

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 4th May 2016
In the Clubhouse commencing at 19.00 hrs.

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) Safety officer
Mike Haynes (MH) Technical Officer
Alan Bilby (AB) Site Officer
Jonathan Abbess (JA) Chief Flying Instructor

Apologies for Absence.

Martin Lawson (ML) Winch Master

Approval of Previously approved Minutes for meeting held on 23rd March 2016

Those present agreed the minutes unanimously.

Matters arising from those minutes

In last months minutes we omitted to mention Rob Walkers significant contribution to running to the wi fi cable through the loft with Clive and Alan this is just a note to correct that.

Cath and Lyn asked the committee to clarify and make a final decision as to when the ESGC vouchers are deemed to be expired.

*It was decided to expire them after 12 months from date of issue as stated on the voucher.
However if a client claims to have tried to use it during the validation period but for one reason or another we were not able fly him/ her, we would have to consider them on an individual basis.*

We agreed to set up a meeting with John and Lynn to discuss:-

- i) Lynn must start to refuse vouchers over 12 months old unless prior contact has been made with the holder
- ii) Lynn to refer to the Committee any TL who's voucher we refuse where the holder claims some hardship/mitigating circumstances which have prevented them flying in the 12 month period
- iii) Discuss the state of Trial lesson booking and put in place a mechanism where we can track the status in advance to avoid under or over commitment
- iv) To put in place a mechanism to mark/allow an expired voucher to be accepted at the launch point.

Membership Secretary's Report

New Members

Welcome to the following new members:

Julius Carter, Junior
George White, Junior
Millie Yeend, Junior
Ken Fowler, Fixed Price to Solo
David Dix, Fixed Price to Solo
Joy Chen, Fixed Price to Solo
Graham Hayes, Single Seat Scheme
Andy Frost, Fixed Price to Solo

Membership Renewals

About 20 members out of nearly 140 have yet to pay their membership renewals. I will be writing to each of these in the first week of May with a final reminder and advising them that they will not be able to fly unless they pay up.

My letter will advise them that the committee may impose a penalty on any non-renewed members who turn up and insist on flying.

I have also written a note to log keepers for the desk in the launch cabin instructing them not to allow members not on the current list to fly.

CASC

Ken circulated information during the last month regarding our CASC certification and it was agreed that we should include the following on the public area of the website:

'Essex & Suffolk Gliding Club is a Community Amateur Sports Club. Anyone having genuine difficulty paying the standard fees above should contact the Membership Secretary to discuss low-cost options'.

This should comply with CASC regulations but we still need to have a policy.

Basically we do not have a problem. CASC regulations require us to offer gliding facilities to applicants who have difficulty in paying – the facilities need to include membership plus a monthly activity within £520 each year. Our full membership (£375) plus a 10 minute flight each month comes to around £525 so we can have a policy of offering this to low income applicants.

I have researched other organisations to see how they deal with this and I propose that we should adopt the following policy:

Essex & Suffolk Gliding Club is a Community Amateur Sports Club (CASC). Anyone having genuine difficulty paying the standard fees should contact the Membership Secretary to discuss low-cost options. It is the Club's intention that we should offer membership plus a monthly activity to such members within an annual cost of £520, or such other amount as may be required by CASC regulations. The monthly activity will comprise a flight equivalent to a Gliding Experience . Such a membership is exclusively available to applicants who can demonstrate that they receive income support, housing benefit, council tax benefit, jobseeker's allowance (income based), incapacity benefit or severe disablement allowance
Applicants have to show proof of eligibility when they join and we review this every six months.

The policy does not have to go on the public area of the website, Ken's note should suffice for that, but I would recommend that it is included in the members' section in the area where we record Data Protection Policy, Health and Safety Policy etc.

Updates to the Website

These are needed to reflect the changes in the cadet scheme, revised membership classes and charges. These have been mostly completed and passed to the web team. Some changes to Club documentation are still in progress.

Junior Member Scheme

George has prepared a document outlining the new Junior Members Scheme. Due to pressure to move on to the Fleet Evolution discussion this was not discussed at this meeting -- carried forward to the June Meeting

Steve's CASC proposals in his report were agreed by the committee.

Secretary's Report DW

Nothing to report which is not covered elsewhere

Technical Officers Report MH

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

Nothing to report this month, and we will have to work around the new membership classes for a while longer.

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-offsRecording of TMG flights

vi. Additions of the new membership classes

For some reason we continue to fail to log TMG flights into the Electronic Log system. This becomes apparent when the daily airfield log is reconciled with the log kept in the TMG. As we are committed to providing Colchester Planning with access to our logs it is vital that all TMG flights be correctly recorded on the Electronic log, completion of the log in the TMG is not sufficient.

If its a flying day takeoff/landing from Wormingford should occur as a matter of course but TMG pilots need to confirm that their flights are recorded correctly. If the TMG has landed away then it is the responsibility of TMG Pilots to make the log keeper aware of this and to add the second flight amending the landing time the first flight as appropriate.

If the TMG flies on non-flying days or returns after the log has been synchronised from a flight with an away landing then the bug iv) above causes difficulty in producing a correct entry, a procedure document will be issued for this in due course explaining how to react in these circumstances.

Computers and IT

The new WiFi AP located on the South East Corner of the hanger failed a couple of weeks after installation. The faulty unit has been returned and a replacement fitted.

At the same time the new WiFi AP failed we also suffered a failure of the 16 port Ethernet switch which supports the 192.168.1 subnet.

This Ethernet Switch has been replaced.

UPS

As the WiFi and Ethernet Switch failed at the same time it is possible but not proven that this was due to a mains transient. As the battery in the Clubs UPS was due for replacement we elected to rather the whole UPS rather than just the battery

The new 1500VA (with a new battery) is capable of supporting the Network Infrastructure and the Office PC for some 90 minutes in the event of a mains failure.

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

Rust damage to the front frame of the k21 trailer ongoing

I have asked Alistair Smith (not a member at present) to prepare me an estimate to rectify this damage on a commercial basis.

Work on the K21 Tow Out gear continues (slowly)

Grob:-

Both wingtip dollies have been fitted with restraining straps and the dolly stops/restraints have been fitted in the trailer. Some minor rot was discovered in the trailer floor on the starboard side where the wheels of the new dolly come to rest. This has been boarded over

SF27:-

My thanks to Bob King for his efforts to date refurbishing the rear of the SF27 trailer. The frame has been cleaned/repainted and new wood fitted. The remaining major task at the rear is to fit new lights.

Astirs:-

New hinge/dolly guides have been fabricated for the rear ramp, this is still awaiting a new wooden ramp to be attached.

Instruments.

We are again seeing a number of instruments showing their age, -- sticking vario's and altimeters, ASIs which are out of calibration leading to differences between front and back etc.

The committee has discussed in the past that many of the instruments in the club aircraft are at the end of their service life and need to be replaced. We deferred this last year hoping that some grant money may have become available but to no avail, going forward we must expect some additional expense this year to replace the unserviceable instruments.

To put some numbers on this, Winter Instruments from Seven Valley Sailplanes are priced as below:-

Vario - £455

ASI ---- £317

Altimeter --- £731 -- (Or \$1100 from United Instruments if we purchase in US pretty much the same price)

Navboys

Vario - £402

ASI ---- £330

Altimeter --- £690

This could quickly add up to some significant expenditure

Mike Burcher and I spent some time in the last month to progress the Small Grant application but since this is now directed solely towards replacing the 720 Channel radios even if it is successful it will not address the problems with the pneumatic instruments.

While on that note I must thank Mike for his effort on the grant, his patience with the worst website I've seen for a long time must be applauded.

Over the next few weeks I will conduct a bench test of all of the instruments so we can put some quantitative numbers behind this.

Gliders

K21

The ARC has been completed

Aero-tow hook is disconnected

The Battery Master Switch has been replaced

The front Microphone has been replaced.

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

When we attempted to re-fit the front canopy after the nose hook replacement it became apparent that the fuselage portion of the rear hinge had failed.

Subsequent investigation showed that both knuckles of the hinge had fractured away from the leaf which is fibreglassed into the fuselage. Although this is a steel component cracks had propagated from holes drilled in the leaf to ensure a good resin bond.

After our recent experiences with Lindner where delivery of simple parts took 4-6 weeks we elected to have the hinge repaired.

Unfortunately to remove the hinge necessitated cutting a hole in the outside of the fuselage and the resulting scarf to repair this widens out to about 40cm – so not a small hole.

Current expectation is that this work should be complete week ending 7th May.

SF27

Damage to the nose cone of the SF27 has been repaired and this aircraft returned to service

ASTIR HKM

Nothing to report

ASTIR KEE

17/4/16 (hereafter referred to as Black Sunday) KEE was landed wheels up in a rough part of the airfield. Fortunately there was no significant damage but one undercarriage door was ripped from its hinges and some minor scuffing of the belly. As the door detached the hinge rivets tore out a small portion of the fibreglass. John G has the door to rebuild the missing section.

As this is the 3rd or is it 4th wheels up landing in the last 9 months maybe we should evaluate fitting an undercarriage warning alarm

This was discussed and JA had no objection in principal as long as the alarm did not startle the pilot. It was agreed a verbal warning for example "undercarriage " would be the the best solution MH will make enquiries regarding availability.

DOA

Also on Black Sunday DOA struck one of the warning signs we place on the track to warn members of the public about our operation. The actual impact was with the lower airbrake paddle which was folded back, against the underside of the wing

The damage is not insignificant but can be summarised as:-

Bent Inboard airbrake operating arm

Bent bolt in outboard operating arm

Distortion of the airbrake paddle

Destruction of the airbrake box mostly around the inboard operating arm
Damage to the ribs behind the airbrake.

Fortunately no damage was discovered to the spar or the airbrake mounting block which sits between the top and bottom spar booms

Not related to the accident but some de-lamination of the trailing edge has been discovered in the vicinity of the repair.

John G/Joe and Richard K have commenced work to reconstruct the airbrake/airbrake box. At this time the metalwork is pretty well sorted but we have a large number of small pieces of wood to repair.

As with many wood repairs progress is dictated by drying times when you must wait for one piece to dry before further work can be started, and of course once the structure is rebuilt and the airbrake is functional again we need to recover and paint a sizeable part of the wing.

Taking these factors into account it is likely we will not see DOA back in the air before the end of May.

DVB

ARC has been repeated moving this out of the soaring season
Carried Forward:-

Volume control on Vario is faulty

Chairmans Report RG

Today we had a meeting with the Landlord re the revised lease following the pipeline work. This on the face of it is straightforward except for provision for access by the Farm to the main field from the track which, again, I don't see as involving any deal stoppers.

We have not decided to take on any more land than is provided for by the understanding that we simply take a strip equal to the acreage of areas E and F combined as per the letter of intent.

At the meeting it was agreed by the committee members present, to allow the farmers vehicles to cross our new 12 m strip to the south of the concrete track, for turning purposes while ploughing, seeding etc as they have always done.

Site Officers Report AB

Furniture for the club house has now been purchased and is in place. Unfortunately some individuals are still sleeping in the club house and using the cushions from the settee's as bedding for sleeping on the floor.

This is not acceptable and must stop as the cushions are getting dirty and soiled.

The saga of the pipeline still rumbles on as the connection pit is still open. When asked we were told this is due to National Grid but feel this may be a ruse so we will still be requesting that the pit is filled and covers fitted as a p.

I am concerned that the Gas Plant operatives will place further restraints on us so a meeting is to be arranged between our Landlords and Quila Energy to discuss how the plant will be operated when in use. The replacement of the grass bank along the North side of the silage clamp's with a road is again a serious concern as it will increase vehicle movements close to the runway.

Alan also reported at the meeting that the base for the MT shed extension will be laid on Thursday 6th May

Winch Master's Report ML

Nothing to report except we are putting the cable eye splices on a monthly renewal cycle to hopefully eliminate last weekends problem

Safety Officers Report TS

The risk assessment for coverage of our flying activities has been re-written and an electronic copy has been passed to the contractors, who still seem to be stuck with the view that the responsibility is ours. Needless to say I disagree. It is my view (and that of several other committee members who have expressed a view) that they did not seem to take into account established activities in the surrounding area before the planning was done. By the time of the committee meeting we should have had a meeting with the other interested parties, which we should be able to report at the meeting.

As you will have seen I can engage the services of a H&S consultant to get another opinion should it be felt to be beneficial.

I am now adjusting all the club risk assessments to the new format to gain some uniformity, this is well under way. I have also been looking at the ground handling documents with a view to an update, but I feel I need to talk to Jonathan, Mike and Martin before I commit much to paper. I think my role here is as a conduit for their separate requirements. The whole document is essentially safety focused any way.

CFI's Report JA

Thanks to Mike for getting the Perkoz demonstrator to Wormingford using numerous text messages to the owners. I believe that those who flew it learned quite a lot from the experience. The pipeline marker posts are a significant obstacle for track operations if they remain positioned as they are.

The open pit at the pipeline junction is perceived as an obstruction by pilots "landing long" and we should be pushing for its closure and levelling.

We have been able to make reasonable progress with the instructor course preparations for our two candidates in spite of the weather, pipeline and lack of 2-seaters.

An accident (on 17th April) has put one K13 out of action for a few weeks and this has already caused a bottleneck for training and trial lessons because the G103 is also unserviceable at the moment. It also means that we are one instructor "short" on the rota for a while.

Congratulations to Daniel Proudfoot for his solo on 3rd April.

Treasurer's Report KW

As one would expect at this time of year the Current Account has been swollen by Membership Fee Income and stands at £68,514.

The 2015 surplus and the Ian Agutter bequest have already been transferred to our 'Deposit Account' not because we can benefit from good interest rates but simply to delineate from the working fund. The balance stands at £66,461.

Results at the first quarter are unclear as we await some figures from our Accountants however as soon as these are available we can better see the performance to date. In view of the weather these may be less than exciting.

Subject to a repeat of last years flying in the coming months and the income generated we should be able to continue with the kind of improvements seen around the Club in recent months.

KW reported that more information had just arrived today which will enable him to give a better picture next month

Publicity Officers Report PR

The OPEN WEEKEND has 34 volunteers so far, unfortunately we do not have enough instructors to safely conduct all of the flights we hope to sell, i.e. 5 on Saturday and 4 on Sunday. I feel for safety's sake we need to at least have 2 per glider so adequate rest periods can be taken. Our insurance situation for visiting exhibitors needs clarifying.

RG will speak with the insurers and explain the format for our open day and the fact we will have third party exhibitors to be sure all eventualities are covered.

I wish to set up a lending library in the club stocked with the latest soaring and cross country books, this may be something we can use part of the bequest for. The library will be in the locked cabinet and books will be signed out and back by a committee member.

This was discussed, but was decided that against as it would not be easily monitored and most books are available from local library's anyway.

Any Other Business

The committee, on behalf of the entire membership, wish Chris Price all the best for a swift recovery.

TMG- we discussed the hire charges to members and the loss of income when it is self launched.

RG is to speak with Dennis & Richard

The TMG syndicate has requested that the Motorglider is put back in the hanger each day after the the club gliders have been taken out to fly. This is to avoid damage by wind and sun and rain when it is sitting around outside.

The committee have agreed to this and ask all members to remember to put the TMG back before leaving the hanger at the start of the day.

The committee feel that the TMG should have a flarm fitted to be in line with the rest of the club fleet. The club have a spare which will be offered on permanent loan.

Aerotow arrangements for the power days especially for the I.C.L. were discussed as Dennis & Richard have now sold their cub

Jonathan will investigate possibilities

Open weekend- Dennis is designing some posters and banners for the event which will need to be made by a third party PR is to put a promotional budget together

PR is to contact the AEC and Ferrari club to see what public liability insurance requirements they may have.

PR has secured the larger simulator from the BGA for our event and plans to man it with the juniors who did a good job last year.

Flight charges for the open weekend were discussed and a figure of £25 Per flight in a glider and £50 per 20min. flight in the Motorglider were agreed.

We agreed we should limit the amount of flights to what we can fly over the open weekend.

Glider fleet evolution

This was discussed at some length particularly with the Perkoz in mind as JA and others who flew it on the evaluation day were very impressed with its capabilities.

JA commented that it will fulfil all the training requirements and in the long term be an ideal replacement for the K13's.

We have to look ahead and secure the clubs future and so a business plan is to be drawn up for discussion and evaluation.

MH commented that even though the Perkoz is an expensive item the quality of the production glider remains an unknown, our superficial inspection on the day revealed that it is unlikely to be as high as a German Glider. The demonstrator which visited Wormingford was No2 - a very early prototype its 6 years old and has some 600 hours on the airframe. Changes have been made since No2 was built but these are mostly cosmetic/logistical and do not effect the fundamental structure which was already starting to show signs of play in the tail plane and tip attachments. In addition we cannot predict the lifespan of the various elements in the control circuits, since this is a newly certified aircraft type there is no history out in the Club world as yet.

There being no other business to discuss the meeting closed at 21.30hrs.

The next meeting is on Wednesday 8th June 2016 COMMENCING AT 19.00 hrs. in the clubhouse.

