

## ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 15th March 2017  
In the Clubhouse commencing at 19.00 hrs.

Present

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

The meeting started with Dennis Heslop and Richard Kimberley in attendance to discuss matters regarding the TMG

The first item discussed was insurance. Dennis said that he had agreed with the insurers that a premium of £1250 would be charged for the TMG to cover all the clubs requirements on that aircraft, and he believed that was for the current insurance period. RG was unsure about this and would contact the insurers this week.

If we can we clarify that the £1250 is a revalidation for the insurance year 2016/2017 we should receive a rebate from Crispin Spears.

The second item was suitable candidates to train as TMG instructors. Richard expressed his concern that there was a limited number of suitable candidates and that he would want to vet them himself before allowing them to instruct in the TMG.

Richard suggested that we need a mechanism to convert gliding trial lessons to TMG trial lessons for an extra fee if the customers so wished.

RG made the point that if the club was expecting to make the profit on a trial lesson we would not want to lose it by converting it to a TMG flight.

However, depending on how the instructor availability works out we could think about specific TMG experience flights on non-club days."

### **Apologies for Absence.**

Ken Ward (KW) Treasurer  
Steve Jones (SJ) Membership Secretary

### **Approval of Previously approved Minutes for meeting held on 15th February 2017**

Those present agreed the minutes unanimously.

### **Matters arising from those minutes**

1) Energy absorbing cushions for club gliders - TS has this in hand.

2) Meeting with the Landlord - Bob, Alan, Martin & Dave met with the landlord to discuss how the new gas plant was effecting our operation. We explained why we could not use the first 150 m of the eastern end of the runway in north easterly winds, and that we would not be able to site the winch in the middle of the grass in the winter if it was really wet.

They understood and agreed that they should find a solution to put us back into the same operating position as we were before the gas plant existed.

They were reluctant to give up a triangle of good arable land as we had suggested so we could site the winch near the flagpole. Instead they suggested that they look into the possibility of giving us 150 m extra runway at the western end, and installing a 150 m road at the eastern end to site the winch on.

We left them, to look into the costs and logistics of this and come back to us.

There was no suggestion that any of these costs should be born by the club.

We discussed the need for us to speak with the operating team of the gas plant once it is operational.

### 3) Juniors sub-committee

Minutes of the first Juniors sub-committee meeting were noted and comments are as follows;-

- (i) We confirm that future JSC minutes should be circulated directly to Club members.
- (ii) The agenda for each meeting should be copied to the Committee so that we have the opportunity of adding topics which would benefit from JSC input.

### **Membership Secretary's Report SJ**

Nothing of significance to report

### **Secretary's Report DW**

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### **Technical Officers Report MH**

Tech Officers report 15th March 2017

This report reflects all the activities which have occurred during my vacation

#### Launch Point

##### Batteries

On Wednesday 15th March at about 1600 the launch point batteries were seen to have discharged to about 10.5V. At this level radio communication with the winch will become problematic. I have not had time to investigate this as yet but this may be an indication of approaching end of battery life.

Unfortunately I now realise that the change to the clubs email provider (see latter) has broken the battery monitor program which emails out if the launch point is not charging. As this system is inoperative I cannot be 100% sure the launch point was connected to mains and charging correctly on Sunday evening. I will fix this 16/3/17.

For the next couple of weeks

- ii) Please do not turn on the Launch point until we are almost ready to fly

ii) As Log Keeper Please monitor the Voltage

iii) If you note the voltage falling below 12Volts take steps to minimise further

a) We do not actually need the WiFi link (as the record card system is not yet in use) so turn it off. Set both switches on the box below the shelves in the back corner corner off.

b) The laptop should run for a couple of hours on its internal battery -- disconnect it from the launch point supply.

IMPORTANT:- If you do run on the laptop internal battery please make sure it is re-charged once its back in the club room at the end of the day. If we do not do this it will increase the demand on the Launch Point batteries on the next flying day. If the Laptop is not fully charged as the last person wants to leave the club please put it in the office to complete charging.

c) If radio communication with the winch is OK but fails when the lights are activated then ask the winch driver if he is OK to operate without the lights.

iv) If the voltage falls so low that it not possible to continue then it may be necessary to use a Portable PBR radio or the Landrover/Kia to communicate with the Winch. It is also be possible to charge the laptop in the Kia so it might be preferable to use the Landrover for cable retrieve and make the Kia a substitute Launch Point.

v) Please keep me informed of any days when the voltage drops very low

Launch Point Windows

Action ongoing.

Computers and IT

The new file sever esgc-s1 has performed without any problems during the December/March time frame.

Back in January Dennis migrated the clubs email account from 1and1 and onto the same provider as hosts our website (currently Paragon).

As a consequence the SMTP and POP server settings are now just the standard port numbers (465 and 995 respectively) at esgc.co.uk. This also effects web access to the email which is no achieved via <https://esgc.co.uk:2096>.

email forwards to the respective club officers personal email accounts have been implemented as previously.

As a consequence of the move it now appears we can email the whole club in one go without violating an SMTP server rule restricting the number of recipients on a single message.

Log System

It seems we have a minor issue with the log system as it will not email test membership renewals. It is not clear at this time whether this is a consequence of the upgrade to windows 10, which removes Windows Live Mail or some other issue.

Rob Nunn is working on this problem and we hope to have it fixed by 26/3/17 this will enable the majority of the membership renewals to be automatically sent.

If this cannot be achieved then we will need a manual mail shot once the membership secretary returns from vacation.

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. 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).
- iiii. Add categories for Remote take-offs by TMG
- v. Partly resolved --- Additions of the new membership classes
- vi. Fix bug which prevents instructor paying when the other pilot is on the Junior Monthly scheme. Flight is always zero charged.
- vii. Fix bug which deletes P1 when you add a new member as a TL etc.
- viii. Update system to work online to the SQL database removing the need to "SYNC" at the end of the day. This change is needed by the revised Record Card architecture agreed December 2017.
- ix.

Electronic Record Cards.

A beta version of the User Interface has been completed. This needs to be evaluated by the instructor community for usability and suitability of the data captured. I will be looking for some volunteers over the next couple of months.

IP Webcams  
Nothing to report

Club Website

During the early part of December 15 it was noted that changes made by Paypal to their payment portal made it difficult for customers purchase vouchers through the website unless they had a Paypal account. This issue was subsequently resolved.

## Glider Trailer Refurbishment

### K21

I have an agreement with Alistair Smith to commence work on the rust damaged front frame Sunday 2/4/17. This work will be conducted on Sundays

Nothing to report this month.

### Grob:-

Nothing to report this month.

### SF27:-

Rear Props have been fitted to this trailer to prevent damage to the lights when the door is lowered and to allow storage horizontal i.e. without the back end on the damp/wet ground.

### Astir's :-

The only possible replacement trailer (big enough and suitable price) offered for sale seen in the last 3 months is a two seater AMF box with double axle. Although this could be used for the Astirs and it would clearly have lots of space avoiding damage when loading and unloading its is rather large and would be less desirable for towing with smaller vehicles.

There have been a couple of Lift top trailers but these have been in the £5000 price range.

### Carried forward:-

Conduct a training session for members on how to use the old/small Astir Trailer.

Organise with the volunteers for trailer maintenance.

### K6

In K13 trailer no progress.

## Glider Instrumentation

The CAA finally updated their website to enable claims for the EU rebate on 8.33KHz radios to be progressed.

Applications for the rebate against the radios purchased for GBN, KMT, KEE and HKM have been completed.

Testing of the ageing pneumatic instruments has not progressed this month

Investigation Ongoing.

### Your help with Batteries

With a good charging regime the lead acid gell cells we use are good for some 150-300 charge/discharge cycles. This assumes that they have never been left in the glider at the end of flying where they become fully discharged for an extended period, this will shorten their life drastically. Either way each year we need to replace a few of the batteries in service, but finding out which one are approaching the end of their life takes me an considerable amount of time, this is where you can help.

If your flying a glider and you experience a battery going flat then please don't just change it or switch to Battery 2 – that will leave the problem for another pilot another day.

PLEASE mark the suspect battery in some way before it is connected to the charger – A piece of wing tape annotated with a note as to what time it went flat and the date would be ideal

Gliders

K21

The new harnesses arrived in January allowing the ARC to be completed and the glider returned to service.

Although I wired the K21 for two batteries it was not my intention to immediately update the battery mount to take two. One 7Ahr battery should be more than sufficient for the load in the K21 for 12 hours or more, unless the battery is near the end of its life.

Wires crossed and Paul R fitted two of single battery holders sourced from Seven Valley Sail Planes. It is acknowledged that it is now very awkward to remove batteries from these battery holders. A new double battery box is on order which will make the installation/removal easier. (But probably still not as easy as the original single mount)

Carried forward:-

Minor scrapes and chips damage to be repaired by John Gilbert. It is now likely that these will have to wait until the Autumn.

Grob Acro

Nothing to report

SF27

Nothing to report

ASTIR HKM

Nothing to report.

Carried Forward

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

ASTIR KEE

De-Rigged

The new tail attachment ball has been ordered from Lindner back in December has failed to arrive. In recent communications with Lindner it appears that they did not tie Andreas's payment to the clubs order and as a consequence, failed to ship. It is now hoped the tail fixing ball will arrive in the next few days.

The ARC for KEE expires 31st March. Work will commence on the annual maintenance/inspection in the next few days.

## DOA

DOA suffered a further fatigue fracture in the rudder circuit back in January and then shortly afterwards rib 7 detached from the warped L/H trailing edge.

The badly warped section of the L/H trailing edge has been cut out and replaced along with the associated rib repair.

The spherical self aligning bearing in the tail plane attachment have been replaced.

The tail wheel has been replaced with the new nylon type we have trialled on DVB for a few months.

Other minor maintenance has been performed and the ARC completed.

## DVB

The tailplane plane mounting spigots have been replaced,

Other minor maintenance has been performed and the ARC completed.

## K13 Common

### 1. BALLAST

When the weight of the ballast was increase to facilitate our very light junior members back in 2015, we started to see members experience difficulty aligning the mountain bolts, this has caused numerous cross thread problems, which ultimately damaged the mountings in the K13s.

To counter this the K13 ballast weight has now been split allow it to be installed in two parts depending on the amount of ballast required. At the same time both K13s have had their ballast weight attachment point modified to suit.

Now that the ballast is split pilots who are about or just below minimum cockpit weight can revert to flying with just the original weight installed.

If you are a very light pilot then you will need to install both parts. Please do this as two separate operations so as to avoid damage to the fixings from miss-alignment.

### 2. Tail Plane Attachment

As noted above both DOA and DVBS tail plane attachments have received attention. As a consequence there is almost no free movement at the outboard tips of the tailplane, – lets see if we can keep it that way.

Under normal flight conditions the lift (or down force) on both sides of the tail is almost identical, not the asymmetric force often seen during DI when one end of the tail is waggled up and down with considerable force.

If you DI a K13 please be wary of the force you apply at the ends of the tail plane 100 grams or less should be sufficient to test for any looseness in the attachment.

## K6 DRD

Nothing to report.

### **Chairmans Report RG**

Nothing to report not covered elsewhere in the minutes

### **Site Officers Report AB**

Nothing of significance to report other than we are waiting for our landlords to evaluate the option of extending our runway at the western end to counteract the effect the gas plant has had on our operation.

### **Winch Masters Report ML**

Nothing of significance to report

### **Safety Officers Report TS**

Nothing of significance to report

### **CFI's Report JA**

Nothing of significance to report

### **Treasurer's Report KW**

Nothing of significance to report

### **Publicity officers Report PR**

Nothing of significance to report

### **Any Other Business**

- 1) AGM - Following the AGM, the committee agreed to the proposal to form a sub committee with a remit "to look into reducing the clubs dependancy on K13's, and recommend an additional two seat glass glider that will satisfy future training requirements" and then to report to the main committee.

Several suitable candidates were identified and will be approached in the near future



2)PR reported that the open weekend would again follow the successful Wings & Wheels format and he would welcome suggestions regarding exhibitors e.g.:- car clubs and the like.  
Would all members able to help please fill in the attached form and return to PR

3) ICL. PR asked for volunteer instructors to fly the Grob 103 with a junior in the inter club league. Apparently Dennis Heslop and Paul Rice have agreed to do a turn each in the Duo Discus but only when hosted by WRM. JA said that all P1 pilots must have an instructor rating. We agreed that the Grob 103 would be released for all of the remote ICL weekends, providing all two seaters were serviceable 4 weeks before the comp when arrangements need to be finalised.

PR agreed he would produce some words (and maybe some page layouts) to add an ICL page to the website.

4)PR is sourcing some Polo shirts with the club logo on for members to purchase. The price will be approximately £10 and samples will be available to view at the club soon.

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

The next meeting is on Wednesday 12th April 2017 COMMENCING AT 19.00 hrs. in the club-house.