

## ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 21st September 2016  
In the Clubhouse commencing at 19.00 hrs.

Present

Dave Wallis (DW) Secretary  
Trevor Smith (TS) Safety officer  
Paul Robinson (PR) Publicity Officer  
Robert Godden (RG) Chairman  
Ken Ward (KW) Treasurer  
Mike Haynes (MH) Technical Officer  
Alan Bilby (AB) Site Officer  
Jonathan Abbess (JA) Chief Flying Instructor  
Martin Lawson (ML) Winch Master

### **Apologies for Absence.**

Steve Jones (SJ) Membership Secretary

### **Approval of Previously approved Minutes for meeting held on 3rd August 2016**

Those present agreed the minutes unanimously.

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

Juniors driving the tow out vehicle this was discussed and is covered in the Membership Secretary's Report. In conjunction with this PR is to look at revising the Ground Handling Manual.

The new airfield signs being looked into by ML and AB is on going

The special concerns notice sent out after the last committee meeting asking for more volunteers to drive the winch, has produced zero results. In order that we don't have to stop flying due to the lack of a winch driver the Winch Team are to draw up a list of all eligible members and the committee will then appeal to that group to do some training.

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

Welcome to new members Dave Tappenden (Full), Brian Seeger (Full) and Tyler Macgregor (Junior)

Child Protection Policy: I have circulated a revised version for adoption by the committee

Junior member scheme rules: I have circulated a revised version. This was discussed at the May committee meeting and adopted subject to incorporation of comments by PR (which have been incorporated). It may need to be revisited in view of the recent discussion on ages for driving club vehicles and other comments by Jonathan. George and I will then circulate it to junior members.

New Flying List: I have prepared a draft which has been in use for a few weeks. I have received some positive comments, none negative. The draft presently in use was before receipt of some comments from committee members. I will revise the draft to take these on board and improve the formatting. There is a copy of the current draft on the club computer.

*The Junior Membership Framework document drafted by Steve Jones and George green was adopted with one or two minor changes.*

*The full document will be sent out separately after RG has agreed it with our insurers.*

## **Secretary's Report DW**

Due to the date change of this meeting it was agreed to reschedule the Oct - Dec meetings which now are 19th October ,16th November and 21st December

## **Technical Officers Report MH**

Launch Point Windows

Action ongoing.

Computers and IT

Network Access to the Launch Vehicle (including internet) has now been implemented. When the Launch Vehicle is located at the east end of the runway providing network access is easy as its within range of the club house/hanger Access Points. The difficult location is when we are launching from the west end of the runway some 1.3Km from the club house. To facilitate the long range connection a dedicated point-to-point radio link is established between the launch Vehicle and the Club House and this is connected to a WiFi Access Point fitted within the launch vehicle. The Launch Vehicle Access Point uses the same SSID i.e. ESGC WiFi as the wifi in the clubhouse so there should be no need to re-connect to a different network.

Testing is still ongoing to establish the reliability of the link and a sensible data rate. To date all looks good.

Whilst scoring our leg of the ICL, reading SD and more specifically micro SDHC cards on the briefing room computer using its internal card reader became a problem. This card reader was recycled when the briefing room computer was upgraded back in 2013, and as a consequence comes from an era when High Capacity SD cards (SDHC) did not exist. The card reader has been replaced with one which supports SDHC cards and micro SD/SDHC without the use of an SD size adaptor.

Log System

Nothing to report this month,

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 by TMG
- vi. Additions of the new membership classes
- vii. Fix Bug which deletes P1 when you add a new member as a TL etc.

#### Electronic Record Cards.

With network access established across the whole airfield we have been able to make some significant progress on implementing an Electronic Record Cards system. Initially this will be for pre-solo training. Without network access across the whole airfield an Electronic Record Cards system would have required a further "sync" activity at the end of the flying day and this was felt to be a process which might get missed.

The new plan is to make the user (Instructor) interface via the Club Website, holding the training record data on the server in the office along with the flight log information.

More on this next month.

#### IP Webcams

Nothing to report

#### Club Website

John B and I have had several meetings to discuss the detail of using Google Calendar to record TL bookings. All new bookings are now being recorded on Google.

Dennis added pages to the club website to display the booking information (once logged into the member area).

As we migrated more part of the TL Booking Process onto Google calendar to a large extent it provided all of the features we needed to record the TL booking information and visitor contact details all in one place.

One thing Google is not capable of doing is providing a search facility over a period greater than one month e.g you want to find a voucher from its number but have no idea when it was purchased. To resolve this Dennis added a list view to the Club Website which enables vouchers to be found over at least a 1 year time frame.

I have also spoken with Kaz, and he sees the Google TL Calendar as an ideal place to record his activities on Group Flying.

I agree Google is not a 100% solution to TL booking but it does provide:-

- Better visibility of bookings to all involved in TL flying.
- The ability to track cancelled/postponed bookings
- Tracking Voucher expiry dates
- Removes the need to manually copy booking information from one sheet of paper to another.

How we conduct/control TL booking is as much about the process and personal interaction as it is about any software tool we might use to do this. To this end using Google is an ideal test bed for us

to refine this process. If ultimately we need to write some custom pages for our Website it is likely that these can be based very closely on the functionality of Google Calendar

The technical side of using Google for TL booking is resolved but we need to continue to refine the processes behind the calendar. I will monitor this for the foreseeable future but would like to hand it over to somebody else next year as it is not really a technical matter.

#### Glider Trailer Refurbishment

K21

Rust damage to the front frame no progress

Grob:-

Nothing to report this month

Sf27:-

Nothing to report this month.

Astir's :-

Last month I reported 2 possible replacement trailers had fallen through, now we are up to 4. Some time ago John G purchased a damaged glider, complete with trailer, but recently he decided not to go forward with repairing the glider. Initially a Continental buyer had offered for the hull alone leaving a spare lift top trailer. Bob G we going to purchase this trailer for his LS1, opening the possibility of the club purchasing Bob's existing trailer. Unfortunately John's buyer decided he wanted the whole rig including the trailer so the whole chain fell apart.

On the 9th Sept an AMF box appeared on GliderPilot.net located at Aston Down. From photo's this looked to be a viable option and as Saturday 10th was rained off at Hus Bos for the ICL final we drove to Aston Down. Unfortunately the chassis of this trailer had seen better days and would not have been a good purchase for the club.

Some maintenance has been performed on the old Astir Trailer making the glider more secure and to helping to minimise any damage when inserting/removing the glider.

K6

In K13 trailer no progress.

Carried forward:-

Conduct a training session for members on how to use the old/small Astir Trailer.

Organise with the volunteers for trailer maintenance.

#### Glider Instrumentation

Testing of the ageing pneumatic instruments has not progressed this month

Investigation Ongoing.

Mike Burcher has reported that Sport England have changed the rules for the small grant applications again. This has further delayed the grant application intended to help finance upgrading the radios in the club gliders to 8.33KHz.

## Radios

As any potential radio replacements are going to be from non UK manufacturers the price we will pay will depend on the value of the pound. Even if the grant is successful it will not cover the entire fleet. — Should we purchase a couple of radios in advance?

*This was discussed and agreed that MH should acquire some prices with a view of kitting out KEE & KMT in the near future*

## Gliders

### K21

I received a report of insecure ballast, this was attributed to stripped threads. On inspecting the threads in both the captive nuts and the weight jack screws no problem could be seen.

It is theorised that the weights were incorrectly installed upside down, making the jack screws too short to reach the captive nuts in the fuselage.

As I write the weights are in the process of being re-manufactured and labelled, this should be complete by week ending 25/9

Carried forward:-

Harnesses need to be serviced/webbing replaced..

Rear screen on "S-Nav" is now working again with no remedial action

Rear PTT switch

### Grob Acro

The Nose wheel has been flat on two occasions in the last month – new tyre and tube ordered.

One of the battery boxes has been damaged by excessive force when removing the battery. A new box has been procured and will be fitted in the near future.

Please Remember:-

On normal flying days only one battery needs to be fitted to the Grob. The capability to carry a second battery is intended for days when one or two Oudie's are installed.

### SF27

Nothing to Report

### ASTIR HKM

Nothing to report.

### ASTIR KEE

KEE lost an undercarriage door spring – both springs replaced.

### DOA

The insurer's have finally processed the claim form and raised the release paperwork for the damaged airbrake.

### DVB

Nothing to report

K6 DRD

DRD failed to make the runway on 7/9/16 landing in the field to the north of 230. No significant damage was caused to the glider just some scuff and scrapes from stones in the field.

Carried Forward:-

The 360 channel radio needs to be replaced.

CAA are chasing for a radio license application

*It was agreed by the committee that we should give the go ahead to Alistair Smith to repair the K21 trailer at the quoted price of £576*

### **Chairmans Report RG**

The second open evening , held on Wednesday last was attended by only one couple, from Fordham plus Peter Bentley, chair of Wормingford PC, who advised no issues.

The exercise has shown to be a good idea and will be repeated as part of next year's calendar.

I responded to a recent BGA circular preparatory to the Chairmans Conference saying that of all the concerns outlined in a preliminary summary by them public image of the sport plus opportunities arising from Brexit ( re-institution of the British BI rating ? for example) the two priorities to be addressed.

### **Site Officers Report AB**

Work on the MT Extension is now under way and will be completed by the end of September. Once completed we will be removing the old grass machinery building- nice task for the Winter months so volunteers will needed.

The vacant site will provide a new trailer space.

The Gas Plant contractor will be surfacing the bad section of the track with a concrete over-layer and also be reinstating the damage caused to the east end hard standing.

The Farmer will be preparing the 12m strip for grass seeding in October.

The two toilet doors and back door need replacing and ML suggested we could use the old fire doors which we have.

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

Nothing of significance to report.

ML proposed that we should give special thanks Colin Woolf for taking on the repair and manufacture of the cable parachutes

## **Safety Officers Report TS**

We had a landout in the field next door to the new trailer park on 9th September. The wind was across the runway and gusty, runway 22 was in use to enable into wind landing. Graham Banning was flying the K6 and didn't believe he was going to make it over the trees so he modified his circuit and landed safely in the field. The glider was retrieved with no damage and inspected by Ricey as a precaution.

My view is that this illustrates the quality of instruction we have at ESGC, in that a pilot was in a tricky situation (whatever the reason) and calmly got himself out of it safely with no damage to himself or the aircraft.

I have been let down by the electrician I was going to use for the PAT testing, so I am reorganising it at the moment.

In theory we are at least 1 parachute short to allow 1 bum on every seat we now have available, but given the time of year I don't think we will be seeing a totally empty hanger until next spring, so I am looking to purchase another 'chute early next year. Ricey thinks he has a cheaper source than our current supplier so he is passing that on to me for competitive quotes.

## **CFI's Report JA**

Congratulations to Mark Butcher for completing his instructor course, to Seb' Brown for his aerobatic competition results and the E&SGC inter-club league team for their national second place.

As mentioned in the BGA newsletter (circulated by e-mail on the 6th); the BGA are asking all pilots to respond to the TAG Farnborough proposals again. See the e-mail from John Williams and Pete' Stratten on our "burble room" at <http://esgc.co.uk/forums/topic/bga-and-safety-information/> and the consultation at <https://www.consultation.tagfarnborough.com/wp-content/uploads/2013/10/TAG-Farnborough-Airport-Additional-Consultation.pdf>.

## **Treasurer's Report KW**

Despite a very sticky start to the flying season together with high capital expenditure the early indications are that we will be able to report a small surplus for the 2016 year.

The success of Commercial and Group flying towards the end of the season has clearly had a positive effect on our finances.

The Committee would like to extend their thanks to all Instructors, Ground Crew and Organisers for their continuing efforts in this important area of our operations. Thanks to all involved.

*The vulnerability of the winches in the event of a fire in the MT shed was discussed and the fact that if both were destroyed the insurance would not cover the cost of one new winch. It was agreed that we should increase the value of each winch to £45k from the current £35k*

## **Publicity officers Report**

The East Anglian Daily Times and the Colchester Gazette were good enough to print a slightly lurid report of Seb's Saltby aerobatic achievements, his first competition, he came second in the sports class which is one grade up from basic and seventh overall in the Saltby Open Plate. Seb also received the Baldwin Aerobatic trophy for the best under 25 competitor and to top it all received a congratulatory letter from the House Of Commons, local MP Will Quince wrote to say well done. The local media will also be publishing details of the clubs success in the Inter Club League, ESGC won the East Anglian Section and after several false starts as to venue and date attended The

Gliding Centre at Husbands Bosworth for the national final, to have one competition day on Sunday 11th. September. The tasks set were 300, 245 & 205 km. ESGC came second losing by only 3kph in two classes, pundit and intermediate both against ASG29 18m gliders. Well done the team of George Green, Paul Robinson, Adrian Tills (Saturday) and Richard Heyhoe (Sunday), and all who participated this year.

We have been approached by a film production company, they produced the recent Tracks Across America, featuring Billy Connolly, who are due to make a program for Sky about artists, as Constable Country is on our doorstep they wish to use a glider to look down on the scenery, I am in discussion with them and following the committee meeting can firm up some details.

The ESGC have donated a gliding experience voucher to be auctioned for the charity Colchester Y.E.S. which is a youth enquiry service supporting young people who are facing difficulties in their lives. This will hopefully assist in increasing to £10,000 the amount raised by Alice Charrington the young manageress of the teashop next to the charities office who has just walked 3000 Km from Layer Marney taking the pilgrims train to southern Spain.

Charges for the use of the Motorglider and the K21 were agreed at £120 hour and £50 / Launch with regard the film company request. This is subject to agreement with our insurers.

### **Any Other Business**

It was agreed that GE, TL & DC bookings for 2016 should commence on at the beginning of April and finish at the end of October.

Dates for the open weekend, flying weeks and task weeks should be set ASAP as not to conflict with booked flying.

JA proposed that we reclassify trial lessons to trial flights in order to conform with the new EASA rulings regarding instruction which will apply from the end of next year.

MH reported that an owners maintenance course will be held at the club, details will be sent to the members soon.

There being no other business to discuss the meeting closed at 22.00 Hrs

The next meeting is on Wednesday 19th October 2016 COMMENCING AT 19.00 hrs. in the clubhouse.