

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 23rd March 2016
In the Clubhouse commencing at 19.00 hrs.

Comment [1]:

Present

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

Apologies for Absence.

Mike Haynes (MH) Technical Officer

Approval of Previously approved Minutes for meeting held on 17th February 2016

Those present agreed the minutes unanimously.

Matters arising from those minutes

TMG Logger. - on going

Membership Secretary's Report

1. Welcome to new members James Crisell (Junior Member) and Mark Taylor (Fixed Price) who joined on 13th March.
2. Membership Renewals have all been issued. Members have up to 30th April to complete payment, after that date they will not be allowed to fly.

Secretary's Report DW

Nothing to report which is not covered elsewhere

Technical Officers Report MH

Launch Point

Following the installation of the new WiFi access Point the remote battery monitor now connects to the normal ESGC WiFi network. The additional Access Point behind the TV has been removed.

The surge current on the laptop was too much for the 5A fuse fitted during the rewire to the counter power outlets, resulting in one failing. Both fuses have been updated to 10A

Launch Point Windows

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

Unfortunately Robbie has suffered a personal crisis during the winter months which has delayed updates to the Log System. As a consequence the log system will not be updated to reflect the new membership classes before the start of the new membership year.

This will have zero impact on the full adult members but will effect the discounted membership classes e.g. Juniors. Many of the new membership classes only impact the annual membership renewal charges and to this end the membership renewal sheets have been produced manually for 2016.

After April 1st we must ensure the log system correctly charges on a day to day basis and this will be achieved by temporarily placing members in the old membership classes.

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.
- 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 of TMG flights
- vi. Additions of the new membership classes

Computers and IT

A new WiFi Access Point has been installed on the South East Corner of the Hanger. My thanks to Alan Bateman and Clive Stacey who pulled the necessary Ethernet cabling through the Club house and across the Hanger during January.

The new Access Point will provide a more stable connection for the Launch Point Battery Monitor and it should provide WiFi access from the Launch Point when launching from the east end of the runway in preparation for the implementation of Electronic Record Cards. Providing WiFi access

when the Launch Point is located at the West end of the Runway is more difficult requiring a different approach – coming soon

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 but with no specific progress to report this month.

Glider Trailer Refurbishment

K21:-

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

Grob:-

Currently work is in progress to complete the track modifications and hold downs for the new tip dollies.

I hope that this can be completed in the next couple of weeks as we must re-rig the Grob 103 for the season and to provide an additional two seater whilst the K21 is away having the wing and nose damage attended too.

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

The recent damage to the K21 wing and nose will be rectified by John G towards the end of April. The scheduling is a little unfortunate but as this is the busiest time of year for our inspectors its the earliest slot John has available.

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.

Intermittent connection close to main power switch needs further investigation.

Grob Acro

Aero Tow hook has been returned from service and just needs to be re-installed.

SF27

Damage to Nose Cone

John G was going to do this work but due to schedule pressures Paul R will complete the repair, indeed it is in progress as I write.

ASTIR HKM

Battery Box has been replaced

ASTIR KEE

John G has completed the repairs to KEE and the aircraft has been returned to the club. It is currently in the Astir Trailer requiring rigging. Please feel free to rig as soon as possible. The Astirs have an option for turbulator tape on the lower side of the wing. This was not previously fitted to KEE but has been included as part of the refurbishment. Members comments as to whether this improves the handling would be appreciated.

DOA

ARC has been completed

DVB

Following the repairs to the fin DVBs ARC ended up in the middle of the soaring season. The ARC inspection has been repeated moving this back into January. Aero-tow hook has been replaced but is not connected to "Yellow Knob" on a day to day basis.

Alistair Smith fabricated new skid plates for both DOA and DVB and these have been fitted. I believe Alistair took his payment flights back in February

Carried Forward:-

Volume control on Vario is faulty

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Chairmans Report RG

Bob reported that he is recovering from a recent operation and has been working on his AGM presentation to the members. He has been studying the draft accounts and concludes the club is in a good financial condition.

Site Officers Report AB

Alan reported that the clubhouse has been decorated and thanked those members who gave up their time to help.

Several items of new furniture have been delivered with more to follow. A total of £2500 has been allocated for this, £1000 of which is promised from the kitchen fund, and thanks must go to Paul Johnson for doing a sterling job in food and snack supplies in order for this to happen.

When all the furniture has been installed I am sure you will agree that Alan has secured a deal which is incredible value for money and a good deal for the club within the budget.

He also reported that the valve fitted to the pipeline last weekend was faulty so Transco were not able to do the live connection, however that has now been sorted and Transco will do the connection this Saturday 26th

Planning permission has been granted for the MT shed extension and the concrete base will be laid in April.

Winch Master's Report ML

Nothing of significance to report, but would like to thank Alan Bilby, Alan Bateman and Robert Walker for filling, stamping and rolling the worst of the ruts in the centre section of the runway and to Andy Greenhalgh and Chris Price for cutting the majority of the airfield.

Safety Officers Report TS

Not much to report for this meeting. Progress continuing with updating paperwork and adjusting schedules. The ground handling job has now moved in my direction, so I will be largely guided by Jonathan & Mike as to what is wanted. I will be checking the register of electrical equipment shortly to make sure it is up to date for PAT testing later this summer, I believe there have been a few changes.

CFI's Report JA

Little to report other than there are now two boxes on the clubhouse wall containing the latest BGA safety briefings and club incident forms.

Treasurer's Report KW

Ken Reported that the draft accounts are ready but cannot be finalised until Cath is back from holiday and the accountants have agreed them. This should be next week in time for the AGM.

He has concluded that Group and commercial flying has contributed hugely this year to the clubs profits and thanks go to Kaz ,Woolfie and John

Publicity Officers Report PR

Paul had little to report this month apart from the fact that the deadline for ESGC report for the S&G Magazine is 6th April. Will anybody with any copy they would like included please let PR have it ASAP.

Any Other Business

1)Cath has asked the committee to document the procedure for ESGC contributions towards instructor training costs.

It was decided that the Log system is left alone charging at normal club rates. All Instructional refunds will be done as a single credit per Trainee Instructor, per month. Each trainee should submit an expenses form detailing the flight dates times and charges. This needs to be approved by a committee member and then their flying account (doghouse) will be credited with 50% of the costs up to the threshold.

2)John Bone has said that he and Lynn are having difficulty in meeting the demand for bookings for voucher flights. He has asked us to try and find some more volunteer instructors for scheduled flying days.

Will instructors who are willing to help please contact John or Lyn in order to clear the backlog. We Have 238 vouchers sold last year which have not yet been flown.

3)Cath has asked us to discuss why we are allowing ESGC Vouchers not to Expire after 12 months as per the stated terms & conditions.

We discussed this, we can only expire vouchers where the customer has not phoned to book his flight. There may vouchers which are over 12 months old but the customer has tried to book a flight but we were not able to accommodate them within the 12 months. Those would have to be honoured.

After much discussion both at and after the meeting the directors agreed to adopt Caths proposal :-

Extend the life of all ESGC vouchers to 18 Months. This should cover purchases for Birthday/Xmas presents etc where at the day of purchase it is already known that the flight will not occur until the following year.

ii) Rather than re-print all of the voucher books simply get two rubber stamps made to explain the 18 month extension and stamp the back of all existing vouchers. Two stamps one for the office and one for Lynn. Obviously when we re-print the vouchers the validity period can be changed

iii)The stamp could also include Lynn Bone's Phone number to help trial lessons actually make a booking.

iv) Cath thinks Sage can easily track the voucher sales to within a 1 month period. This makes it easy to expire those over 18months of age. She will check this.

v) We need to make it clear to all Instructors/members that we will no longer accept vouchers which are outside the 18 Month Window.

4) Letter from Doug Johnson:-

This is the item I mentioned the other day, namely running our annual checks on a 13 month basis, like a car MOT.

Talking about my own situation, but it applies to everyone:

Over the last few years my annual checks have come progressively forward due to the date of the check being used, rather than the 'due' date. Now that 'due' date has progressed into the winter season.

One waits till as close to the 'due' date as possible, then a few weekends of un-flyable weather intervene and one can be out of check for several weeks and therefore unable to jump into a glider when Mother Nature briefly smiles kindly.

Having a month's grace beforehand would substantially decrease the chance of getting out of check.

After discussing the proposal the committee decided that if this was implemented, the administration would be cumbersome. JA commented that any pilot can have annual check flights at any time during the year, therefore enabling them to adjust the date to a convenient time for them. It could mean having to have 2 annual check flights in one year, but from then on it would take some years before the need to adjust again.

It was decided to save having another administration headache and to leave things as they are.

There being no other business to discuss the meeting closed at 20.45 hrs.

The next meeting is on 4th May 2016 COMMENCING AT 19.00 hrs. in the clubhouse.