

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of Committee Meeting held on Wednesday 10th May 2017 in the Clubhouse commencing at 19.00 hrs.

Present

Robert Godden (RG) Chairman
Ken Ward (KW) Treasurer
Mike Haynes (MH) Technical Officer
Paul Robinson (PR) Publicity Officer
Alan Bilby (AB) Site Officer
Jonathan Abbess (JA) Chief Flying Instructor
Steve Jones (SJ) Membership Secretary

Apologies for Absence.

Dave Wallis (DW) Secretary
Martin Lawson (ML) Winch Master
Trevor Smith (TS) Safety officer

Approval of minutes of meeting held on 12th April 2017

Those present agreed the minutes unanimously.

Matters arising from those minutes

- 1) Juniors Sub Committee. The minutes of the meeting on 8th April were noted
- 2) New Glider 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.

Membership Secretary's Report SJ

New Members

Welcome to Peter Best, Marinus Uytendogaardt, Chris Baldwin and Isobelle Upson (junior)

Membership Renewals

Seventeen members have not renewed their membership:

Seven members have not responded to membership renewal and have not paid (at 30th April)

Some of these will no doubt pay when it suits them so we can expect to lose about 20 members in total this year.

Members not paying have been sent reminders and have been excluded from the log system from 7th May. They have all been advised of this.

Commercial Flying

Bookings in April were on par with last year.

I have been in touch with Virgin to get reinstated on their web site. No response yet. I will chase.

Action SJ

The office clearout has resulted in a large pile of unsorted papers from previous years' group flying. I have sorted through this to see who has flown with us in the past. I can now write to all of these reminding them how much fun they had and would they like to come again. A significant effort remains to find emails contacts but I hope to find time to do this shortly. Thanks to Kaz who has drafted a letter. ***Action SJ***

There are issues with commercial flying regarding tracking of bookings, Monday flying and accounting for bookings and income. SJ to organise a meeting to resolve these to include RG, KW, MH, Cath and John and Lyn Bone. ***Action SJ***

Secretary's Report DW

Doug Johnson had submitted paperwork to initiate a discussion on getting members who are not on the winch rota to volunteer for the rota. Discussion held over to next month when ML should be present. ***Action ML***

Technical Officers Report MH

Launch Point

The battery charger has now been replaced with a 40A temperature compensated charger.

The trojan battery data sheet comes with a useful state of charge by voltage table. Using this table I'm happy to report that during a 7.5 hour session on Sunday 7th May we actually consumed about 15% of the available battery charge. This is a bit lower than my pessimistic estimates which should lead to a longer battery life — only time will tell.

Launch Point Windows Action ongoing.

Computers and IT

All of the user data (windows shares) has now been moved off of the QNAP and onto our new server esgc-s1.

This leaves the QNAP doing little except providing VPN access. I have a beta version VPN running on esgc-s1 but there are still a few settings to tweak before its ready to to take on that duty as well.

Log System

Nothing to report this month

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
- iv. Fix bug which prevents instructor paying when the other pilot is on the Junior Fixed Price scheme. Flight is always zero charged.
- v. Fix bug which deletes P1 when you add a new member as a TL etc.
- vi. 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.

No further progress to report this month.

IP Webcams

Nothing to report

Club Website

Nothing to report.

Glider Trailer Refurbishment

K21

Nothing to report

Grob:-

Nothing to report

Sf27:-

Nothing to report

Astir's:-

Good progress has been made this month to ready the new Astir Trailer for duty.

From the list I presented last month:-

1. General cleaning --- Complete
2. Fix the brakes – New cables have been fitted and need adjusting. Unfortunately now we find the handbrake ratchet is seized .
3. Replace the lights – Complete
4. New tail wheel box --- Complete
5. New nose cone fitting – Two different Fibre Glass nose cones have been moulded one for KEE and one for HKM. These need to finished and felted and then mounted to the existing pole/track.
6. We will use the fuselage mounted tail plane fitting from the damaged trailer. Unfortunately this cradle mounted the tail too high and it fouled on the roof. The cradle has been modified, but still needs a little work
7. New felt in the fin box to prevent damage to sides of fin.

Carried forward:-

Conduct a training session for members on how to use the old/small Astir Trailer. **Action MH**
Organise with the volunteers for trailer maintenance. **Action MH**

K6

In K13 trailer no progress.

Glider Instrumentation

We have received a notification from the CAA stating that our rebate claims for the 4 radios purchased towards the end of last year have been accepted as part of the first tranche. The rebate will be received in due course. **Action MH**

We still need to process the final paperwork to get funds from Sport England for the radio grant.
Action RG/KW

The new 8.33KHz Transceivers have been fitted to HKM and KEE.

MH to organise a new order for additional radios. **Action MH**

Please Note:-

I did not have time to build the circuit boards for the remote power switching modules but all of the wiring is in place. Without the active components of the power switch module, HKM and KEE's radios are only powered from Battery 1 at this time.

SD card in DRD replaced.

Testing of the ageing pneumatic instruments has not progressed this month. This is ongoing.

Gliders

K21

The wheel brake on the K21 seems to have become problematic It has required adjusting twice in the last month which is unusual for a disc brake. — Monitoring.

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

I hope to perform the radio replacement task week commencing 15/5/17. If all goes to plan the glider should be back in service 19/5/17, but will not be available 17/5/17

SF27

The ARC on the SF27 has been completed.

ASTIR HKM

There is significant scuffing on the tail boom where the manoeuvring dolly has been fitted. The felt in the dolly had degraded and this has been replaced. The new felt is thicker and we need to move the hinges before it will fit correctly this task should be completed in the next few days.

ASTIR KEE

Some members have experienced difficulty locking the undercarriage in the up position. This has been investigated and the detents reshaped.

DOA

Nothing to report

DVB

On Wednesday 26/4 the canopy of DVB blew shut while the rear shoulder harness was laying in the hinge opening, this flexed the frame cracking the perspex. Between the rear of the canopy and the rear hinge the perspex unglued from the frame. Between the rear and front hinges the adhesive held and the perspex cracked close to the top edge the frame. Towards the front hinge the crack started to propagate up into the visible area of the canopy. — All I can say is we were very lucky this was not a canopy write off.

The rear section of the perspex was simply re-glued to the frame. Between the hinges the perspex was “v” grooved and then filled with an acrylic adhesive.

K6 DRD

Nothing to report.

TMG

Many of you will have noticed the TMG is not at the club at present this is due to an ongoing problem with the Engine. To summarise several of the studs which hold the cylinder barrels to the crankcase have stripped out of the magnesium alloy. Richard has made one attempt to repair this using the currently approved repair scheme of thread inserts (heli coils and "big serts"). This repair necessitated removing and stripping the engine but unfortunately after some 150 hours of effort was not successful on one of the studs. This stud which initially torqued correctly was found to be loose after an engine run. The suspicion now falls on the quality of the material in the original crankcase casting -- too soft a little porous.

Richard has been in contact with Gordon McDonald (BGA Chief Technical Officer) and other to devise a new repair scheme which will involve cutting out the defective material around the stud holes filing the area with new material by TIG welding. The crankcase will then be sent away to be machined and new cylinder barrel stud threads cut.

All of this is going to take some time and we do not expect to see the TMG back at Wormingford for 4-6 weeks.

Chairmans Report RG

Discussion with our landlord regarding the lease is ongoing.

We have received an email from the chairman of the Wormingford Parish Council regarding cutting the hedges around our entrance. We will arrange this. *Action AB*

Site Officers Report AB

The bunkouse is now up and running. It was noted that dogs are not allowed in the bunkhouse.

Winch Masters Report ML

Nothing to report.

Safety Officers Report TS

I have ordered safety foam cushions for the K13s +1 for the K6. When we see how good they are suitability for the rest of the fleet can be assessed.

I have not managed to see Gary Morris as yet re sharing the Safety Officer post. In practical terms I am going to have to organise a meeting to suit him.

We have some defective parachutes that need repairing/replacing. I have contacted Tim to see if he is likely to be in the area any time soon, otherwise we are looking at spending a small fortune in courier charges.

CFI's Report JA

Mark and Vernon have completed their " Post course review" (completion course).

Although it has already been mentioned in the BGA newsletter that Dave circulated recently, the BGA document at <https://members.glidering.co.uk/library/accident-and-incident-summaries/fitness-fly-intervention/> may serve as a warning with the longer (hotter?) days of Summer ahead of us.

I would like to remind all pilots that the "Flying Orders" state that: "Cameras may not be carried in club-owned aircraft unless they are firmly fixed to the aircraft structure (by clamps, bolts or screws etc.). Suction-cup mounts are not sufficient." This is as a result of an accident elsewhere, caused by a camera which jammed controls. Similarly, the BGA term "trial lesson" is a lesson for insurance and legal reasons (it is *not* a "joy-ride"), so it would be very difficult to explain to a solicitor, barrister or worse a coroner why aerobatics have been performed during an introductory *lesson*. Please don't do them!

Treasurer's Report KW

Bank Account balances at 9th May 2017 were:

Current a/c £40,878
Deposit a/c £97,555

Total Fund £138,433

The dry weather experienced so far this year has resulted in a welcome increase in flying fees in the 1st Quarter almost twice the budgeted figure. A cursory look at the Flight Log indicates that this trend continued throughout April and the beginning of May. Long may it continue.

Other income and expenses were broadly in line with expectation the exception being Fleet maintenance at roughly half the budgeted figure.

Publicity officers Report PR

The open day is in progress. Volunteers have been forthcoming but there is still a need for more assistance. The bouncy castle has been ordered and the burger van will be coming. Pamphlets for advertising are in progress.

Any Other Business

Archived Office Paperwork. Paperwork surplus to requirement in the office has now been moved to the archive store. Committee members are asked to go through this and destroy any paperwork that we do not need to keep. **Action All**

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

The next meeting is on Wednesday 7th June 2017 commencing at 19.00 hrs. in the clubhouse.