

## **WINCH MASTER 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.

Martin Lawson

## **SITE OFFICER 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.

Alan Bilby Site Officer

### **Publicity Officers Report for the club year 2016.**

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.

I will be able to help the club at the OPEN WEEKEND on 17/18th. JUNE.

Signed : \_\_\_\_\_ I can assist with: (please tick box)

- As pilot, must be BGA rated instructor.  As winch driver.
- Cable retrieve.
- Ground handling.
- Assisting passengers with parachutes and into gliders.  Selling Flight Vouchers.
- Cockpit Briefing ( in hangar post sale )
- Sales of tea & cakes
- Being Host's

The club will appreciate your help. Please sign this and hand in at the AGM.

## **2017 AGM. 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.

### **Essex & Suffolk Gliding Club Annual General Meeting March 2017 CFI Report**

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

The past year

We have no more “news” on the EASA licencing 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.

## **Chairman’s report to the Essex & Suffolk Gliding Club Ltd. AGM 11<sup>th</sup> March 2017**

### **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 fulfill 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 outlanding 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 ;-

**Collin 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 measureable contribution to club revenue earned in 2016.

### **RCG 26.2.17**

### **Treasury Report to ESGC AGM 11<sup>th</sup> March 2017**

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.

### 2017 AGM Safety Officer 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:afe

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.

Why not turn? The BGA has been teaching 'do not turn' because:



- after a push-over the airspeed can be less than the attitude would suggest
- turning before the glider has accelerated to a safe speed after a launch failure can cause the glider to spin.

After commencing a turn, although the glider may have sufficient airspeed to avoid a stall and spin, no landing area may be immediately available, and this can expose the glider to other hazards which can prevent a safe landing. Sink is one such hazard, often associated with strong winds and wave. A glider making a 360° turn in still air at a bank angle of 35° and 50kt typically descends by only 70ft. But with 15ft/second sink the height loss in a 360° turn is over 400ft. If the launch failure was at 300ft the glider would crash before completing a 360° turn.

The existence of additional hazards from a turn adds force to the advice:

**LAND AHEAD IF IT IS SAFE TO DO SO.**

If you are very experienced, you may sometimes be winch launching in challenging conditions. If you have a launch failure we would urge you to land ahead if it is safe to do so.

We have other BGA publications available around the clubhouse that you should be familiar with, including:

- Safe Winch Launching Summary
- Accident Review 2016
- Is Your Glider Fit For Flight?