

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 18th January 2017
In the Clubhouse commencing at 19.00 hrs.

Present

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

Apologies for Absence.

Mike Haynes (MH) Technical Officer

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

Those present agreed the minutes unanimously.

Matters arising from those minutes

- 1) Following concerns from a number of members it was decided to cancel the proposed increase in caravan parking fees and leave them the same as last year.
- 2) Proposed Perkoz purchase - this is covered under treasurers report
- 3) SJ has agreed to be the link between the committee and the booked flying activities.

Membership Secretary's Report SJ

No new members this month but I am in discussion with several who are likely to join for next season.

Juniors

I have circulated Andrew Winton's advice wrt to Junior Members. Actions are as follows:

Driving of Vehicles.

We should nominate trainers for juniors who want to drive vehicles. I suggest that any adult member with a full driving licence should be able to do this.

We should also nominate testers to sign juniors off. SJ to propose a list.

SJ to prepare a schedule showing who can do what and at what age for the juniors.

CRB Checks

If the committee agrees I will ask Andrew for the form that he mentions in his email and we can then get all the instructors to complete this. I am happy to do this but it might be better coming from Jonathan.

The committee agreed that since these are not mandatory we will put these on hold for the time being.

Parental Responsibility

I have prepared the following "Advice for Parents" to go to the parents of each Junior Member under 16. This is based on the BGA document of the same name. The implication of this is that juniors under 16 will have to be accompanied by a parent or other responsible adult whenever on site. I propose that we should implement this from 1st April and this will allow the parents some time to organise a system.

ADVICE FOR PARENTS CONCERNING YOUNG PEOPLE AT ESSEX AND SUFFOLK GLIDING CLUB

Introduction

The Essex and Suffolk Gliding Club ("the Club") wants parents to be fully aware of the limited levels of supervision the Club can practically provide for their child, especially at times when the child is not involved in flying activities.

Although we do not want to put unnecessary restrictions in the way of any young person keen to participate in gliding, we consider it important that parents clearly understand what they can, and cannot, expect the Club to do towards caring for their child whilst on the airfield and in our premises. To this end we ask you to consider the following and, if you understand and agree with it, to return one copy signed as indicated.

Children under the age of sixteen

Children under the age of sixteen are only allowed on the airfield and premises if they are in the continual care and supervision of a parent/guardian or an adult nominated by the parent/guardian. The supervising adult must be present at the launch point if the child is at the launch point.

Young people who are sixteen and older

The Club accepts that young people in this age group will often not have parental supervision whilst here. Young people under the age of 18 must have written permission from a parent/guardian to fly.

What parents can expect the Club to do

The Club sees flight safety as its highest priority. The Club will do all it can to ensure your child is safe whilst involved in flying activities both on the ground and in the air. This starts with a briefing that points out the immediate hazards and further briefings are given as an integral part of learning to fly a glider. Air and ground safety tuition continues well past the first solo stage.

Once the young person goes out to the glider to fly, their flying and safe conduct is the concern of the instructors involved. The safety aspects of flying are structured and are the responsibility of the Chief Flying Instructor. He or she devolves safety through all the instructors under him or her. The

Club is not responsible for the supervision or safe conduct of the young person while they are at the launch point waiting to fly or after they have flown.

Parents need to understand

Any young person joining the Club is joining an adult members club and all members of any age come and go when they please with no formality. For young people this means that, unlike going to school where teachers take on some parental responsibility for part of the day, or a Scout camp where Leaders do the same thing 24 hours a day, coming to the Club is different. There is no one here who checks a young person has arrived and who accepts a degree of responsibility for them.

What the Club cannot do

The Club does not attempt to provide supervision for young people other than that associated with our flying activities. When any young person is not flying they may return to the clubhouse, go home, or pursue other activities with friends, the club does not and cannot supervise this.

Sometimes young people want to stay at the club overnight either in tents or caravans that they provide for themselves. The Club operates in daylight only and has no staff on duty at night. Although the airfield has gates and fences, unauthorised public access cannot be prevented. Parents must satisfy themselves that any overnight arrangements their children make are sensible and safe.

Another area of concern is transport to and from the airfield. The airfield has virtually no public transport and although some young people who live within a few miles do cycle here the majority rely on their parents for travel. Parental transport is obviously ideal but not always possible. Your child may get to know a member here and be offered a lift, which may be acceptable to you or not. The important thing you need to know is if this happens it will not be an arrangement made with the agreement and consent of the Club, simply because the Club will not know about it.

Young people are welcome to be members and fly at the Club but, because they represent a tiny proportion of the membership, it is difficult for the club to make special arrangements for all their individual needs.

If a young person has any concerns about his or her treatment at the Club they should be advised to contact you immediately, there is a phone available 24 hours a day in the clubhouse. A young person with a problem should also report it to the Duty Instructor, the Junior Member Coordinator or a committee member

If any parent has any concerns about the information in this note or related issues or has any questions about the points raised in here please contact the Junior Member Coordinator or the Membership Secretary

As parent/guardian of I acknowledge receipt of the above information.

Signed Date.....

It was agreed that this should be implemented with a target date of 1st April 2017. RG suggested that this should be actioned by the Junior Members Committee which is being organised by George Green. This was agreed and SJ / RG would be able to attend the first meeting of that committee to explain the situation.

I propose sending this out in advance of membership renewals with some suggestions as to how it can be implemented. The obvious solution is for the parents to get together with a rota. I can help with this but I think it should be organised by the juniors and their parents.

I will include the following text in the 2017/18 membership renewal form:

Age Limits

Children under the age of 18 will require a parent's or guardian's written consent and if under 16 must be accompanied by a parent, guardian or other nominated adult while at the airfield. Children under the age of 14 will be able to fly at the discretion of the instructor conducting the lesson. There is no upper age limit.

This text is taken from the BGA "standard membership form" on the website.

Following discussions with the BGA and our insurers it has become necessary to revise the Junior Framework Document, a revised version will be issued shortly.

Secretary's Report DW

DW reminded officers to let him have their reports for the AGM by 23rd Feb so he can publish to membership 2 weeks prior to the Meeting.

Technical Officers Report MH

The K21 is pretty well ready to fly awaiting the harnesses from Schroth. They have contacted me to say they forgot to include VAT in the price quoted and paid in the proforma invoice. Its not clear at this time if they will ship until we receive a new invoice and pay them the outstanding balance.

DOA has suffered a further instance of fatigue failure in the rudder system to that reported last month. This crack found during DI was in the front top stbd rudder bracket. Ricey/Richard have resolved this.

Chairmans Report RG

As the AGM will be upon us before we know it we should produce a budget for 2017 in which regard each officer should put together a budget for their area in 2017. this should include both regular and one off (project) cost estimates and be ready for discussion and agreement at the next Committee meeting. I shall be presenting the Treasury report and, as the main theme intend to illustrate the composition of the current healthy balance emphasising specifically the split between the underlying revenue trend and the one off gains.

Site Officers Report AB

Half of the concrete strip has been resurfaced and I am chasing the contractor to finish the remaining half along with repairs to East end hardstanding.

The farmer has been approached over taking over a triangular portion of the North side field to enable safe recovery of the winch cable when the wind is from the North East so the winch can be placed next to the car parking strip which in any case would need extending.

I suspect that the farmer will require additional rent and costs will be incurred in preparing and seeding the strip so we need to give this careful consideration.

As an alternative we could purchase temporary grass reinforcing matting to form an access track and pad which could be laid and taken up or left in position when the grass is soft in the Winter months,

Winch Masters Report ML

ML reported that the starter motor on the Landrover had been replaced, new dyneema had been ordered as well as a new winter parachute.

Both winches are now serviceable and the new shelving to house the canopies from gliders undergoing repair is now in place in the hanger.

Safety Officers Report TS

Not much to report again at this quiet time of year.

Parachute repacking will be W/C 7th February, exact date to be confirmed. I will put a notice on the board when the date is finalised.

BGA Safety Officer meeting on 11th February:-

It has been suggested to me that I raise the discussion about young people while they are at the club to see what other clubs are doing.

I also think winch launching may well be an issue that is raised.

Any thoughts on either of the above or anything else will be gratefully received. If anyone feels we need a "head to head", that could be arranged.

CFI's Report JA

Nothing to report.

I would like to advise all pilots that, when landing on the track at the East end, the "reference point" should be at or beyond the end of the gas compound. This is further down the runway than previously but will prevent gliders ground-looping towards the compound and reduce curl-over turbulence on approach.

I must also point out that there are several low-level obstructions associated with the gas pipeline which could do a lot of damage to a fast-moving wing. Please be alert to these dangers if "landing long". A very muddy glider and rutted runway are far from ideal, but they are a better option than a broken glider.

JA reported that he had 5 instructors willing to train to be type rated on the TMG

Treasurer's Report KW

Year End

Our Accountants Walter Wright have already produced draft results for the 2016 Accounting Year and copies have been distributed to the Committee.

Our meeting with the Accountants to discuss, agree and sign final results is outstanding but will be completed in good time for the AGM.

At first glance the surplus for the year looks extremely good however there are certain considerations. We had a substantial bequest at the beginning of the year and certain capital projects have been treated as asset purchases rather than expenditure. These will not be repeated. Despite these distortions the outcome is better than expected.

Bank Account balances currently stand at:

Current a/c £34,472

Deposit a/c £66,486

Philip Wills Loan Proposal

As previously reported the Committee was concerned that the original offer from the fund was insufficient for our needs. A further submission was made to the Fund who responded with a revised offer of £35k over 5 or 6 years subject to sight of our Draft Results. The results have not yet been submitted pending further deliberation by the Committee.

The committee have decided to wait until April to see how the income from this years booked flying is looking before making a decision. The possibility of selling the Grob to ease the financial situation was also discussed. If the Perkoz was purchased to replace the Grob we would have another training glider that could be used for the whole training syllabus and not have to worry about hanger space for a 5th two seater.

KW reported that the problem for paying on line where it was thought that the purchaser needed to have a Paypal account in order to pay has been resolved. Apparently at the bottom of the page there is the opportunity to " Pay as a guest"

It was suggested that a large note to this effect is added to the website.

Publicity officers Report PR

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Nothing to report

Any Other Business

There being no other business to discuss the meeting closed at 21.15 Hrs

The next meeting is on Wednesday 15th February 2017 COMMENCING AT 19.00 hrs. in the clubhouse.

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