

## ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 8th June 2016  
In the Clubhouse commencing at 19.00 hrs.

Present

Dave Wallis (DW) Secretary  
Steve Jones (SJ) Membership Secretary  
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  
Martin Lawson (ML) Winch Master

### **Apologies for Absence.**

Ken Ward (KW) Treasurer

### **Approval of Previously approved Minutes for meeting held on 4th May 2016**

Those present agreed the minutes unanimously.

### **Matters arising from those minutes**

1) TMG much of this is also covered in RG's report

It has been noted that many flights in the TMG have not been recorded on the clubs electronic log. The club has a commitment to Colchester Planning to provide access to these logs as evidence of our compliance with the planning permission. In addition missing TMG flights cause all sorts of time wasting problems for the bookkeeper.

It was agreed that we make it the pilots responsibility even on non flying days to ensure that the flight is entered in the club electronic log, the TMG log alone is not sufficient.

Following discussions between RG and the TMG syndicate it was considered in appropriate to install a logger.

The TMG charges were discussed and we agreed that they should remain unchanged and scheduled for review once we have some experience of usage for the rest of this year.

2) open day in insurance. RG had spoken with our insurers who have noted the event. We must consult with our broker if there is any request for us to sign any form of indemnity

3) Aerotow re- competition days. JA is still looking into the options to supply a tug for these days but is proving difficult as many of the home clubs require their tugs for their own purposes on the required dates.

4) Glider Fleet evolution. Mike Burcher had made a representation on behalf of a number of members regarding concerns that when we are a K13 down some pupils were struggling to get a flight for bronze work and others who had not converted to glass wanted to fly a K13 solo.

*It was agreed that for all 2 seater club gliders we would establish as a principle that priority would be given to flights requiring an instructor*

*JA said that he saw no reason why the Astirs should not be used as a first single seater solo. The Grob 103 will no longer be the preferred check aircraft for solo pilots wishing to progress to glass gliders.*

*The normal progression would be:-*

*Solo used in two seater Used for training (K13 at present)*

*Solo SF27*

*Check flights in K21*

*Solo Astir*

Paul Rice made a proposal to the Committee that the club should buy back K6-DRD. The Committee is considering the asking price and the implications of not having a fully serviceable trailer

### **Membership Secretary's Report SJ**

Welcome to new members Jake Gazzard, Junior, and Stuart Cleverly, Fixed Price to Solo

Policy regarding juniors taking aerobatic flights

The junior monthly scheme covers all solo flights and instructional flights, that is flights with an Ass or Full Cat instructor. Any other flights, such as an aero jolly with another pilot, are not covered as the junior member is not PIC. These should be paid for by the PIC. If they are doing an aero flight with a qualified instructor (Ass Cat or Full Cat) then the flight would be covered by the junior monthly scheme.

*This was agreed by the committee*

### **Secretary's Report DW**

I have had a request for a gliding experience donation for the Fordham and Eight Ash Green fete.

*This was agreed*

### **Technical Officers Report MH**

Launch Point Windows

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

Some improvement of TMG logging has been seen but there are still multiple flights this month for which no entry has been made on the Electronic Log System.

If you are keeping the log please ensure the TMG is recorded just as you would a pure glider flight.

## Computers and IT

The office Computer has been upgraded to Windows 10. The push button upgrade did not go smoothly and as a consequence a complete re-install has had to be performed. This will undoubtedly leave some minor problems with individual accounts (missing shortcuts, browser bookmarks etc). If you have a personal account on this machine and experience difficulties my apologies.

An upgrade license has been purchased to update the version of SeeYou running on the briefing room computer.

## FLARM Basestation

The SD Card holding FLARM Basestation program suffered a corruption preventing the Raspberry PI booting. Using a new SD card the system has been re-installed.

## 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

Alistair Smith has submitted an estimate of £480+VAT to repair this damage. In light of recent events I'm not sure if we should proceed with this TO BE DISCUSSED

Refurbishment of the fuselage tow out gear has been completed and this is now back in the hanger for daily use when required.

Grob:-

New stops have been fitted to positively locate the root fitting wheels.

Sf27:-

Nothing to report this month.

Astirs:-

The wooden ramp has been fitted to the hinge/dolly guides.

On Saturday 28th May the trailer was severely damaged in a jackknife accident on the A12. Fortunately no one was injured and no third parties were involved. The trailer ending up detached from the car and on its side, necessitating recovery by a commercial recovery company.

It is my opinion that this trailer is beyond economic repair and we are awaiting a decision from the loss adjusters after submitting photos.

Its difficult to be sure what caused the accident but I have a theory:-

When we recovered the glider the undercarriage was fully down and locked. This would have prevented the fuselage from sitting snugly in the fuselage dolly it would have stood on its main wheel in the trailer held upright by the fin but free to wobble as the trailer moved.

Until such time as we can source a replacement trailer and fit to suit HKM and KEE we are forced to resume using the old Astir trailer. Many of you will recall this was taken out of service as it is not very club friendly, clearances are very limited and this has resulted in much trailer rash in the past. Once KEE and the Trailer are back at the club I will organise some rig/de-rig and trailer loading instruction for the current single seater pilots.

Glider Instrumentation

ASI Calibration tests have been performed on DVB and DOA over the last month. None of the ASIs performed perfectly with errors of 2kts being common across the 30 – 100 Kts range. Most of this appears to be due to bearing friction as the results are significantly different depending on the direction of change.

Investigation Ongoing

Gliders

K21

Nothing new to report

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

Work to repair the Front Canopy hinge has been completed and the glider returned to service

SF27

Nothing to Report

ASTIR HKM

Nothing to report

ASTIR KEE

The undercarriage door had been repaired prior to the trailer incident on the 28th May.

During the Jackknife incident the glider suffered some damage but considering that the trailer was on its side when it came to rest the damage to the glider is relatively minor.

The most significant damage is to the aileron of starboard wing. During the accident the wing was ejected through front door causing the top of the door frame to crush the aileron.

The remainder of the damage can be classified as minor scrapes and scuffs. The canopy is intact but scratched above the pilots head where contact with the roof of the trailer occurred – too high as it was standing on its main wheel.

The insurers have reacted quickly and approved the glider repair estimate from Essex Sail Planes based on photographic evidence. Repair work commenced 1st June and John hopes to have the aircraft back in a flyable condition in 2-3 weeks.

DOA

The repairs to the airbrake mechanism and airbrake box on DOA have now been completed and the aircraft returned to service.

DVB

Front FLARM indicator is faulty

Carried Forward:-

Volume control on Vario is faulty

### **Chairmans Report RG**

(i) I have heard some dissatisfaction regarding availability of instructors. In my own experience recently on a Friday progress was slow and I got the final two flights of the day. Andy Sanderson spoke to me re his willingness to assist over the next 6 weeks or so and I suggested he simply checks out the position on any day he is available.

(ii) TMG Costing – I have spoken to Dennis and Richard both of whom want mainly to attract people to use the TMG and are not bidding to increase the price. There was the suggestion from Dennis that we could absorb the Insurance contribution in an increased Club charge and this would entail working out likely hours to be flown which is difficult to predict for this year. As the amount

involved in “lost” launch fees is not going to noticeably affect our budget I would suggest we leave the club position as it is i.e. no launch fee and take a view once we have a season’s experience.

(iii) TMG FLARM – Richard is concerned at having the logger part of FLARM operational as he feels that the ANO rules are “grey” in the area of practice field landings and if a complaint results in an approach by the CAA who ask if any flight recorder is fitted to the a/c then the syndicate may be in the position of having to produce unhelpful evidence. By co-incidence we received a complaint on Sunday 5th relating to this very thing – the TMG registration having been noted and it reportedly having made a low approach near a nature reserve (unmarked on CAO charts and not a restricted flying area). The TMG was engaged in a field selection exercise and doing nothing wrong and it is not clear as to how proximate it was to the complainant who apparently said the he would be reporting the matter to the CAA. ( I anticipate he is one of our distant objectors as he tied the registration to WRM despite the fact that the a/c is not registered to the Club). In any event, I tend to agree with Richard and therefore have changed my view on this item and suggest the C’tte review.

(iii) TMG – airfield log – following the second flight of the a/c on 5th June I visited the launch cabin to find that neither flight had been recorded, this despite it having flown over the launch point on both take offs. I know there was communication from the TMG pre-take off advising P1 and P2 and so a circular to members reminding them of the need to properly record these flights may be helpful. My concern relates to the constant possibility of audit by the planning authority as per the provision in the planning consent and, in the event, the record proving to be incomplete.

RG also reported that he had spoken to John & Lyn Bone regarding the monitoring of day course and trial lesson vouchers.

MH and Cath will design a spread sheet to monitor vouchers and voucher flying in order to keep a record.

*Due to poor weather and unprecedented demand we are now virtually full to capacity for flying vouchers this year. It was agreed that no more external vouchers would be booked and that a notice put on the website regarding limited availability remaining for flights this year.*

## **Site Officers Report AB**

Base for the MT extension has now been completed and we are now looking to procure the actual building later this year. We can then move all the grass cutting equipment into this extension and demolish the old structure.

The purchase of another tractor for permanent grass cutting has been a great success with more members undertaking this task and I thank them all but we need more to keep the runway in good shape.

But you must ask me or Andy to give you instruction before doing so.

Preparations for the open weekend will start shortly so volunteers will be needed so please contact me and I will need assistance on the day to direct and marshal vehicles.

Works on the gas plant are now progressing at a pace and does not appear to be affecting flying to any great extent and I have not heard much from them lately.

However both instructors and winch drivers must be aware of cables dropping over the site which may mean placing the winch a bit forward when there is any North component in the wind direction.

Note from pipeline contractors

*The Gas Plant are about to bring various cranes on site for the different works that they have going on at the moment.*

*The first one will be onsite this Wednesday for two days and I am hoping will not impede in any way on the Club activities. I would just like to make you aware of it's presence and inform your pilots, although they will clearly see it on site.*

*In July there will be a crane on site when we start building the tanks which may have some impact on the flying, although I am hoping that activities on both sides of the fence can continue without interruption.*

### **Winch Master's Report ML**

We are very pleased with the response from the membership to help with the grass cutting now that we have the unit on a dedicated tractor. As time goes on we hope to get even more trained and then it is very easy task to keep the field in good order.

I would like to ask for the committees approval to go ahead with the MT shed extension build. The final quote from Three Counties Buildings to Construct including a roller shutter door is £12644 plus vat. I understand Ken Ward has stated he is in favour.

The committee voted in favour of this going ahead

### **Safety Officers Report TS**

The document checks and updates are continuing steadily. Not much content is being changed from Eddies last update, but all the layouts are being changed to the new format.

I have still not received a report from Paul Johnson re the DOA/metal sign incident. I have emailed him again this evening to see if I can get any response (6th June).

PAT testing for all the club electrical is due in July, so if there are no objections I will re-book the electrician Eddy used. I will be updating the list beforehand to add any new equipment and remove anything that has died.

TB also reported that he had received some incident reports from Graham Drinknell and Richard Hayhoe

### **CFI's Report JA**

I note Bob's comment about Instructor availability. I have received several comments from instructors who feel that their workload throughout any one day is too high. The only practical solution to this would be to have more instructors "on duty" each day, but with our diminishing instructor numbers this is impractical. As a stop-gap measure I have suggested a defined "finishing time", backed up by a notice in the launch vehicle. This has received mixed reactions, but I think that it is worth continuing the experiment for at least a few months.

One BI is currently on the 'D' module of an instructor course, another has the 'C' assessment soon, but moving a BI to FI status only changes the ratio of the instructor grades and does not increase the numbers.

### **Treasurer's Report KW**

Cath reported income at this point in time is considerably down compared to last year due to a combination of loss of membership income and bad weather reducing flying.

The committee will monitor the situation

KW did report that we had still not received the promised £1,000 from the kitchen fund towards the club house refurbishment.

### **Publicity Officers Report PR**

Preparations are well under way for the open weekend, and the posters and e-mail flyers have been distributed. We are advertised on the Raring-To-Go website and have been distributed on their facebook and twitter pages. The magazines in which we have a free what's on slot will be distributed at the beginning of next week 23000 copies just in time. We are also on the Essex Air Ambulance website I will be contacting the local media at the end of this week. A freezer for ice creams has been obtained so we will make all the profit from those sales and we have burger vans confirmed for both days. We are still a little light on instructors and cake and tea sales will have to be bolstered by some male members.

We will be positioning both winches, not to bring out 4 cables but as a second string in case of cable breaks etc.

### **Any Other Business**

1) Paul Foulger has requested that the committee lay down some formal rules regarding mutual flying. JA has answered the question :-

Anyone querying the mutual flying requirements should be referred to BGA "Laws and Rules", which currently state:

BGA Operational Regulations identify that:

a) 'Pilots carrying a passenger in a glider must hold a Bronze endorsement or LAPL(S)/SPL and be authorised to carry passengers by the CFI'.

Information

Details of the Bronze endorsement are described in the BGA publication 'Gliding Certificate and Endorsements'.

Details of how to convert to a LAPL(S)/SPL are described on the BGA website.

Guidance for SPL/LAPL(S) holders is published on the BGA website.

b) Flights paid for by the passenger may only be carried out at BGA club sites by instructors (BI, Assistant, FI(S) or Full Rated) or by licensed pilots holding a BGA Introductory Flight Pilot endorsement.'

I require a "passenger carrier" should also have a cross-country endorsement, and preferably a Silver badge, as this is deemed to be equivalent to a licence. Note that the cross-country endorsement has a minimum age requirement of sixteen.



There being no other business to discuss the meeting closed at 21.45hrs.

The next meeting is on Wednesday 6th July 2016 COMMENCING AT 19.00 hrs. in the clubhouse.