

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 12th April 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
Steve Jones (SJ) Membership Secretary
Trevor Smith (TS) Safety officer

Apologies for Absence.

Ken Ward (KW) Treasurer
Martin Lawson (ML) Winch Master

Approval of Previously approved Minutes for meeting held on 15th March 2017

Those present agreed the minutes unanimously.

Matters arising from those minutes

1) Energy absorbing cushions for club gliders - TS has covered this in his report but he also said he is waiting for a contact from Paul Rice who have the templates to make cushions for a reasonable price.

2) TMG insurance. RG reported that £1250 was a revalidation for the TMG premium for the current period and we will receive a rebate on renewal. RG is also to contract the brokers regarding the current situation with the TMG - it is out of use due to a major fault and we will look for a reduction in premium for this period.

3) News from landlords regarding runway extension and track for the winch. AB reported that the landlords are ready for another meeting with us and we hope to have this soon after Easter.

We discussed that we may have to concede a small increase in rent for the increased acreage and AB would work out a pr- rata rate. DW said that we should not agree to much increase if any as the runway extension was only to put our operation back to where it was before the gas plant and it would be at least a year before the west end extension was useable. RG suggested that we should use this time when the lease will be renegotiated to extend it for as long as possible

4) Sub Committee Meeting. MH said he was struggling to find a date convenient for all members of the new sub committee but hoped to fix a date soon for the first meeting.

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Membership Secretary's Report SJ

SJ had little to report this month but mentioned his observation that the commercial flying sales for the first quarter were about 15% down on last year. JA said that it may be due in some part to the PayPal problems experienced over Christmas and in the early part of his year. We will monitor over the next month or so and if it continues to decline consider promoting our vouchers with Google.

It was suggested we should reintroduce taking third party vouchers, maybe for weekdays only - SJ is to look into it with KW when he returns from holiday.

Secretary's Report DW

DW asked if the committee wished him to set out the meeting dates for the next 12 months or would they rather decide the next meeting date at the previous meeting. It was decided to set out a series of dates for the next 12 Months. DW will circulate these to the committee in the near future.

Technical Officers Report MH

Launch Point

The batteries in the launch point have again reached the end of their service life. These Lucas batteries were fitted in October 2015 and have clearly not reached the expected 600+ cycles at a nominal 50% depth of discharge. The batteries have been replaced .

I've spent some time trying to understand why we are not seeing the expected number of cycles from the batteries. Along with some web research I had a couple of very informative phone calls one with a battery manufacturer and one with a charger manufacturer. After initially considering a 200 Ahr AGM battery costing some £650 I eventually decided on a conventional Wet Lead Acid battery with a 250 Ahr capacity. The greater capacity will reduce the level of discharge the battery experiences on a daily basis and this will help to prolong its life. There is also a financial consideration the 250 Ahr Wet Lead Acid comes in at £320 so we can have two for the price of one 200 Ahr AGM battery in future years.

On the charger front I now understand a couple of parameters which our current charger doesn't meet/provide.

i) The initial charging current should be high to help prevent sulphatination. The value of the charging current should be around 0.2 x the capacity

$0.2 \times 250 = 50 \text{ A}$ our current charger has a 15A max

ii) The charging voltage has a significant temperature coefficient which commands a reduced voltage as the temperature falls below 25C. The existing charger has no temperature compensation and as our batteries are outside its fixed charging voltages result in us over charging the batteries for long periods of time (especially in the winter).

To mitigate these problems the charger will be replaced in the next week or so.

The new battery is actually 2 x 6Volt conventional wet lead acid and as a consequence it will need periodic topping up with distilled water. Probably once a month while the battery is new but with increasing frequency as it ages. I have a couple of willing volunteers for this task and have placed a battery check chart in the Launch point.

There is distilled water on the battery rack in the hanger.

Launch Point Windows Action ongoing.

Computers and IT

Our FLARM Base-station has been intermittent losing contact with the OGN servers. Upgrading the system to the latest version of the software appears to have resolved this issue.

Log System

Rob Nunn modified the Log System code to align with a new SMTP server allowing membership renewal information to be sent out on the 1st April

On the same day the system was updated to reflect the charging rates for 2107 and the new junior membership classes.

The functionality of the Log Sheet program has been upgraded to ensure voucher numbers are only displayed on the first day i.e when a voucher is first used.

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 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).
- iii. Add categories for Remote take-offs by TMG
- iiii. Additions of the new membership classes – Partly resolved we have sufficient classes for now.
- v. Fix bug which prevents instructor paying when the other pilot is on the Junior Fixed Price scheme. Flight is always zero charged.
- vi. Fix bug which deletes P1 when you add a new member as a TL etc.
- vii. 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.

Electronic Record Cards.

As reported last month 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. No further progress to report this month.

IP Webcams

Nothing to report

Club Website

Nothing to report.

Glider Trailer Refurbishment

K21

Alistair Smith has almost finished the repair to the front of the K21 trailer, it is expected to complete this work over the Easter weekend.

Grob:-

Nothing to report

Sf27:-

Nothing to report

Astir's:-

After nearly a year of searching and a 560 mile round trip I'm pleased to announce that we have a replacement trailer for the club's ASTIRs.

The new trailer is currently fitted to carry a long nose Astir like HKM so in principle needs very little work before we can put it into service. However like all second hand items it needs some attention and will need a small number of modifications before it will be able to carry both of our Astirs due to their different fuselage lengths.

The initial job list looks as follows:-

1. A general cleaning
2. Fix the brakes -- it needs new brake cables.
3. Replace the lights in their original positions to the sides of the door. Mounted as they currently are on the door/ramp they will get smashed when the door is opened.
4. New tail wheel box --- the Astir this trailer carried had a tail skid
5. New nose cone fitting -- currently it has a crude metal frame badly covered with pipe insulation. This also needs to be adapted to suit the different lengths of HKM & KEEs fuselages, there is a track to facilitate this already on the floor
6. Tail plane fitting is a pretty crude affair -- hopefully we can use the fuselage mounted cradle from the damaged trailer
7. New felt in the fin box to prevent damage to sides of fin.

Just before this new trailer became available I'm happy to report that we have successfully straightened the superstructure (box) of the trailer damaged last year on the A12. With the box now true there remains a collection of sheet metal repairs to make the trailer water tight again. This is more work than detailed above for the new trailer but opens up the possibility of having two club friendly Astir trailers in the future.

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

Nothing has been received from the CAA following the submission of the radio rebate forms.

One of the K13 and the SF27 batteries have been replaced.

The FLARM receivers in all of the club gliders except DRD have been upgraded to rev 6.09.
Outstanding
DRD which appears to have a faulty SD card adaptor.

Testing of the ageing pneumatic instruments has not progressed this month
Ongoing.

Gliders

K21
Nothing to report

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 significant to report, – Just a moan from the Technical Officer.
Last summer I replaced the nose wheel tyre and tube on the Grob 103. Today 12/4/17 its flat with a puncture in the side of the tube this likely happened as a pinch with the rim. Furthermore it has clearly be flown many times in an under inflated condition as all of the embossed writing on the side walls of the tyre has been worn off.
If you DI club gliders please remember to check the pressure in all of the tyres.

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.
It expected to perform this task the week following Easter, which will result in some unavailability.

ASTIR KEE

ARC completed.
Tail attachment bolt replaced
Glider Hard Waxed.

DOA

Nothing to report

DVB

Nothing to report

K13 Common

Tail Plane Attachment

As noted last month both DOA and DVBS tail plane attachments have received attention leaving almost no free movement at the outboard tips of the tailplane, I went on to say lets see if we can keep it that way.

Last weekend DOA was marked unserviceable with a reported loose tail. On inspection the tail plane attachment is perfectly OK and the reported creaking could only be produced by applying a large force at the end of the tail plane.

Please do not do apply large forces at the tailplane tips, check for security in the centre if you feel you must apply a force at the tips as last month 100g or less should be sufficient.

K6 DRD

Nothing to report.

We discussed whether we should buy 4 more Trig radios for the rest of the club fleet while we still had a deal on the price, and stood a chance of still getting the CAA contribution. It was agreed that we should, and that Paul and Penny Foulger had a brand new one they couldn't use which we agreed to buy, and JA said he may have a contact who could supply some at an even better price than before.

MH said he had had a good response from his request for help with the newly acquired Astir trailer. Toby & Xsav had agreed to give it a thorough clean, Martin Hargreaves has offered to sort the brakes and lights, and Graham Drinknell had offered to help in anyway he could.

Chairmans Report RG

Juniors Sub C'ttee

Whilst the minutes of the meeting on Sat. 8th April have still to be finalised for circulation George mentioned some items which were discussed and are as below :-

- (i) Do junior members have to be solo in order to operate the launch point . - answer The C'ttee feels that a minimum requirement is necessary for safety reasons and solo is the appropriate base line.
- (ii) The starting age for the fixed monthly price option is currently 14 - is this still appropriate in the light of the solo age now being 14 ? - answer This dates from the time when the minimum solo age was 16 and should be updated.The C'ttee decided to remove the minimum age requirement so that Junior members can participate in the scheme from the time they commence training.
- (iii) Could a rule be introduced to ban any use of mobile phones in the launch vehicle ? Answer The C'tte will bring in such a rule as it will reduce distraction to those involved in the launching process.

There may be other items requiring Committee response and these can be addressed when the Minutes are available.

Site Officers Report AB

We have now obtained a large 3 bedroom mobile home from the farmer.

It has been placed next to the MT shed and is to be used as a Bunkhouse for use by the club members and visitors.

It is fitted out with beds with original cushions which can be used or alternatively members can bring their own mattress but **MUST** supply their own bedding/sleeping bag.

Electric will be provided but only up to 16 amp supply via a plug in lead which is kept in the wardrobe in Bedroom 1 and members will be responsible for keeping the facility clean and tidy. Cost for one night has been fixed at £5.00 and will be charged to members flying account. Pre booking can be made by entering required dates in the booking diary kept in the Bunkhouse along with members details when staying overnight. Key will be held in the key box in the club house which must be returned after use and Graham Drinkell is in day to day charge of the facility.

Winch Masters Report ML

1. The first cut of the grass has nearly been completed by our small band of volunteers and new drivers are being trained, thanks to all.

2. The winch tractor has had a problem with a leak in the fuel tank for some time but is ok if not filled over half way. Recently members have not heeded the words local to the filler cap and we have contamination of the winch shed floor and the field.

I am in discussion with our tractor engineer to obtain a replacement tank, once I have a cost I will ask the committee for permission to replace.

Safety Officers Report TS

I have measured all the club gliders for seat cushion replacement. The big worry I found was that HKM and the back seat in the Grob do not have any supplementary cushions at all and neither feel very forgiving is that these 2 cushions are “built in” and would be a nightmare to re-upholster so I think secondary cushions would be the best way forward.

It is possible to buy ready made cushions for the K13s, ready upholstered with 1 inch Confor padding from the BGA for £54.95 per seat. I think this the way forward to start if all are agreeable, then do the rest when we see what these are like and where something similar would be useable (headroom being the main concern in some cases).

It was agreed by the committee that TB should go ahead and order the K13 cushions from the BGA

I am currently reviewing the risk assessments to get them up to date for this year, mostly a case of updating the dates.

Finally for this month, mainly for health reasons, I am going to change my membership to social, at least for the time being. I suspect this will make me ineligible for committee duty, I am not totally sure of the rules. However, should this be the case, I am more than willing to see the seat cushion job though and get all the risk assessments up to date to lighten the load on my successor.

The Committee agreed that Trevor should stay on if he wished. Apparently we have also had another volunteer and do we agreed that this should revert to a dual post.

CFI's Report JA

I believe that both Mark and Vernon will be attending a “post course review” (formerly “completion course”) in the next few weeks.

Nothing else to report.

Treasurer's Report KW

Nothing of significance to report

Publicity officers Report PR

Nothing of significance to report

Any Other Business

- 1) Kitchen and the previous proposal to only stock tea / Coffee *Under review*
- 2) Child Protection & DBS checks *Under review*
- 3) Open Weekend. *PR was disappointed with the response from the membership for offers of help on our open weekend. DW is to send out a special request to the membership via email and has placed a notice on the table in the clubhouse with a pile of forms. PR stated that if he doesn't get a substantial amount of commitment from members he may be forced to cancel it.*
- 4) New Bunkhouse *It was decided that a charge of £5 a night would be appropriate for use of the Bunkhouse and only be available for club members & reciprocal club members.*
- 5) Caravans on site. *Richard Robinson is moving his caravan off site. It was decided that the club needs to take advantage of this to enable us to remain within our planning permission with the addition of the new Bunkhouse.*
- 6) Commercial day payments. *Payments to instructors for commercial days was discussed but any decision was deferred until KW returns for him to clarify.*

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

The next meeting is on Wednesday 10th May 2017 COMMENCING AT 19.00 hrs. in the clubhouse.