

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 19th October 2016
In the Clubhouse commencing at 18.45 hrs.

Present

Dave Wallis (DW) Secretary
Trevor Smith (TS) Safety officer
Paul Robinson (PR) Publicity Officer
Robert Godden (RG) Chairman
Steve Jones (SJ) Membership Secretary
Mike Haynes (MH) Technical Officer
Jonathan Abbess (JA) Chief Flying Instructor
Martin Lawson (ML) Winch Master

Apologies for Absence.

Alan Bilby (AB) Site Officer
Ken Ward (KW) Treasurer

Approval of Previously approved Minutes for meeting held on 21st September 2016

Those present agreed the minutes unanimously.

Matters arising from those minutes

The matters arising are covered within various reports

Membership Secretary's Report SJ

New Members

Welcome to three new junior members: Adam Whittaker, Jamie Bird and Tommy Mills

Child Protection Policy

This has now been included in the members' area of the website. I will now discuss with George and Andy Winton any actions that may need to be taken for its implementation.

We discussed the possible need for CRB checks and Steve, George and Andy will look into it

Winch Drivers

Doug and I have been working on a list of members who do not, but should, drive the winch.

I agree with this and I will draft a letter if the committee agrees this is the way forward.

The committee discussed the list and agreed to SJ drafting a letter to send out to certain suitable members to encourage them to start a training program.

Responsibility for Junior Members

I have put some research and thought into this in the last few days. Welfare of the child is the responsibility of the parent/guardian and strictly they should be questioning us on how their child is being supervised while they are on the airfield. But we know that does not happen. There is guidance on age of responsibility for minors but no legislation. Generally it is recommended by the NSPCC that children <12 should not be left unsupervised and children <16 should not be left unsupervised overnight but this is for home, not on an active airfield where other hazards exist. The following needs fleshing out but is an outline of the way that I think we could go forward (Note: not discussed with George Green yet and we may wish to get advice from the BGA child protection officer). For existing members I propose that we include a statement on the membership renewal form to the effect that the club does not take any responsibility for junior members while they are on the airfield. Parents of junior members must sign this or their child will not be allowed onto the airfield. The statement will refer to airfield hazards etc. I will include a statement that the ESGC considers that children under a certain age should not be left unsupervised on the airfield and this supervision must be provided by the parent/guardian or a person nominated by them. The club must be advised who this is. I will draft something if it is agreed that this is the way forward. We could set this up before membership renewals. For new members - they will have to sign the same statement and in addition all new members under a certain age must attend the club with a parent/guardian to meet with the membership secretary so that the hazards and responsibilities can be explained. This must be done before flying.

We discussed this at some length and found it difficult to define ages as this would not necessarily be pertinent to everyone.

It was agreed that SJ would consult with George and possibly the BGA child protection officer with a view of drafting a letter to send to parents.

Secretary's Report DW

I have been asked by a number of members to explain the £600 given to Bradley Soanes.

The committee was approached by Bradley who had apparently been invited by Matt Davis to join the British Junior development team in France. The expenses for the trip were going to total £1200. Bradley asked us if we would contribute towards this.

We took the view that it would be good for the club if Bradley was chosen and agreed to finance 50% of his costs subject to a few conditions.

We made it clear that the clubs contribution was conditional on him taking part in the training event and the funds being used solely for this purpose, and was subject to him agreeing to repay in full should he not attend the event. This he agreed to.

Technical Officers Report MH

Launch Point Windows

Action ongoing.

Computers and IT

Testing of the Point-To-Point link to the Launch Vehicle identified a problem where the WiFi AP in the LV failed to connect to the ESGC network on two occasions. It is theorised that this is because until the Point-To-Point link has booted there is no network access for the WiFi AP. To resolve this the power up of the WiFi AP is now delayed by 1 minute from the time when the 12V master is switched on.

Testing Continues.

Log System

In the current version of the Log Sheet software there is no facility to change the network address at which the main SQL Database lives. This makes it impossible to configure a test environment at the Club, since a test "sync" operation would always change the live database.

This lack of a test environment has always made me nervous about making changes to the SQL since there might be unexpected consequences which could effect day to day log keeping. To work around this I now have a test SQL server set up at home and using the standby laptop to run the log sheet program have successfully conducted test flights and sync operations.

With the test environment in place it has been possible to introduce the "Junior Monthly" category into the log system. I have also rationalised the list of Gliders removing the duplicates most of which seem to have come from our competition weekend where many the gliders of our friends from Tib & Rat were entered despite the fact that we have seen most of the visitors before. As part of the Glider clean-up I have also ensured the member and trailer associations are correct to the best of my knowledge.

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. Partly resolved --- 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.

Nothing to report

IP Webcams

Nothing to report

Club Website

Nothing to report

Glider Trailer Refurbishment

K21

Have met with Alistair to discuss the repair to this trailer and as he is busy for the next few weeks have agreed to postpone until the New Year

Grob:-

Nothing to report this month.

Sf27:-

A second coat of exterior varnish has been applied to the new rear door

Astir's :-

A 5th possible option for a trailer to replace the one damaged in the road accident back in May came up this month. Unfortunately on discussing further it too was a load over the draw-bar trailer as we had already rejected.

In the mean time Colin Woolf has volunteered to look into repairing the damaged trailer. It's too early to say for certain if attempts to straighten this are going to be possible but we should know by the date of the next meeting

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.

Having discussed the 8.33KHz radio replacement schedule at the last meeting I have researched possible radio options and after due consideration selected a preferred candidate from UK manufacturer TRIG.

An evaluation sample of this radio has been made available from the suppliers and has been in the launch vehicle for a few days.

The radio differs from all of the existing radios in that it comprises two separate units namely a small panel mount controller module and a separate and a transceiver box. I greatly favour this implementation as the split units allow more optimal location and wiring which should minimise or eliminate the interference from other instruments e.g. GPS FLARM. Power consumption is comparable to the existing radios and it has a 5uV sensitivity.

We discussed Mike's evaluation and agreed we should buy four of these radios for club gliders - two single seat sets and two twin seat sets.

Mike will send out a separate note to members with all the details including the opportunity to purchase for private gliders at a discount.

Gliders

K21

The issue with insecure ballast has been resolved. There is still a minor observation that the ballast can rotate around the fixing bolt when under negative 'g' conditions. This will be addressed in the next few days.

The rear wheel rim has been replaced with a secondhand spare as it was more hexagonal than circular.

PLEASE PLEASE ensure you check tyre pressures as part of the DI. It is only the elasticity of a correctly inflated tyre which protects the tail boom against shock loads in the event of a heavy landing. For the wheel to be deformed as above significant shock loads have been imparted onto the tail boom of the K21 over the last few months.

As a longer term solution a replacement nylon wheel nylon has been ordered. This is of the same type we have evaluated on DVB for the past few months and should be fitted to the K21 by the next committee meeting.

Rear PTT switch has a temporary fix.

Carried forward:-

Harnesses need to be serviced/webbing replaced..

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

Minor scrape damage (approx £300) from last Winter to be repaired by John Gilbert at a date & price tba

Grob Acro

New tyre and tube received will fit when required.

Broken Battery Box replaced.

SF27

Nothing to Report

ASTIR HKM

Nothing to report.

ASTIR KEE

Nothing to report.

DOA

Insurer's have paid the insurance claim for DOA

Excess play was discovered in DOA's tail plane attachment. On investigating most of this was due to the mounting spigot pin moving in the tube which is welded to the fuselage frame. The pin is retained in this tube by a nut which was peened and painted when it was originally installed with no evidence of the nut working loose. The question has been asked of Schleicher as to what tolerance the spigot should fit into the tube with. As a short term fix the spigot has been rotated and the nut tightened.

DVB

Nothing to report

K6 DRD

Radio License has been procured.

Carried Forward:-

The Radio License is for our spare AvCom 720 channel radio and hence this needs to be fitted ASAP.

Chairmans Report RG

Meeting 5th October 2016 with Ian Ward of Friends of Burnham Air Cadets Gliding Association at ESGC clubhouse.

C'ttee members present – RCG, MH, SJ, KW

The purpose was to discuss a proposal the ESGC would facilitate Air Experience Flights for members of FBACGA (20 including 5 adult volunteers) which has been formed from members of Burnham ATC as a separate organisation for this purpose. We are assured that FBACGA is free from any ATC regulation.

Burnham have been awarded the prestigious Squadron Of The Year (from about 900 entries) which award includes a cash sum , (now ascertained to be £1000) which they want to utilise to fund air experience flights at ESGC. They also have in mind topping up the fund with donations they receive during each year from, for example, the local Rotarians.

The following proposed scheme was outlined which would be put before the Club Committee :-

- The arrangement would be approached and handled in the same way as Group Flying i.e. as a scheduled event centred on Tuesdays and Thursdays with an expected attendance of 15 but subject to a minimum of 10 (bearing in mind the objective would be to facilitate two flights per participant on each event. Depending on circumstances, small groups could be facilitated late p.m at weekends, subject to availability of instructors and ground crew. The sum awarded would be paid directly to ESGC. (account details to be provided)
- We would create an account which would act similarly to a members account and simply use, say, FBACGA as the account name, no details of individuals would be required by FBACGA. The account would be sent to a nominated person monthly in line with members accounts.
- The rate would be £20 per flight.
- FBACGA will put forward some dates for agreement and incorporation into the ESGC calendar. Preferably these will coincide with school holiday periods.
- The possibility of the Group camping on the airfield as part of a flying day was agreed with use of the shower and Kitchen facility.

Site Officers Report AB

MT Extension is now complete so now we can go ahead and remove the old grass machinery building.

The vacant site will provide a new trailer space.

The Gas Plant contractor will be surfacing the bad section of the track with a tarmac over-lay 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 committee decided that the removal of the old grass machinery shed should wait a few weeks so that the Kia and K21 trailer can be worked on in the new extension before it is filled with the grass cutting machinery

As the work has now begun levelling the new 12 meter strip to the south of the concrete track, will members now please stop parking on the strip as once it is levelled It will be seeded.

Winch Master's Report ML

The winch team continues to carry out routine maintenance on all the Club plant, this is going to involve the Kia being removed from service for about one month.

The Landrover now has two new tyres and the Kia is being fitted with two rough terrain tyres which we hope will reduce the number of punctures that we have been experiencing of late.

Colin Woolfe is now servicing the grass cutter and he has produced four winch parachutes which will see us into the next soaring season. He is going to purchase more materials from which he will produce more parachutes over the winter months.

Leon Green and Bryan Smith continue to make sure the club always have spare weak links available for use.

The MT shed extension is now basically complete. Over the next two months equipment will be moved around to give more space in the Main MT area which will make manoeuvring of plant easier for the less experienced drivers. As time allows Eddie will install power points and lighting. Once the work on the Kia is complete we will move the grass cutting tractor into the extension along with the mowers from the old workshop caravan.

Safety Officers Report TS

No new issues to report that I am aware of, so a short report.

PAT testing for all the electrical equipment is booked for 1st November. The gas installation will be checked at the same time.

I am on course to have the whole safety system checked and updated by the year end, complete with proper document control and review dates. I am intending to print off a "Safety Manual" to be left probably in the office for easy reference should the need arise. This will be a moderately simple collection of documents to maintain visibility of the system.

The aim being to negate the need for people to go groping round the computer system looking for something they may or may not know exists.

CFI's Report JA

Congratulations to Xav' Overbury-Tapper for his solo.

I have been made aware of incidents where the motor-glider has not followed the procedures set out in the "Flying orders, section 25" which include:

(8). Self-launches will commence from adjacent to or ahead of the current glider launch point.

(9). The motor-glider pilot must make every effort to fit in with the normal gliding operations, and must communicate with the launch point and/or winch as appropriate; announcing intentions clearly, preferably using the radio, so that other airfield users may anticipate movements of the motor glider and alert the motor-glider pilot about potential conflicts.

Treasurer's Report KW

With the end of our financial year fast approaching we are able to report that our accounts remain in good shape.

Planned capital expenditure for the year has been completed with the final payment for the MT extension made in the last few days. Airfield rent, our largest expense, is not due until the next financial year and other regular expenses are known and manageable.

Our 3rd quarter report indicates that the operating surplus should be close to that of last year and even after depreciation our financial result should remain in positive territory.

Publicity officers Report

I continue feeding reports to the local newspapers and they just insert my press report or follow up with an interview. Recent reports in the EADT and the Colchester Gazette were on the ESGC Inter Club League success and Xav's fourteenth birthday solo.

The film production company 7Wonder came and filmed with us on Sunday 9th. October for a documentary called Tate Walks, which is to be shown on Sky Arts, the subject is the landscape etc. which formed the attitudes and styles of six artists, we of course are in Constable country and John Constable was the subject of Sunday's filming. The airfield is on land which was farmed by relations of Constable during the period that he was alive, (he may have walked where we fly). The film company was very complimentary about the friendly reception we at the gliding club gave them and I thank all who assisted or allowed me to launch when the filming dictated, the production company ruled the filming a success.

We are scheduled for the Club Focus page in S&G Feb/March issue, so if anyone has good ideas on how we want the club to be portrayed let me know.

Any Other Business

1) A sub committee of MH SJ KW RG and CH will work on a framework for charges for 2017 and report at the next committee meeting. The Junior monthly scheme was discussed and the charges are under review.

2) Juniors driving the winch was discussed at some length and we found it difficult to set a particular age for doing so. It was decided that juniors who are solo could train to drive the winch, but due to the huge responsibility, and potential consequences should anything go wrong should not operate the winch without some form of adult supervision.

JA added that a similar situation existed at the launch point with juniors controlling the launch instructing the winch.

Generally they do a great job but it only takes a split second for things to go wrong and the potential dangers and consequences are enormous.

Take for example Heli -Med radioing in asking for permission to over fly the airfield, would a junior be able to give the correct reply and inform every one on the airfield and the winch of the situation. Should the club put a junior in that situation without some form of adult supervision in the launch vehicle.

SJ will again consult with George and put some recommendations together.

3) Kelvin Hughes Radar Testing. The club have been approached by Kelvin Hughes regarding using the airfield occasionally to test their radar equipment. MH has discussed it with them and

feels that it would not effect our operation in any way and would bring in additional income to the club.

Will AB please set up a meeting with the farmer to get his approval.

4) PR is putting together an article for the Club Focus section in S&G. His suggestion is to incorporate a photograph of the juniors in front of the hangar to emphasise how well our junior section is doing.

5) Another suggestion from PR is that we should consider having a junior sub committee reporting to the main committee to put forward the views and ideas from the junior members

6) Jack Petchey award scheme for juniors.

This was suggested to us by Kate Ahlner and agreed that the treasurer should look into it to see if the club complies with the necessary requirements.

There being no other business to discuss the meeting closed at 21.10 Hrs

The next meeting is on Wednesday 16th November 2016 COMMENCING AT 19.00 hrs. in the clubhouse.