

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 21st December 2016
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
Mike Haynes (MH) Technical Officer
Jonathan Abbess (JA) Chief Flying Instructor
Martin Lawson (ML) Winch Master

Apologies for Absence.

Alan Bilby (AB) Site Officer

Approval of Previously approved Minutes for meeting held on 16th November 2016

Those present agreed the minutes unanimously.

Matters arising from those minutes

- 1) Photos of Committee and Instructors on the website - ongoing MH to email John & Andreas
- 2) junior sub-committee - on going nothing new to report.
- 3) Charges sub-committee- full report in Membership section
- 4) Film makers child protection- PR emailed the film company and had a reply from Robert regarding filming. He is aware of the rules regarding filming minors and will only do so if it is incidental to the filming and parental consent is available. He is putting together a schedule to film in the coming year and I suggest that we write to the parents of those juniors who will be minors in 2017 and get permission for them to appear in any promotional filming or photos, this should be added to our junior membership forms also.
- 5) Brads video to club website- ongoing MH to set up discussions with Brad and John Wells
- 6) Child Protection Policy - action pending receipt of a report from Andrew Winton and George Green
- 7) Commercial Flying - we agreed we would start bookings for commercial flying for the beginning of March, with Monday commercial days starting at the beginning of April.

Membership Secretary's Report SJ

New members: Welcome to new members Lez White (Full), Sylvano and Teddy Nebel (Full and Junior) and Kirsten McGowan (Junior)

Sub-committee on Membership Charges for 2017/18

A sub-committee meeting was held on 7th December 2016 with the purpose of agreeing membership charges for 2017/18.

Present:

Bob Godden, Ken Ward, Mike Haynes, Steve Jones, Cath Haynes, Paul Foulger

The sub-committee agreed a number of recommendations for approval by the main committee at its next meeting. These recommendations can be adopted by the main committee with the exception of the annual membership charge for Full Members which needs to be voted on at the next AGM.

Note that the charging given here is a summary of the charging on the log system, simplified to show the proposed changes. Full details of current charging are on the spreadsheet 2016_17_member_flying_charges stored on the Club's computer. This spreadsheet will be updated for next year once the committee has ratified the changes.

The recommendations are as follows:

- 1.Full Membership.£380pa (increase from £375 in 2016/17).
- 2.Flying charges.No change (Full Member rates: winch launch £8.50, glider hire 44p/34p per minute for two seater/single seater. Junior Member rates on pay-as-you-fly schemes: half Full Member rates for launch and glider hire).
- 3.Fixed Price to Solo.No change (£995 including membership and all flying for one year or until solo).
- 4.Single Seat Scheme.No change (£330pa plus Full Membership).
- 5.Junior Members.

The success of the junior membership this year was acknowledged and welcomed. However it was considered that some changes to the Fixed Price scheme are needed so that this can be sustainable within the Club's overall finances and charging structure. Our data shows that the Fixed Price scheme would cost £90 per month based on the average number of flights taken by those on the scheme over a 12 month period. However the Sub-committee agreed that the Club should subsidise this by 50% to encourage junior members into our sport.

There will be three Junior Membership schemes available (no change from the present except that the names have been changed to reflect the charging structure). Junior Members up to 21 years old can opt for either the Junior Fixed Price scheme or the Junior under 21 scheme at membership renewal on 1st April each year. No transfers between schemes will be allowed during the year.

The three schemes will be:

(a)Junior Fixed Price (formerly called Junior Monthly or "the £32 per month scheme") will be available to Junior Members for three years from the date of joining the scheme or up to their 21st birthday, whichever comes first. Immediately after three years or their 21st birthday the Member will be transferred to the appropriate pay-as-you-fly scheme (see (b) and (c) below).

Charges are calculated on an annual basis but, as a concession, may be paid monthly so long as this is in advance by standing order with the payment received by the Club by the 1st of each month. Junior members are not allowed to go into arrears on this scheme. If this happens they will be transferred to the Junior under 21 scheme with no option to transfer back to the Junior Fixed Price scheme.

The Junior Fixed Price scheme may be used for instruction and solo flights only.

Charges for the Junior Fixed Price scheme will be £540 pa, equating to £45 per month. This will cover annual membership plus up to three flights per day. The fourth and subsequent flights each day will be charged at Junior under 21 pay-as-you-fly-rates (half Full Member flying rates).

(b)Junior under 21. This is a pay-as-you-fly scheme and there is no change from the existing charging. This scheme will be available to Junior Members who are less than 21 years old on the date of membership renewal (1st April) each year. Charges for membership will be £75 pa with flying at Junior Member rates (half Full Member rates).

(c)Junior under 25. This is a pay-as-you-fly scheme and there is no change from the existing charging. This scheme will be available to Junior Members who are less than 25 years old on the date of membership renewal (1st April) each year. Charges for membership will be £200 pa with flying at Full Member rates.

6.Social Membership: No change (£75pa).

7.Winter Membership:No change (£80pa).

8.Trailers:No change (£185pa).

9.T Hangar:Three times trailer rental (includes a trailer).

10.Caravans:£200pa (increase from £185 in 2016/17).

The main committee endorsed the recommendations of the sub-committee

The full membership increase of £5.00 will have to be agreed by the membership at the AGM

Secretary's Report DW

DW mentioned that we should confirm in the minutes that the generous legacy left to us by Ian Agutter is to be put towards a new aircraft when the time comes. RG said he would email his daughter to this effect.

Technical Officers Report MH

Tech Officers report 21st December 2016

Launch Point Windows

Action ongoing.

Computers and IT

As a precursor to introducing the Electronic Record cards, tests on the QNAP confirmed suspicions that it is already way overloaded, If we look back to the early days of the Electronic Log the QNAP was a spare machine Rob had lying around and donated to the club, its served us well for 3 years for nothing.

Over the next few months the services provided by the QNAP will be moved onto a new server named "esgc-s1". At this time the Log System SQL Database has been moved onto the new machine. Network file storage and VPN connectivity continue to be provided by the QNAP The second reason to migrate the live SQL Database off of the QNAP is to allow it to host a test database which will be used for testing of the Electronic Record Card system and updates to the Log Sheet program without corrupting our day to day flight and membership information.

Log System

The development environment has been re-installed on the Office Computer (lost in the Windows 10 upgrade) and a new executable of the Log Sheet program built. Only minor changes were made to the Log Sheet program as this was mostly an exercise to ensure we had restored the ability to modify and build this code.

Rob did remove the ability to create all membership classes at the launch point. Going forward only Trial Lesson, Temporary and Temporary Reciprocal can now be created.

As part of the Log system improvements over the next few months it has been decided that now we have network connectivity across the airfield we can remove the need for the log sheet program to work in an off line mode. The new version will communicate with the main SQL Database in real time removing the need to execute "Sync" operations at the end of the day. This change also simplifies the architecture of the Electronic Record Cards as there is no need to hold a temporary database in the Launch Vehicle.

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.--- Resolved Nov 2016
- 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 prevents instructor paying when the other pilot is on the Junior Monthly scheme. Flight is always zero charged.
- viii. 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

It appears a recent change by PayPal has removed the ability to pay for a voucher by credit card without creating a Pay Pay account. As many customers could be sceptical of PayPal keeping credit card information and being forced into a PayPal account this could seriously hit our voucher sales see AOB item

Glider Trailer Refurbishment

Hard standings in the form of paving slabs have now been laid for all of the club trailers. They are not a solid paved area but provide for wheels, props and the back. If you move a trailer please ensure it is correctly located when it returns.

K21

Nothing to report this month.

Grob:-

Nothing to report this month.

Sf27:-

Nothing to report this month.

Astir's :-

Nothing to report

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.
All of the 8.33KHz radios in the first order have now been received

Gliders

K21

This job just got bigger and bigger.

On receipt of the harnesses Schroth declared them uneconomic to repair mostly due to defects in the buckles. The service/return of the old harnesses has been upgraded to replacement and we await delivery.

John G has repaired a number of minor glass defects in the cockpit area

1. Front floor below rudder pedals where pilot heels had rubbed through the glass
2. Both airvents, suspicion here is these have been damaged by seatbelt buckles
3. Rear seat pan cracked around the stick, looks like someone stood on the edge of the hole.
4. Rear Instrument combing, suspicion here is this has been used as a hand hold to pull the poor old instructor out of his seat
5. Rear Seat Back cracked
6. A number of the threaded inserts which secure the seat pans have been replaced.

My thanks to Andreas for Hard Waxing the entire airframe, I think you will agree it looks pretty much like new.

We still have the scrape damage to the left wing from last winter, a chip out of the nose, a ding in the rudder, a chip out of the inter canopy hoop and a lump of gell missing just forward of the winch hook

John G will repair these in the new year.

There were also some suspicious Blue – like DOA marks on the underside of the right wing. please take care when packing the hanger. I know at present gliders are not quite in their marked places while we conduct winter maintenance which is all the more reason to ensure we take care when packing the Hanger. Lets try to get one person on all four points of the glider – nose, tail, and both wing tips as we move the aircraft in and out.

The installation of the 8.33KHz radio is complete, with the exception of the final connections to the PTT switches. These have been left as the control columns need to be removed see below. As part of the radio installation the much of wiring in the glider has been renewed and it now provides the option for two batteries. We still have to update the battery mounting tray to accommodate the second cell.

The skylaunch speed transmitter has been re-located to the rear instrument panel, this allows a different aerial location and avoids damaged to the aerial cable by ballast weights and feet.

The Control Column bushes which provide the aileron pivot action have some significant wear and these will be replaced before the glider is returned to service. The new bushes have been dispatched from Germany but have not arrived to date.

My thanks to Richard K for modifying the front rudder pedals so that we can restore the toe restraint loops. Both sets of rudder pedals now have the restraints fitted.

Carried forward:-

Minor scrapes and chips damage to be repaired by John Gilbert in Jan/Feb

Grob Acro

Nothing to report

SF27

The radio Avionic Dittel radio removed from the K21 has been swapped into the SF27 replacing the unit with the faulty display

ASTIR HKM

Nothing to report.

However HKMs radio is reported as faulty so this will become the second glider to receive an 8.33KHz radio.

ASTIR KEE

De-Rigged

A new tail attachment ball has been ordered from Lindner as the exiting one is approaching its 10 year end of life.

DOA

DOA suffered a fatigue fracture to tube which provides the front right hand rudder pedal pendulum hinge. The tube had been cracked for some time and as I understand failed during a spin recovery

exercise. The crack was way up in the nose close to the pivot point but without standing on your head with a torch it would not have been visible during DI. My thanks again to Richard for a speedy repair

DVB

It has been decided to replace both tail plane spigots and the associated bearings on DVB. These parts have been ordered but not received to date.

We finally received the new tail wheel from Germany, it seems the original wheel dispatched back in November is lost in transit.

Carried forward:-

The Ballast installation in both K13s continues to be problematic. Since the mass of the weight was increased we have suffered problems with miss-alignment and stripping threads in the captive nuts. The long term plan is to split the weight into two smaller weights which will make for easier installation.

K6 DRD

Nothing to report.

Chairmans Report RG

RG has agreed to present the treasurers report at the AGM as KW will be away on holiday.

RG had spoken with our insurers regarding the premium should we go ahead with the Perkoz purchase. A ball park figure was £3K for the hull and £75 for the trailer.

Site Officers Report AB

Nothing of significance to report

ML reported that the water to the outside toilet block had been shut off for the winter.

AB will be asked to organise some shelving to store the canopy's of club gliders while they are being serviced, probably behind the shed inside the hanger. They are currently being stored in the briefing room and JA was concerned that they may be damaged while people are walking round them.

Winch Masters Report

- The remedial work on the "tow out gear" on the Kia is basically finished.
- Many thanks to Colin Wolfe who has completed the winter cut on the grass and that has helped greatly with keeping the grass runway flyable.
- Eddie is working on the power and lighting to the MT shed extension.
- The MT shed extension is basically complete and has already proved its worth during the modifications to the Kia.

- We have approached the farmer with the possibility of having an extra triangular piece of land to allow safe launching not only during the winter months but also in the summer when the wind is ranging from North to ENE.
- The English winch developed a major water leak in the radiator and was removed from service. The damage to the core of the radiator was such that a new core was required. At the same time we had a new filling cap assembly fitted as the existing was very suspect. The opportunity was taken to do a full service which included, new paying on gear belts, tow out disc pad replacement, engine oil ,oil filter and air filter change. Modifications were made to the installation method of the radiator which will make any work in the future much easier.
- The German winch ran well until a “clicking” sound was heard to be emanating from the fan hub area. Investigation found cracks between each of the water pump pulley mounting bolt holes! With no spare available and the English winch in pieces the cracks were welded and ground smooth and the unit reassembled ready for the following day.
- The English Winch will now be tested and then the German Winch will be taken off line to have a new fan pulley fitted and Radiator fitting mods as per the English winch

Safety Officers Report TS

Not a very eventful month as far as I am aware.

Mike has asked me to check out the ballistic seat cushions in the K21. I will check with Ricey for suppliers, I believe he sorted out the current upholstery.

The committee agreed that we should replace all the cushions in the club gliders with new Dynafoam

I have signed up for a Safety Officer Seminar at Hus Bos on 11th February 2017. This seems to be being organised as an exchange of ideas and experiences as much as anything else, so if anyone has anything relevant to raise I'd be glad to hear it.

CFI's Report JA

Congratulations to Jake Gazzard and George White for their recent solo flights.

The BGA publication <https://members.glidering.co.uk/wp-content/uploads/sites/3/2016/07/Managing-Flying-Risk-v1.7.pdf> is worth reading!

Will all members please be aware of any changes in wind direction when we are operating from the West. We must not drop parachutes or cables anywhere near the gas compound even if this means reducing the length of the launch run by repositioning the winch.

JA reported that a number of instructors were interested in training to become type rated on the TMG, in order for the club to make better use of the Aircraft.

Treasurer's Report KW

In response to discussions regarding our 2 seat fleet at the 5 Year Planning Meet (see full details in Minutes) a submission has been made to the Philip Wills Memorial Fund.

The initial response from the Trustees was as follows and is subject to a detailed cashflow forecast for 2017:

The initial (without prejudice) comments from the PWWF trustees are that we are likely to look more favourably on a loan in the region of £30k, rather than £50k. You should put together the loan application that suits your club, but it might help to bear this thinking in mind. Repayments would be reduced pro-rata to my previous comments.

We understand that a loan of £30k would demand a monthly repayment of approximately £540 over a 5 year period.

The cashflow forecast has been produced with this repayment figure in mind but has not yet been submitted to the Trust pending further deliberation by the Committee.

The end of our Financial Year nears and our Accounts have been closed to further expense other than known accruals. Cath is working hard to finalise figures in order that draft accounts can be submitted to our Accountants early in the New Year.

The committee decided that a £30K loan on these terms would deplete the clubs reserves too much, KW will investigate the possibility of a £50k loan over a longer period. If this is not viable then by deferring a decision until the 2017 financial trends can be determined (for the club and EU) a purchase later next year may still keep us within the 5-year plan.

Publicity officers Report PR

I can confirm that the next issue of pilot magazine will have contact details for ESGC on a page devoted to publicising gliding to the GA crowd.

Any Other Business

- 1) It was agreed to move the date for next years AGM to March 11th 2017
- 2) Paypal have changed their system so anybody wanting to pay for vouchers by Paypal has to have a Paypal account. This is causing some problems which Dennis Heslop is trying to resolve. If unsuccessful it may be we have to look at another payment method.
- 3) ML has spoken with Rattlesden who recently had an organised visit and tour of Wattisham. This was apparently very interesting and PR will approach them regarding a possible visit for ESGC members.
- 4) JA asked for clarification on club dates for 2017. PR has confirmed the following :-

Open Weekend. 17th / 18th June

Flying Week. 27th May - 4th June

Task Week. 19th - 28th August

5) Finally The Committee on behalf of the whole membership would like to thank Robert Walker for the excellent Mural which he has painted on the wall of the clubhouse. This really is outstanding and we are probably the only gliding club in the country to have such a feature.

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

The next meeting is on Wednesday 18th January COMMENCING AT 19.00 hrs. in the clubhouse.