

## ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of the Annual General Meeting held on Saturday 11th March 2017

Commencing at 19.00 hrs. in the Clubhouse at Wormingford Airfield, Wormingford CO6 3AQ

### Present

Chris Price (CP)	President
Paul Foulger (PF)	Vice President
Robert Godden (RC)	Chairman
Dave Wallis (DW)	Secretary
Trevor Smith (TS)	Safety Officer
Martin Lawson (ML)	Winch Master
Alan Bilby (Alan B)	Site Officer
Steve Jones (SJ)	Membership Secretary
Mike Haynes (MH)	Technical Officer
Jonathan Abbess (JA)	Chief Flying Instructor
Paul Robinson (PR)	Publicity Officer

And 50 members in attendance

### Apologies for Absence

Apologies were received from

Ken Ward (KW)                      Treasurer

Andy Sanderson. Colin Woolfe. Alan Bateman. Robert Walker. Vernon Bettle. Andy Winton. Andy Frost. David Newton. Kathy Russell. Doug Johnson. Dave Bolsdon. Jim Davis.

### Additional Items for the Agenda

Paul Rice asked that " Requirement or not for a further 2 seat training glider" be added to the agenda and discussed later in the meeting

### Minutes of the Annual General Meeting held on Saturday 2nd April 2016

The minutes of the meeting held on Saturday 2nd April 2016 were accepted as a true record of the meeting. Proposed by Paul Foulger and seconded by Chris Price and agreed by members present unanimously.

### Matters arising from the minutes

There were no matters arising from the minutes not covered by the agenda

### Chairman's Address

Welcome everyone to the 51st AGM. The format will be the same as last year where, rather than have each Club Officer present their report to the meeting, the reports have been circulated to members in advance so that the meeting can concentrate on members questions and any concerns arising from the reports.

**Performance against business plan :-**

Those who have read the minutes of the last review of the 5 year rolling business plan will know that we have achieved all objectives. The club infrastructure is in excellent shape especially in terms of the upgrading of ground equipment and facilities.

We have at the same time generated a reserve of about £67K.

The ongoing objective is fleet renewal, and a great deal of discussion has gone into formulating a strategy which takes into account both the medium and the longer term future of the ESGC fleet.

Just to replay the key factors :-

- Doubts about the longevity of the K13 trainers, starting about 18 months ago, caused us to consider the risk associated with the Club's dependency on this type. The conclusion was that we should develop a strategy for reduction of this exposure.
- Whilst the K13 situation has not developed further this does nothing to change the fact that they are old aircraft. The vulnerability remains along with increasing incidence of repairs involving extended downtime ( for example - DOA was off line for 4 months for a fin repair due lack of availability of aircraft certificated pine).
- The second hand market is unlikely, even in the medium term, to offer a glass glider that fully meets training requirements and we therefore decided that we must look towards buying new.
- The Perkoz, originally identified as a possible option, has since been demonstrated and test flown at WRM and is now viewed as the most ideal type. In truth there are not any real options by way of direct comparison. In full configuration it has the versatility of being both a responsive training aircraft, able to fulfil the complete Glider Pilot Licence curriculum and one with an impressive cross country capability.

### **Juniors**

Over the past year or so we have experienced an above average increase in membership.

The new and refreshing aspect has been the comparatively large proportion comprised of juniors. Their achievements in the past year have been very encouraging and we recently started the formation of a sub committee for Juniors which includes parent representation. Steve will no doubt cover the detail in his report but I just want to say that having so many younger members as part of ESGC ( just over 20% of our current membership) is a new aspect of Club life and means that in showing due care for other members we should bear in mind the particular position of Junior members and their need for support and advice in some aspects of airfield activity.

### **TMG**

We are taking steps to increase the number of instructors able to teach using the TMG so as to increase availability to members as a training and refresher facility. Dennis and Richard provided the aircraft to the club for the primary purpose of increasing the safety aspect of our flying. This is not restricted to cross country as, for instance, the last four out landing accidents involving aircraft from this club included two arising from local soaring. In terms of gaining and maintaining competency in navigation, field selection or simply an hour or so continuous stick time to reinforce recency the TMG is of significant benefit and is provided at a cost little more than an accumulated couple of hours in a conventional two seater.

I would ask that members think more about the value of some time in the TMG towards maintaining currency and a safe flying environment.

I would also remind TMG pilots that we do have planning conditions and the absence of complaints over the past year or so of operations should not be interpreted as an excuse to start bending the rules.

### **Thanks**

In all practical terms the Club functions entirely on volunteers and relies on a participative spirit on the part of members. There are always those who put in time above and beyond the norm and in this context I would particularly like to thank on behalf of the Club :-

**Colin Woolfe** - for his unstinting support to commercial flying days as well as other contributions.

**Robert Walker**- for his time and talent in painting the historical mural in our clubhouse.

**Cath Haynes** who has provided a huge amount of work above and beyond that solely required by the bookkeeper function she performs for us.

**George Green** – for his ongoing commitment to the Juniors section which is doing so well.

**Paul Robinson / Andy Sanderson / Andy Booth** – for their successful efforts in catching up on the backlog of trial flights and thereby making a measurable contribution to club revenue earned in 2016.

## Treasurer's Report

I am reporting in the absence of Ken Ward.

Members will all have the accounts for the 2016 financial year which were circulated along other documents relevant to the AGM.

We show a profit of £42,000 for 2016 and it must be explained that this includes some non-recurring benefits namely a £10,000 bequest from the estate of a long standing member, Iain Agutter, and release into profit of funds following a change to our accounting practice.

In short, the underlying profit level on which future projections are based is around £20,000 after the projected loan repayments mentioned below.

I hope you will agree that the club is in good shape financially including our having invested significant sums in uprating Club infrastructure over the past year or so, main items being Tractor/Retrieve vehicle/winch shed extension.

We have also, as part of our longer term business planning, built up a fund of approximately £67,000 for investment in fleet improvement, the main focus being a project to acquire a new two seat aircraft in the shape of a Perkoz. The plan is to fund this by way of a mix of our own reserves, and a 5 year loan of £35,000 which is in the final stages of approval by the Phillip Wills Trust and is costed at £7500 per annum. At present, the Euro exchange rate has caused us to defer placing an order as it currently adds about £10,000 to the projected cost of £110,000. There are other options which are being considered in terms of specification that may be a solution but we feel it is wise to await developments before proceeding any further.

The Club is in a good position both for the present and for its future

## Questions from the floor

*Paul Rice asked why the tangible assets on page 4 of the accounts differed from that on page 6 of the accounts. Dennis Heslop explained why and accounted for the £50k difference. Mike Burcher suggested that in future the accounts should define the difference between tangible and total assets.*

*Paul Rice also asked what constituted trade creditors. Cath Haynes explained that these were items like rent, unflown vouchers etc. She would ask Walter Wright to quantify.*

*Paul also asked that the sundry expenses and income be explained. Cath said that the kitchen supplies were now included for the first time this year and that the sundry income was Ian Agutters bequest.*

## Site Officers Report

Over the year we have completed the M T shed extension to enable all the grass cutting machinery to be kept in one location and under cover, The old building has been emptied and shortly will be demolished so assistance will be required to carry out this task. Decision on the use of the vacant space has yet to be made so any suggestions would be appreciated.

The gas plant will be completed towards the end of March and as you know it has had a impact on flying not least the positioning of the winch for which we have had to install a second hard

standing beside the South track. We are also in the process of acquiring a triangular sliver of land along the North edge of the farmers field to enable the winch to be positioned next to the the wind socket when the the wind is from the North East.

The 12m strip down the South side of the track has been seeded but is still soft so please do not use it for parking until the grass has been established and we still need a small area to be stone picked and some low areas need to be levelled so again help will be needed. Section of the track has been surfaced by the contractor and some repairs are to carried out to damage caused to East hard standing.

No major improvements or works are planned for the coming year apart from general maintenance to include replacement of the doors to Kitchen and Showers so again assistance would be appreciated.

### Questions from the floor

*There were no questions from the floor, but Alan added that we have had meetings with the landlord regarding the loss of runway use due to the Gas Plant and a solution was being discussed with the possible extension of the runway at the western end.*

*Brad thanked Alan for all his hard work.*

## Technical Officers Report

### Gliders

#### Single Seat

The usage on the single seat gliders took a bit of a downward turn in 2016 as many of the high usage members from 2015 moved into private ownership.

The following table summarises utilisation of the club single seater's over the period 1//1/16 → 1/1/17. The Income figure is based upon 34p/min\* total duration and takes no account of discounted Junior rates or members on the Single Seat Scheme.

Glider	Days Flown	Launches	Hours	Annual Income (34p/min)
KEE	45	154	60	£1224
HKM	44	193	69	£1407
HSX (SF27)	47	200	68	£1387
DRD	28	102	29	£591

Its a little disappointing to see the total hours back in a range which is more akin to a privately owned glider. That said the number of launches is fairly high, reflecting that club members are flying these aircraft regularly and on the not only on the perfect days.

DRD came back into the fleet at the end of May 2016 and hence the figures above represent less than a full year for this aircraft. However when we consider the very wet spring we experienced it is likely that it would have flown little in April and May anyway.

During the course of 2016 both HKM and HSX have been equipped with a Ballast Option, enabling our lighter (mostly junior) members to meet the minimum cockpit load.

Overall I believe the single seat fleet is well matched to the needs of the club members for the next few years. The restoration of the K6 expands the fleet from 3 to 4 and the usage levels tends to suggest there is spare capacity to accommodate additional member flying as the club expands.

Looking at the income as calculated above KEE, HKM and HSX are covering their annual maintenance, and inspection costs, with a small margin. However when we factor in the discounted flying (juniors, members on single seat scheme) it is clear that our two seat operations are subsidising the single seat fleet to a small degree.

### Two Seater Fleet.

The following table summarises utilisation of the club two seater's over the period 1//1/16 → 1/11/16. Apologies this is the data prepared for the 5 year planning meeting and hence missed the last couple of months of 2016. The Income figure is based upon 44p/min\* total duration and takes no account of discounted Junior rates, FPTs and Trial Lesson Flying.

Glider	Days Flown	Launches	Hours	Annual Income (44p/min)
DOA	116	1125	170	£4488
DVB	131	1204	208	£5491
GBN	134	1199	250	£6600
KMT	83	526	131	£3458

For the most part the usage figures for the two seat gliders are as expected.

The Grob 103 which is a little on the low side, probably reflecting that it is not flown solo as much as the K21.

DOA suffered some damage in April (see below) and was out of service for a month which probably explains it doing slightly less hours than DVB.

As the above figures cut off in November they do not show the effect of DOA being out of service at the end of January for repair to the warped trailing edge and associated ribs. The trailing edge warp has been present for many years and it was planned to address this as part of this years annual maintenance. However in January some of the associated ribs were found

detached from the trailing edge and this accelerated the need to commence this repair. Having DOA out of service at the start of the soaring season caused some frustration to the membership. Fortunately the problem with the wing occurred during the winter and only just before the planned maintenance cycle, minimising the impact to the members.

During the course of the year we have also suffered 2 instances of metal fatigue in the K13 Rudder circuit, both of which were repaired with minimal impact to availability.

### Expanding the Two Seater Fleet.

When I wrote my submission for the AGM in 2015 DVB had been out of service for some 4 months, whilst its fin was rebuilt. This caused a major impact on training operations during the first half of the soaring season. This year DOA was out of service at the start of the soaring season due to a minor accident and only by luck the repair to the trailing edge did not cause a similar impact as it failed in the winter.

Neither of these problems was directly associated with kavit glue failure which hangs over most wooden Schleicher aircraft to a greater or lesser degree.

I cite the above examples to highlight how the loss of one or other of the K13s has a major impact on the clubs training operation.

With the clubs membership expanding the solution is to expand the Two Seater fleet, this will provide us some redundancy should a two seater glider develop a defect. Unlike the current situation where the loss of any one two seater has a major impact on our operation. To be fully effective it will require a change to the pre-solo training policy, allowing training to be performed on types other than K13s.

The committee has been convinced this is the right direction for the club for a while now (see minutes of 5 year planning meetings), the only stumbling block is the glider choice.

As reported at the last AGM initially our thoughts were to look for a second-hand 2 seat trainer, but the list of glass gliders capable of covering the complete training syllabus is extremely limited. To date none advertised for sale has warranted even a discussion with the vendors.

After a successful visit by the Perkoz demonstrator in April the thoughts of the committee have turned to this as a suitable extension to our two seater fleet.

As this would be a new purchase and with the recent devaluation of the pound the expected purchase price including a trailer but excluding instrumentation would be in the region of £100k - £110k depending on options.

*Paul Rice asked that " Requirement or not for a further 2 seat training glider" be discussed.*

*Paul argued that the K13 glue problem was not as serious as it was thought to be and that in his opinion the club should not be spending such a large amount of money on a brand new Perkoz glider.*

*His suggestion was that if the club wanted a new glass trainer we should look for another K 21 and keep the K13's for spin training as do many other clubs including Lasham.*

*He went on to say that he saw a K 21 advertised for sale in Switzerland recently for €60 half the price of a perkoz, but Paul Robinson who has been constantly looking did not come across it.*

*MH said the K21 in Switzerland is probably the only non motor version seen for sale, in the 18 months we have been actively monitoring the sales websites. I must have seen at least 4*

*K21Ms offered for sale over that period as the private owners move to more exotic two seaters.*

*Rob Locket echoed PR's comments and said in his opinion our K13's were unlikely to be a problem in the short term and wasn't comfortable with build quality of eastern bloc gliders.*

*MH replied Although the current conditions in which we store our K13s are very good this has not been the case for the whole of DOAs life. For many years DOA was stored in the hanger at Whatfield this had no damp course in the floor and over the winter months was every bit as damp as a leaking trailer. When DOA first arrived at Wormingford it was stored under the lean-to which was also a damp environment. These are the conditions which accelerate Glue Failure and hence it is speculation to assume we are unlikely experience a glue problem in the short term as Rob believes.*

*Unfortunately we have not owned DVB for its entire life so it is difficult to comment on the susceptibility of this aircraft to glue failure.*

*Adrian Tills said he was uncomfortable with cost of a perkoz.*

*Bob Godden explained that the purchase of a Perkoz was by no means certain and other factors such as exchange rates, timing and finance had to be taken into consideration. However the committee were charged with looking after the future of the club and the possibility of purchasing a Perkoz should remain on the agenda.*

*Mike Haynes added that over the last year the committee had concluded that an all round glider capable of full syllabus pre-solo, cross country and aerobatics training was a desirable addition to the club fleet. To full-fill this requirement in a single aircraft and within the ESGC budget resulted in a very short list of glider types. As a K21 cannot meet this requirement it had not reached the short list and had not been considered further.*

*Paul Rice suggested that the majority of the committee were not experienced or knowledgeable enough to decide on the choice of a new training glider.*

*Clive Stacey proposed and Paul Rice seconded that we should set up a sub- committee of Knowledgeable members to report to the membership both the pro's and con's of a Perkoz and any other glider option.*

### Instruments

We have commenced the upgrading of the aircraft transceivers to comply with the new 8.33KHz channel separation.

To date the K21 is complete with the Grob and Astirs scheduled for the next couple of months.

The radio replacement will be part funded by a Grant from Sport England, together with a rebate from the CAA (who secured the funds from the EU).

### Damage to Gliders

Overall not a bad year:-

In April DOA suffered damage when the lower air-brake paddle struck a pedestrian warning sign.

This bent the air-brake, causing damage to the air-brake box and ribs behind. My thanks to John Gilbert and Richard Kimberly for their efforts to repair DOA, it being out of service for some 4 weeks.

In May 2016 KEE suffered minor damaged in a road traffic accident, which unfortunately wrote off the newly adapted AMF/Schofield trailer.

The damage to the glider was mostly confined to the starboard aileron and this was quickly repaired. KEE returned to service some 2 weeks latter.

Over the course of the year KEE has made 3 or more wheels up landings. We have been fortunate that all were on the grass of the airfield and have only resulted in minor damage to the undercarriage doors and some superficial scraps.

## Trailers

As noted above back in May we damaged the newly converted Pegasus trailer in a road accident on the A12.

Over the course of the year I have actively pursued 5 possible replacements for this, but for one reason or another, none has come to fruition - my search continues.

Until a replacement is found we are forced back to using the old Astir Trailer, although this is capable of transporting either HKM or KEE, it is not ideal for club use as the glider is a very tight fit. The trailer also lacks secure stowage for trestles, dollies jacks et and needs a degree of knowledge before either of Astir can be transported in it without damage.

I've been promising to do a training course on this trailer since the accident but for one reason or another I've never got around to it - I'll try harder. In the mean time if you think you might have cause to use this trailer in the near future please ensure you do a practice load/unload at Wormingford first.

The new fittings for the Grob 103 trailer have been completed, and this makes loading and unloading the glider much easier. The tailplane fitting is still not perfect for club use as it involves a number of loose bolts and wing nuts which can be easily lost, please take care.

Work has commenced to refurbish the wooden back and front of the SF27 trailer (the remainder is aluminium), this should be completed in the next couple of months.

## Log System

During the course of 2016 we have not made any major changes to the log system, just a few bug fixes. There is a more major update planned for latter this year mostly to cover changes to the membership classes and to offer more flexibility with discount charging.

We have removed the "Edit Member" dialogue from the Log Sheet program as this was being used to force charging to what appeared to be correct, quite often necessitating the creation of a full member which caused big issues in the charging and accounts system.

The problems mostly centred on new members, especially if they were in some discount class e.g. FPTS or junior but the log sheet will calculate charges as an adult temporary. If you

experience this situation do not try to force the calculation, allow the incorrect charge to be calculated for a day or so. Charges will be corrected once their membership is fully set up.

Work continues to replace the paper “record cards” with an electronic record system. To facilitate this we now have internet access across the whole airfield regardless of where the launch point is positioned.

A beta version of the Electronic Record Card User Interface has been developed and I will be canvassing Instructors for feedback on the format information recorded over the coming weeks.

## Website

We have continued to find problems with Calendar plug-in for Wordpress, a number have been evaluated but all had short comings.

As an interim solution we have migrated the Trial Lesson booking Calendar to use Google Calendar and have linked this into the Website, This provides any member/Instructor the facility to see what trial lessons are booked on a given day, and removes most of the latency of the paper system John/Lynn were using.

We do not intend to extend Google to cover the other Calendars e.g.

- On-line Winch drivers rotors
- On-line Instructors rotors
- TMG booking
- Social Events Calendar

at this time as the access rights and number of logins becomes an administrative nightmare. In short we are still looking for an integrated Wordpress Calendar Plugin.

## Technical Officers Gripes

Unfortunately many of these sound very familiar to past years:-

> Checking Tyre pressures is part of DI

Yes I know it can be awkward and time consuming to find a valve extension and fit a pressure gauge, but if a tyre looks flat then please make the effort to check and inflate if necessary.

In 2016 we wrecked 2 tail wheel rims and wrote off 6 inner tubes all because aircraft were flown with under inflated tyre(s).

Apart from the inconvenience of an aircraft out of service with the valve ripped from the inner tube, the pneumatic tyre acts as a major elastic component absorbing energy from a heavy landing. If we fly with under inflated tyres then we put the whole airframe at risk of significant damage

> Trailer fittings dumped in hanger

If you re-rig a club glider after a land out or competition, please ensure all of the trailer fittings are returned to the appropriate trailer.

> Tow-Out gear dumped in hanger

All of the club Tow-Out gear has storage hooks/fixings on the hanger wall, please return it to these after use. Don't just dump it on the Hanger floor, or leave it fitted to the glider. Please pay special attention to keep the yellow/black box by the door clear clear so as not to impede the Grob 103 as it rotates into the Hanger

> Canopies

In 2015 we cracked a K13 canopy by reaching through the DV panel, to operate the release. In my AGM submission for 2016 I wrote:-

“Please think before you reach in:-

i) K13s have external levers to operate the canopy catch on the outside. It should NEVER be necessary to reach in through the DV panel.

ii) K21 Why do we reach through the DV panel to lock the far side catch when the glider is just to be stored in the Hanger? I could take this further and ask why do we lock the canopies of any of the Glass gliders when they are in the Hanger? - there is no wind risk!”

?

> Unfortunately these notes seem to have gone largely unheeded, I still see members reaching through the DV panel of the K13s and regularly find the far side catches of the K21 latched when its in the Hanger.

Recently a couple of members have stepped up to clean Canopies on a semi regular basis to whom I offer my thanks. We still need more members to undertake this as part of the DI.

>

> The cleaning materials and cloths to care for canopies are in the cupboard in the hanger and there are instructions on the cupboard door.

## Thanks

To close I would like to send my thanks to all those club members who have helped with the various projects/jobs over the last year. The Technical Office has a pretty wide ranging scope and without your help it would not be possible to achieve what we have, without incurring significant additional costs.

## Questions from the floor

*There were no questions from the floor*

## Membership Secretary's Report

### 1. Membership Numbers

Membership data for the last four years is as follows:

	<b>Mar 2014</b>	<b>Mar 2015</b>	<b>Mar 2016</b>	<b>Mar 2017</b>
Full	99	95	102	95
Junior	15	13	20	27
Social	5	8	6	10
FPTS	No data	11	2	11
Single Seat	No data	2	5	4
<b>Total</b>	<b>119</b>	<b>129</b>	<b>135</b>	<b>147</b>

It can be seen that the steady growth in the previous three years has been maintained this year which is

encouraging. It is good to see that the number of Junior Members has increased again this year and I hope to see this trend continuing.

## **2. Membership Renewals**

2017/18 renewals will be issued shortly and members should be aware that payment should be made by 1<sup>st</sup> April. If you haven't received a renewal invitation can you please contact the Membership Secretary. Payments should be made to the club account in the normal way but please return the signed membership renewal form to the Membership Secretary.

A grace period until 30<sup>th</sup> April will be allowed for receipt and processing of payments. Note that all payments take several days to process, payments by cheque or cash may take longer. If your payment has not been processed by 30<sup>th</sup> April your membership will be deleted from the log system at the launch point and you will not be allowed to fly.

Membership renewals is a massive task – please assist us by paying promptly.

## **3. Trailers and Gliders**

All trailers should now have a club label. Note that these are now undated and do not need to be renewed each year. Please contact the Membership Secretary if your trailer does not have one. Also note that the Membership Secretary should be given details of any new gliders brought on site so that they can be included in the club database.

## **4. 2017/18 Membership Rates**

The only changes to the membership rates for 2016/17 are to the Junior Fixed Price Scheme and a proposed small change to the Full Membership annual subscription.

The Junior Fixed Price Scheme was formerly called the Junior Monthly Scheme but has had a name change to reflect the fact that it is an annual scheme with payments made on a monthly basis on a concessionary basis. The revised rate for the Junior Fixed Price Scheme is £540 per year, payable in monthly instalments of £45. This covers membership and up to three solo or instructional flights on any one day. Fourth and subsequent flights are charged at Junior flying rates.

The fee for Full Members is proposed to be £380 per annum, to be agreed at the AGM.

### **Questions from the floor**

*Adrian tills asked the membership if they could come up with any ideas to increase the lady membership*

*Sarah White thanked the committee for all they had done for the juniors and agreed with the new rules and regs.*

*Loess Overbury -Tapper whole heartedly agreed and added thanks to all the instructors and other members who had helped and encouraged the juniors throughout the year.*

### **Winch Masters Report**

**As always the main objective for the winch team was to have the winch system available for every flying day and once again in 2016 this goal was achieved.**

The English winch proved to be very reliable except for a problem with the cooling system which required the radiator to be re-cored. The down time enabled modifications to be made to the installation method of the radiator that makes maintenance in the future that much easier.

The German winch ran very well and then decided to have a strange fatigue failure of the water pump pulley. A new unit was installed and at the same time the radiator install modifications the same as the English winch were implemented.

The Kia tow out vehicle has proved to work well and a fixed PBR radio has been fitted to the Landover to enhance communications.

Wishing to improve the infrastructure for the Club members a dedicated tractor was purchased to enable our small band of volunteers ( a very big thank you to them!!) to keep the grass in an excellent condition. By having the grass cutter permanently attached to the tractor has greatly reduced the health and safety problems.

An extension to the MT shed was built to store the new tractor and all of the other gardening equipment. The extension also enables the winch team to carry out essential maintenance much more efficiently.

I must thank Jerry and Brad for their continued support and expertise without which it would have been very difficult to continue at times. Also we have been very pleased to see a lot more of the newer members stepping up and willing to put the time in to make the operation as efficient as it is.

Finally on behalf of the membership I must thank all our volunteer winch drivers for their continued efforts as without them we would not fly.

### **Questions from the floor**

*There were no questions from the floor but Martin requested that every body check the weak links for signs of stretching before attaching to the glider, as we were spending an awful lot of money on lost tost rings.*

### **Chief Flying Instructor's Report.**

Another year has passed, but yet again the same topics are relevant.

The past year

We have no more "news" on the EASA licensing issue. The target date remains in April 2018. As predicted, the eleven solos of the previous year was a difficult target to beat, but seven in this year is a very respectable number and I would like to congratulate all of those members who went solo this year on their achievements. It is also noticeable that the junior solo pilots are making rapid progress in their flying beyond solo, with Bronze, cross-country, aerobatics etc. all being pursued.

Well done to Martin for gaining his “I.F.P.” and to Vernon and Mark for upgrading to “Assistant Instructor”. Most people do not appreciate the effort needed to achieve these qualifications until they have done it themselves.

I must also thank all of our inter-club league pilots for their efforts and for getting us to the final yet again.

Looking forward

I hope that several more instructors will gain a motor-glider instructor rating within the next few months. This will provide greater access to the motor-glider for those wishing to use it for basic training.

I mentioned last year that a BGA safety campaign had advised that the wing-tip holder should stop the launch if they feel any significant up- or down-force, this is to prevent a wing-tip touching the ground soon after they let go. The BGA are re-emphasising this again this year because wing-drops and distraction accidents are still happening in undiminished numbers. The BGA put a lot of effort into analysing the accident statistics and extracting trends. Whilst this analysis is based on (thankfully) small numbers, which gives some scope for misinterpretation, the trends seem to reflect improvements where the BGA has initiated safety campaigns. However wing dropping and distraction accidents have not responded in this way, so BEWARE!

Whilst considering safety: I have commented, in the committee meeting minutes, that when landing on the track at the East end, the “reference point” should be at or beyond the Western 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 appreciate that this may slow down the turn-around time because the walk back will be longer, but if any gliders are seen to be heading towards the compound by the gas employees then their management are likely to get very upset!

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. I have already circulated an e-mail to instructors and winch drivers emphasising that we must not allow a cable and parachute to drop anywhere near the compound.

The “ABCD” checks are still being missed. Please try to make them part of every launch. Similarly, if you are distracted during CB-SIFT-CBE then re-start! If you are “closing the canopy last” then (at least) re-check that the brakes are locked and remind yourself of the speeds and your actions in the event of a cable-break.

Thanks to the instructors.

I can only say again, what I said last year. This club could not operate without the great deal of effort that is put in by the instructor team. I know that winch drivers, launch-point ground crew and many others are required to mesh together too to achieve a “good day” of flying; but I must thank all instructors for their dedication and enthusiasm which continues to push us all along and improve our standards.

### Questions from the floor

*Brad asked Jonathan to confirm that the preferred action after a launch failure was always to land ahead if possible as recommended by the BGA - Jonathan confirmed this.*

### Safety officers report

This past season has been thankfully free of any serious accidents at the club. However, there have been 3 incidents with cars being struck by falling winch cables. These could just as easily have involved people. To repeat what Martin is probably going to say, the winch driver must make the decision on whether to launch or not and the winch driver must make the final

decision on where the winch is situated in relation to wind direction and operating conditions. If the winch driver has any doubts there are usually other winch drivers on site to discuss the situation. If we need to change ends at some point during a flying day the decision must lay with the winch driver. I find instructors are understanding people and would rather do the change than risk an accident.

This year after several reminders more of the incident forms have been used and submitted which may seem trivial, but do enable us to keep a record of what is happening. The idea of the forms is to identify trends and repetition over time (years rather than months) to continue to make the club a safer place to be and to fly from. Please keep using these forms, they are important.

The BGA have emphasised again the importance of systematic rigging and inspecting gliders ready for flight. Please do not disturb or distract anybody involved in these activities, it is too easy for something to get missed. If you are rigging or inspecting and you do get interrupted or distracted the safe option is to start again.

The BGA are again reinforcing winch launch safety, the following is from one of their publications:

winch launching - land ahead if safe to do so

The instructors' manual and the safe winch launch leaflet/booklet teach:

After power loss in mid-launch, adopt the recovery attitude, wait until the glider regains a safe approach speed, and land ahead if it is safe to do so.

### Questions from the floor

*There were no questions from the floor*

### Publicity Officers Report

The open weekend proved to be a runaway success, the weather was kind to us, the vehicles proved to be spectacular and very popular with the visitors. All those who bought tickets to fly were flown. Our thanks to all those who helped Alan and I with the organisation, and during the day. The tea and cake stall again returned a sizeable profit and special thanks to Cath Haynes for her organisation. This year will follow a similar pattern and the date's will be 17/18th. Of June. We have already received enquiries from locals wanting to come. As with last year please come and help, a form for you to indicate what help you can give is included with your report.

The local media have been willing to publish just about everything I send them, all fourteenth birthday solo's have been reported as have our inter club league results, Seb's result at the Saltby Open aerobatic competition when published got him a letter from the house of commons when his local MP read it.

Our Club news in Sailplane and Gliding has been published in every issue, however I can only submit the news reported to me or that I am aware of. If any club member has news that you feel will be of interest please tell me or e-mail it to me. The Feb/March issue also published a full page club focus for ESGC.

During 2016 we were approached by a film production company who were making programs for Sky Arts titled, Tate Britain Great British Walks, this involves celebrities who have an interest in British artist visiting the areas they covered in their art. As Constable painted a series of cloud studies the film company wanted to fly in the Sky's above Constable country and we obliged. Two aircraft were used, the Grob and the Falke

carrying a total of 7 cameras with another on the ground, so several hours worth of film was produced, lets see when transmitted how long we get. The date for transmission is provisional but 2nd. of May is indicated with the Constable episode being the first. I am also told that the presenter in the Grob appears at the start of every episode. What the film company did not know when they contacted us was that the airfield land was once farmed by Constable's relations as tenant farmers at the time constable was living. Their tombs are in Wormingford churchyard.

Some dates for you.

Flying week 27th. May to 4th. June, Task week 19th. to 28th. August.

Inter Club League.

NGC Tibbenham	May 13/14th
Anglia Wattisham	May 27/28 & 29th if a no fly day occurs
Rattlesden	August 5/6th
ESGC	August 19/20th
Final at Gransden Lodge.	September 2/3rd

To prepare those who want to compete I will set tasks on all reasonable days if I can.

### Questions from the floor

*There were no questions from the floor*

*Paul asked for more offers of help for this years open weekend.*

### To consider and adopt the Income and Expenditure Account and Balance Sheet for the year ended 31<sup>st</sup> December 2016

Proposed by Mike Burcher and seconded by Paul Foulger Carried unanimously.

### To consider and adopt the proposed subscription rate of £380.00 for the year 2017/18

Proposed by George Green and seconded by Leon Green, Carried by a majority vote

### To elect or re-elect as appropriate the Directors of the Company/members of Executive Committee

Members standing for election or re-election stood unopposed, and were:

President Christopher Price

Vice President	Paul Foulger
Chairman	Robert Godden
Treasurer	Ken Ward
Secretary	Dave Wallis
Technical Officer	Mike Haynes
Site Officer	Alan Bilby
Membership Secretary	Steve Jones
Winch Master	Martin Lawson

DW suggested that all be voted en bloc, this was agreed.

Proposed by Cath Haynes and seconded by John Kelk

All the above were unanimously approved by members.

The following are committee posts appointed by the Executive Committee

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Chief Flying Instructor	Jonathan Abbess
Safety Officer	Trevor Smith
Publicity Officer	Paul Robinson

### **Any Other Business**

DW took the opportunity of thanking Paul Johnson, for the provision of yet another magnificent spread; it was much appreciated.

1) We had to vote on an amendment to the clubs Constitution in order for Sport England to pay us the grant we have been awarded.

Andy Booth questioned why the clubs assets would have to be given to charity in the event of the club folding.

Mike Burcher gave the following explanation:-

The requirements of SportEngland are based on the fact that ESGC is a Company Limited by Guarantee, the conditions of which are established under one of the Companies Acts. A Company Limited by Guarantee pays no Corporation Tax on profits. As a consequence, the company may not create distributable equity and so may not pay dividends or distribute funds or assets to the guarantee holders on dissolution. The Companies Act does not say to whom funds should be distributed, but the usual formula is that residual funds should be distributed

to an organisation with similar objectives. This provision was already in ESGC's Memorandum and Articles but Sport England wished the provisions to be more specific."

The motion was carried unanimously.

The Changes will be actioned by RG and once on the club records an electronic copy to update the ESGC Library and Website will be supplied to MH

2) Clive Stacey suggested that we should invest in some maintenance of the grass runway mainly in the form of aerating the surface.

It was decided that Clive should look into the costs and report to the committee.

3) Clive Stacey also brought up the lack of hanger space should we purchase another glider.

RG said that this had already been discussed by the committee with the possibility of extending the back of the hanger with an additional entrance some time in the future.

Bradley Soanes suggested that one of the single seaters was returned to its trailer this would give us more room in the hanger and also give newly solo'd pilots the experience of rigging and de rigging.

Rob Lockett said he didn't think it would ever get used.

There being no other business to discuss the meeting closed at 21.00hrs

### **Presentation of Trophies**

Chris Price the club President presented trophies as follows

<u>Pete Wilby ladder trophy</u>	-	John Gilbert Jnr. 12473 points
<u>'Robbo wooden glider trophy'</u>	-	Not awarded this year
<u>'100km triangle'</u>	-	Vernon Bettle 86.7Kph
<u>'Eric Richards 200km triangle trophy'</u>	-	John Gilbert . 89.7 Kph
<u>'Paul Foulger 300km Trophy'</u>	-	John Gilbert 96.5 Kph
<u>'Bob Adams Tiny Triangle'</u>	-	Not awarded this year
<u>The 'Jeff Cork Trophy'</u>	-	John Gilbert 520.4 Kms
<u>(longest handicapped flt)</u>	.	
<u>Jerry Newbery Trophy (1<sup>st</sup> 300km)</u>	-	Richard Hayhoe 2362 points
<u>Instructors Cup</u>	-	Jake Gazzard
<u>Bob Ivermee Rose Bowl</u>	-	John Wells
<u>Members Cup</u>	-	Andreas Rieder

(For a member who has contributed their time and effort to the club - Cannot be awarded to a Committee Member)

SHELL UK LTD Trophy to commemorate the centenary of Bleriot's flight across the channel in 1909 & will be awarded annually to the pilot making the most enterprising flight..

Not awarded this year

Sodit Trophy - Not Awarded this year