start mid January. We will all have to be aware that some heavy machinery may be left a few meters south of the peri - track during flying days.

The subject of a hardstanding area for the winch opposite the flagpole and immediately north of the peri-track to be used on days when the wind is from the east was revisited, and decided that a quote for this should be sought as a matter of urgency.

Winch Master's Report ML

Work on the new tow-out vehicle is well under way and the hand brake on the Landrover has been sorted.

Thanks go to Mike Burcher for all the work he is doing regarding the revised Grant application for the MT shed extension.

Safety Officers Report DB & TS

Firstly thanks to Eddy for the training on the Safety Management System and the day to day activities of the safety officer functions.

It shows the amount of hard work that has gone into producing these documents. Mike Haynes has got us up and running on the computer system with remote access and general time and tricks. Work has started on updating the ground handling manual, primarily to reflect the newer equipment and radios in the launch point. Work will be needed in conjunction with the CFI to incorporate the updates to ground handling and other general procedures for operation of the motor glider. Flying activities have been quiet over the past few weeks, and this possibly has been reflected in the fact that there have not been any accidents or incidents reported in the system. Its planned to make a quick 'cheat sheet' that will fit in a log book for incident and accident reporting procedures in the near future so that all pilots should have it easily to hand.

A parachute repacking visit is booked for 15th/16th February, which is a little earlier than normal because Easter is earlier this year and Tim has to fit all his pre-easter work into a shorter time frame. The charge remains at £30 per 'chute. The second visit will probably be some time during the 2nd half of August.

The risk assessments are all being reviewed, which is bringing several of them forward to a quieter time of the year. In all fairness there is not much to be altered, but there needs to be an annual review for sound due diligence should anything untoward crop up.

Thanks to Mike for the reminder about the fire extinguishers. Now the festivities are out of the way it should be possible to fix the remains new extinguishers to there allocated stations and isolate the old ones with a view to gradual disposal in the general rubbish.

TS is to meet with Eddie this week to organise the Extinguishers

CFI's Report JA

I will be re-issuing the "Flying Orders" soon. This is to reflect changes to licensing, instructor ratings and motor-glider operations.

Treasurer's Report KW

. 1) Financial Services Compensation Scheme (FSCS)

The FCSC is the UK's independent compensation fund which gives a level of protection for account money if anything happens to a bank or building society.

From the 1st January 2016 the level of protection which is set by a European directive for deposits across the European Economic Area is reducing from £85,000 to £75,000.

The limit was originally set in 2010 at €100,000 or £85,000 however due to the strength of the £ the Prudential Regulation Authority (PRA) was required to recalculate the UK's equivalent based on the exchange rate at 3rd July 2015.

As a consequence our deposits with Bank of Scotland are, from time to time, likely to exceed this lower limit putting some of our funds at risk.

The Committee may consider it prudent to split our funds over two banking groups to remove any risk, if so I would suggest that the deposit of £40,000 be transferred to a bank outside of the Lloyd's Banking Group.

2) The early indications for the 2015 financial results are very encouraging however there is still work to be done with our Accountants. Final results will be given to the Committee as soon as possible so that planned expenditure for 2016 can be progressed.

3) Thanks to consistent efforts by our Bookkeeper and Membership Secretary flying account debt is at a very low level. However, we do have some relatively small debts outstanding from ex members which despite many approaches will have to be written off.

PR suggested and it was agreed that we should open another account with a different banking group to hold the ring-fenced fund of around £40k. This will protect the clubs funds in the event of another banking crisis.

Publicity Officers Report PR

Nothing of significance to report other than PR, KW & RG will attend a meeting held by Active Essex in Colchester on 19th January.

Any Other Business

1. MH made the point that the K21 has been flown inverted recently and as the pedal loops have been removed the pilots feet have been falling in contact with the underside of the instrument panel, causing damage to the switching and wiring. He is not happy with the K21 being flown inverted unless the pedals are replaced with new ones with retaining straps. JA is to contact all relevant pilots.

2. TMG Planning and Turbos MH

Bob's letter to the membership of the 19th explains the conditions of the TMG planning to the membership but I would like to suggest we need to place some conditions on the Turbo gliders. SWAT and other objectors will be keeping a close eye on the club to see if they can get the TMG planning thrown out after 3 years and we all know too well how the general public fails to notice what aircraft is in the air so any powered glider will be assumed to be the TMG.

The committee discussed this and decided to consult with all turbo owners so as to come to an amicable agreement which will be workable for them and reduce any risk of upsetting our neighbours.

A starting point for discussion of a 3 mile limit from the airfield and to avoid built up areas was agreed and the committee invite all turbo owners to give their views and offer any suggestions.

3. I am writing to ask the committee to discuss and agree some dates for the calendar for 2016 and publish these very soon. This is because club members will soon be planning their own personal commitments for 2016 without the benefit of taking into account any ESGC events.

Please can you confirm the dates for a Task Week and a Flying week?

I appreciate that it is not easy to pin down dates for the ICL as it requires consultation and agreement from the other regional clubs to co-ordinate these.

I believe the date for the repeat of the very successful open day for 2016 is Sunday 19th June although I understand there is a possibility this might be a two day event including Saturday 18th too?

Can I also suggest that consideration is given to running a "Solo towards Bronze", "Cross-Country Endorsement", "Cross-Country Improvers" intensive training weekend over the Easter Bank Holiday weekend and see if a few extra Instructors could be persuaded to turn up for an extra one or two days over the weekend. If this was trailed in advance the level of interest/commitment from Members seeking to improve their general flying standard could be gauged. I would be willing to act as a Basic Instructor all weekend to allow AsCat and Full Cat instructors to concentrate on some intensive training with some keen to progress club members. There is time to organise and publish the dates for this too.

Also, it might be an idea to publish any other social activity dates such as barbecues, fireworks night, etc

Best regards

Adrian

The open weekend is 18th 19th June

The flying week is set as 30th May-5th June

The task week is set as 22nd -29th August

It is hoped that we can do a reciprocal deal with Tibenham so we can fly at their flying week at club rates.

JA is to looking into the possibility of running the suggested cross country improvers week-end and solo towards bronze training.

There being no other business to discuss the meeting closed at 20.35 hrs.

Date of Next Meeting

The next meeting is on 17th February 2016 COMMENCING AT 19.00 hrs. in the clubhouse.