

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of a Committee Meeting held on Wednesday 1st November 2017 in the Clubhouse commencing at 19.00 hrs.

Present

Trevor Smith (TS) Joint Safety officer
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
Robert Godden (RG) Chairman
Dave Wallis (DW) Secretary
George Green (GG) representing the Junior Sub Committee
Martin Lawson (ML) Winch Master
Gary Morris (GM) Joint Safety Officer
Joy Chen (JC) Treasurer

Apologies for Absence.

None

Approval of minutes of meeting held on 6th September 2017

Those present agreed the minutes unanimously

Matters arising from those minutes

- A) Progress of junior parents running the kitchen. - GG reported that Kath Ayala has agreed to take the lead in running the kitchen and requested that we open an account at Bookers for the bulk of the supplies and pay them by direct debit. - This was agreed by the committee.
- B) Sub Committee / new glider. MH reported that the Perkoz is now back in the frame and he covers this in his report. It is hoped a decision will be made by the 5year planning meeting in a few weeks time.

Membership Secretary's Report SJ

Membership

Welcome to new members:

Paul Bannister, Full

Alex Wilk, Full

Drew Yellop, Junior

Seamus Maloney, Junior

Commercial Flying

We are continuing to take bookings during the Autumn, although I have now asked Lyn to restrict bookings to max 10 flights per day in view of the restricted operating hours.

We are allowing up to one external voucher on Saturdays/Sundays as a temporary measure. Plus external vouchers who have been cancelled due to weather are allowed to rebook on Saturdays/Sundays, again as a temporary measure.

We are still on target to achieve the budget income for commercial flying.

Andrew Winton has offered to take over my role in the coordination of commercial flying and we are in the process of discussing the details and the handover.

Medicals

I have noted that the last two members who were sent solo did not have valid medicals. Can all members please note that the club is required by the BGA to hold copies of medicals for all pilots flying solo. If the club does not have a copy of your medical then you do not have a valid medical and you must not fly solo. Similar requirements apply to instructors and passenger carriers.

If the log system states that you do not have a valid medical then you must not fly solo.

Most of us use our driving licenses as a medical. This is only a valid medical if the club has a copy.

Secretary's Report DW

DW reported that he had completed and returned the annual BGA return

Technical Officers Report MH

New Glider Sub Committee

The minutes of the second meeting of the new glider sub committee were circulated to the main committee back on the 21st September.

These minutes contained a recommendation to the Committee that the club should purchase a DG 1001 Club Neo.

Following this meeting the Cambridge Gliding Club took delivery of a new Perkoz and Paul Rice was fortunate in flying this when renewing his LAPL-S rating.

Having flown the Perkoz Paul suggested that the Sub-committee should re-open the decision on Perkoz vs DG. He reported significant advantages in the Perkoz as a training glider and believed the production aircraft was significantly better build than the demonstrator which visited Wormingford on 16/04/16.

It was agreed it would be short sighted for the Sub-Committee to ignore this new information and a visit was organised to Gransden on Tuesday 24th October. The weather on the 24th although not soarable was much better than when the Perkoz visited Wormingford and some 10 flights were made by different pilots.

A further meeting of the Sub-Committee is now scheduled to be held 4/11/17 to discuss the observations/impressions of the production Perkoz.

In advance of this meeting it may be premature for me to share my thoughts, but I believe the Sub-Committee dismissed the Perkoz on based impressions gained from an early prototype demonstrator where the production aircraft is much better.

That's not to say the production Perkoz is a perfect solution its has its niggles, they are just a different set of niggles to the DG.

With two gliders now back on the table a decision on which one to purchase is going to come down to which has the smallest number of undesirable features/characteristics.

It is hoped that the decision on which glider to purchase can be closed at the 5 year planning meeting on the 25/11/17

Launch Point

The 12V micro USB power supply for the new mobile phone is faulty and the phone has been removed from the Launch Point. A new power supply has been ordered and should be installed by the date of this meeting.

Launch Point Windows Action ongoing.

Basestation Radios

The 8.33 KHz change effects not only the gliders but also our Basestation radios of which there are three, one in each Winch and one in the Launch Point.

These three radios are all Icom, model IC-A110EURO. The latter production of the A110 is 8.33 KHz compatible but we do not know if ours are covered by the 8.33KHz enhancement. The IC-A110 is now unavailable and its replacement the IC-A120 is £885 inc VAT.

I sent the serial numbers of two of the A110 to Icom UK but there were unable to correlate these with the 8.33 KHz enhancement. I did receive detailed instructions on how to verify the 8.33KHz capability and will do so in due course. NOW for the good news even if our radios are not currently 8.33KHz capable it is just a software upgrade to enable this functionality for which Icom UK would charge £10.80 + VAT each + postage

Action ongoing to determine if the Basestation radios are already 8.33KHz compatible.

Computers and IT

A new Network share “juniors” has been added to the club server esgc-s1 to provide storage for anything related to the juniors. Access to this share is limited to the junior secretary, chairman and liaison officer, with read only access to the main committee.

Log System

Having lost Chris Baldwin as a potential developer for the log system, Adrian’s girlfriend Laurence Bouvard has stepped up and offered to help. She has expertise in C# but as yet we have not held an introductory meeting, this is scheduled to occur on the 26th November. In discussion with Rob Nunn on the 29th October his personal and business commitments are still making it impossible for him to find time commit to log system development.

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. Add categories for Remote take-offs by TMG
- iii. Fix bug which prevents instructor paying when the other pilot is on the Junior Fixed Price scheme. Flight is always zero charged.
- iiii. Fix bug which deletes P1 when you add a new member as a TL etc.
- v. 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.

Changes to the Control Panel program carried forward:-

- i. 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).
- ii. Fix Bug which causes the log sheet program to crash after new gliders are added via the Control Panel.

Electronic Record Cards.

No further progress to report this month.

IP Webcams

During October we suffered attempted theft of/from two caravans on the site. Unfortunately the perpetrators never came within sight of the recording CCTV camera on the MT shed. As we continue to suffer petty theft and associated damage We should consider re-sighting/upgrading/supplementing this camera.

Club Website

During October John B reported what he classified as a major computer problem, preventing him processing vouchers. As this sounded serious a replacement machine was considered the quickest way to get him up and running again. The old Acer Laptop previous used for running Sage was considered as a replacement machine, but before this was retired from accounts duty it had displayed the inability to connect to WiFi. This was never fully debugged leaving unknown if the problem was hardware or software, suffice to say re-installing the Windows WiFi driver had not resolved it previously.

With no Windows installation discs for a rebuild a trial install with linux was performed and this worked perfectly restoring the troublesome WiFi. The configuration continued to add bookmarks and passwords for PayPal, Google Calendar and the various 3rd party websites resulting in a fully configured spare machine which can be dedicated to voucher processing.

In further discussion with John it turned out his major computer problem was actually nothing more than the lost or corruption of saved passwords in his web browser. This resulted in incorrect passwords being presented to the various websites involved in voucher processing with the expected login failure error messages.

Whilst trying to resolve the login issues John change the password on the PayPal account used by the ESGC Website when vouchers are sold, this resulted in a period where the website was unable to process sales. It is not know how many sales were lost due to this unexpected change of the password but as it existed for several day we can speculate its in the region of £300-£500 .

John Wells has started an exercise to evaluate a new electronic voucher system. A couple of years ago Dennis looked for a Word Press Plugin to offer a more integrated e-sales solution but did not find anything suitable. John believes he may now have found a suitable Plugin to handle voucher sale, print your own voucher and book your flight date. To access the suitability of the Plugin is no small task but development has started on a test website where we can debug/evaluate/the various requirements and supporting administration functions/processes.

Glider Trailer Refurbishment

K21

Ongoing

The brakes on the both rear near side and rear offside wheels are binding/jamming. The wheels rotate freely in reverse but lock on when the trailer is towed forward.

The trailer is not roadworthy at this time

This should be resolved before the trailer is moved any distance.

Grob:-

On return from Rattlesden ICL the rear nearside light was damaged. Awaiting replacement.

SF27:-

Nothing to report

Astir's:-

No progress to report.

Outstanding tasks on new Astir Trailer

1. Adjust brakes.
2. New nose cone fitting – Two different Fibre Glass nose cones have been moulded one for KEE and one for HKM. These need to be finished and felted and then mounted to the existing pole/track.
3. 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
4. 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.

Organise with the volunteers for trailer maintenance.

K6

In K13 trailer no progress.

Glider Instrumentation

The active components of the Power Switch modules have now been fabricated and fitted to HKM, KEE and KMT. Their radios will now function as expected from battery 1 or 2 depending on the position of the Master Switch .

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

The ageing Cambridge S-Nav in the K21 has failed. The unit is correctly powered but the vario is no-functional indicating some internal component failure. A more comprehensive test of the unit has not been performed since the loss of the vario function is fundamental.

Unfortunately Cambridge has been out of business for many years, recently Dickkie Feakes has offered some support using spares he purchased from Cambridge when they folded. 3 years ago when the S-Nav display failed Dickkie informed us that he had very few spares left and future maintenance of the S-Nav family would be problematic if not impossible.

Rather than waste time seeking a further repair to the S-Nav I propose to replace this instrument with an LX Nav S100. This would also make the similarly ageing Cambridge GPS Nav instrument redundant and this will be removed from the K21. Further there is a non functional Turn Indicator in the rear panel of the K21 (28 V instrument trying to work on 12V) This could also be removed and replaced by the optional Artificial Horizon in the S100. This is a software key upgrade i.e we can add this functionality at some future date.

The S100 will be in the instrument fit for the Perkoz or the DG. Putting one on the fleet now would be useful as it will allow instructors and pupils time to become familiar with a more modern integrated vario, flight computer and logger.

Pricing from Nav Boys who will give the club 10% discount

S100	£1,770.00
S100 Rear Seat Repeater	£750.00
Can Bus Connector	£226.00

= £2746 - 10% = £2471

Gliders

K21

It had been arranged with John Gilbert to repair the following damage to the K21 during October:-

Chip on Nose

Damage around winch hook

Compression damage to the underside of the starboard wing.

Unfortunately with DVB going out of service (see below) it has not been possible to expedite these repairs. A new date will be organised once DVB is airworthy again and DOA has had its annual maintenance and ARC. I suspect this is now going to be after the new year.

Grob Acro

A new Master Cylinder with the conversion kit and a new brake hose has been purchased, these will be fitted in due course

SF27

Winch Hook has been replaced.

ASTIR HKM

Carried forward:-

Repair hole in wing tip

ASTIR KEE

Carried forward:-
Polish out scrapes on canopy

DOA

Carried forward:-
Tail Plane play
 Crack in rear instrument panel mount
 de-lamination in port aileron
 Fabric unglued from top of rib 1 in port wing.
 Play in the drag pins

DVB

As noted previously it was planned to bring the ARC inspection for DOA and DVB into 2017 relaxing pressure on the Inspectors/workshop in the early months of 2018. Unfortunately DVB suffered a metal fatigue failure of the aileron/airbrake bell crank mounting brackets on the root of the port wing. This forced this aircraft out of service with a knock on effect on our maintenance plans.

Parts have been ordered from Krane to address:-
Broken wing root bell crank brackets
Play in the wing root aileron/airbrake bell cranks
Play in the drag pins (new oversize pins)
Seized bushes in the airbrake paddle operating arms.

Whilst the aircraft is out of service:-
The radio has been replaced.
Other minor defects e.g. the loose Trim tab operating arm have been rectified
Some cosmetic painting inside and outside the cockpit has been performed

It is hoped to receive the spares from Krane in the next 2 weeks, fitted these and completed the ARC make it probable that DVB will return to service sometime in the latter part of November.

K6 DRD

Nothing to report

Chairmans Report

What seemed to be a misunderstanding with the Landlord regarding the additional land at the West end was quickly resolved and it is noted that some levelling and prep has been carried out.

The Motor glider has made a welcome return thanks to a good deal of work on the part of Richard Kimberley. There have been one or two enquiries as to motor glider usage and as a priority we should make sure that the use of the TMG is maximised. Richard has circulated an updated briefing note and all TMG pilots must read this particularly as the engine fuel requirement is changed.

We have a good deal of information to hand to aid the decision making in respect of purchasing a new two-seat trainer and several of the Committee /Sub-Committee visited Gransden Lodge earlier this week to flight test the GUGC Perkoz and hear from CUGC regarding their experience with this aircraft. We should aim at a decision at or before the 5 year planning meeting scheduled for 25th November.

RG also reported that the updating of the club constitution is on-going

Site Officers Report AB

The shower block roof has now been replaced along with doors which will left open during the Summer months but locked during the Winter shut down months.

One key on the inside will enable the doors to locked when in use which should NOT be removed The door to the Kitchen has also been replaced and again the key on the inside will enable he door to locked but as long as the multi-locking lock have been engaged by turning the handle upwards there is no real reason the lock with the key as the door handle on the outside has been removed to aid security.

The flooring to the Male toilet and the small section in the lobby area is going to be replaced to match that in the Ladies,

Unfortunately the roof leak to the shower has caused wet rot to a section of the rear wall which will need repair in due course.

The farmer has now levelled and seeded the West end 150m runway extension but we need to carry out stone and weed debris picking which we can undertake over the Winter months so volunteers please step forward and contact myself.

AB also reported that he had started the repairs to the wall of the shower block.

ML asked AB to contact the farmer and request that the hardstanding for the Winch at the West end of the runway be completed ASAP so we can use it for the winter.

Winch Masters Report ML

Nothing to report

Safety Officers Report TS

Gary has replaced the batteries in the defibrillator, so it should be OK now for a while. New 1st Aid kits have been purchased and are being distributed to their locations.

On 15th October KEE was launched without the canopy being properly secured. The pilot was able to hold it closed and land safely. No incident report has been submitted as yet as far as I am aware. It seems the canopy restraining lanyard became trapped in the canopy preventing the canopy bolts from engaging properly, i.e. the canopy was not properly secured.

This raises the question of whether or not the pre-launch checks were carried out properly, it seems not. We need to reinforce every aspect of the CBSIFTCBE more regularly? Mike is also concerned about controls being banged against the stops and issues with tape on the control surfaces and battery charge levels not being checked properly .

The seat cushion saga is continuing. After contact with Lasham, I am informed that Trish Emck now only makes cushions for R&D purposes with the engineering facility at Lasham. The last one she made for a customer was for the back seat only of an ASH32, which cost the owners £760.

It has been suggested to me by Lasham engineering that the most cost effective solution for the K21 (and maybe others) would be to fit a BGA standard cushion underneath the existing upholstery. I will test fit next time I am at the airfield and discuss with Mike before progressing.

Longer term I think we need to make them in house.

H&S document for Buyagift is nearly finished after a request from Steve. I will construct a similar document and make it accessible to other committee members in case other customers start asking similar questions.

ML said that he has contacted a local seamstress who was willing to take a look at making the cushions for the K21 etc.

CFI's Report JA

Nothing to report

Treasurer's Report

The Treasurer handover has completed during September, many thanks to Ken (Ward) with his support and help.

The Treasury department is in the process of review outstanding payments. We currently have a credit policy in place, the club expects to receipt payments as soon as the flying statement is issued. Cath produced a debt ageing report and is collecting overdue payments from members. We are aiming to have a soft close of the club's book at mid-December.

In addition, we completed a full year financial return for BGA. The financial data we used was the trial balance Cath produced at 30 September 17. The net book value of assets and profit & loss accounts are in line with budget of 2017.

Aside from Paypal and bank transfer, the Treasury is exploring external payment options which facilitates online/electronic transactions. There is no change to the existing payment operations.

JC asked if all claims for expenses this year could be in by 10th December

JC will also assemble a framework budget document so that all departments can estimate spending for 2018

Publicity officers Report PR

Four out of date parachutes from the parachute store have been given away to Fordham and Bures primary schools, two each. The schools had one canopy only and one packed chute each, it clears out useless equipment from the store and the schools were very appreciative. The left over discarded clothing which was collated in the bunkhouse has now been given to the Salvation Army in Sudbury with a request that it be handed to those in need rather than put for sale in the Salvation Army shop.

PR will speak with the BGA to see what the requirements are to have our Facebook posts circulated by them, and GM will look into advertising on Facebook and liaise with PR

Any Other Business

A) We discussed the dates for next years flying weeks etc, and the following was agreed:-
Open Weekend June 16th/17th. Flying Week 21st -28th May. Task Week 13th -19th August. WRM Inter-club league 11th/12th August.

B) Kelvin Hughes have asked for the agreement to hire the airfield for radar Testing to be renewed for another 2 years This was agreed by the committee.

C) GG asked for a clear policy when presented with an overweight person attending a trial lesson. It was agreed that parachutes should be worn whenever possible but it is acceptable to fly them without a parachute in order to meet the cockpit weight limit. If outside the limits they should be given a refund if they had an ESGC voucher. It was considered that the website gave clear enough guidance regarding Medical and Weight issues.

D) GG suggested that we might organise some training regarding the use of parachutes. It was agreed that TS would contact Tim to see if he would do a training evening when he came to service the parachutes and possibly organise a visit to the army training unit.

E) GG asked if the club has an emergency procedure document for dealing with serious injuries /accidents. The answer is yes and GM is in the process of updating it. He needs to formulate a list of all First aiders, will any member who is trained in first aid please contact Gary with details.

F) GG pointed out that there was a discrepancy in the club constitution between committee posts and his position as chair of the junior sub- committee. RG will look into it while revising the constitution.

G) Mark Butcher wrote to the committee asking us to to consider purchasing Graham Drinkell's B4 Pilatus as a club glider for aerobatic use.

M H replied prior to the committee meeting saying:-

Hi Mark

I have fond memories from when the club operated a B4 I did my 50k in it. That said we cannot justify more than 4 single seaters in the club fleet, they barely cover their running costs now, we could only consider the B4 as a replacement for one of the existing gliders.

I'm not going to consider replacing either of the Astirs as that would be a backward step, the only contenders are the SF27 or the K6 both of which are very popular with some of our longest/oldest members.

When the K6 came back into the fleet a couple of years ago I was not in favour of this since it is only a matter of time before the glue issue eventually gets it. Ricey re-glued all the bits coming unstuck as they were 2 years ago but as time passes

more will become unstuck and eventually we will decide its uneconomic to repair, but we're not there yet.

One of the most difficult parts of any fleet change is to quantify how many members would benefit from it. It is very difficult to weigh up the number of members interested in aerobatics vs those who are quite happy to go for a jolly around the airfield in a K6 --- arguably one of the nicest best harmonized gliders to fly.

I'm not aware of any decision to not to allow aerobatics in whatever new two seat glider we purchase.

I'm not aware of any decision where the club would refuse to have a metal glider on the fleet, bequeathed to us or otherwise. When we operated the B4 (during my previous tenure as Technical Officer) it performed well and was resistant to club use even when rigged and de-rigged every day.

The B4 is not a wonderful X-C machine indeed its handicap is lower than the SF27 so we could end up with a glider which is only flown for aerobatics. Its good business sense for each glider to cover its annual running costs maintenance, ARC inspection Insurance with the income from glider hire. The break even point is about 60 hours. To achieve 60 hours of 3 minute aerobatic flights is 1200 flights per year --- I don't see any possibility of reaching this level of usage.

Graham's asking price of £15K is way over the top as far as I'm concerned its close to the value of both Astirs but reflects the specialist aerobatic capability of this glider.

At this time the committee and the New Glider Sub Committee see the greatest risk to the future of the club as a training establishment is our dependency on K13s for primary training. We must take steps to mitigate our exposure should the K13s suffer a grounding due to glue. To this end our current funds are directed towards a new two seater and this leaves no money for single seat fleet enhancement.

I'd struggle to name all of the avid aerobatic pilots in the club. Taking Graham out of the picture as he wants to sell the B4 I come up with:-

- yourself
- bobble head
- Christoff
- Toby
- Julias

So 5 out of our total membership of some 140 interested in advanced solo aerobatics. Even if I've missed a lot of aerobatic pilots I think you would struggle to find 10 names in the club who see this as a must have aircraft.

At 10 pilots in total why don't you form a syndicate and purchase the B4? As we are talking aerobatics with short flight times a large syndicate is not going to preclude people from getting a flight.

If you are against the idea to syndicate the B4 lets re-visit a change to the single seat fleet once we have conclude the current activity on two seaters, I just don't have the bandwidth at present.

Regards,
Mike

This was discussed at some length but MH decision was endorsed by the committee

There being no other business to discuss the meeting closed at 21.10 Hrs

The next meeting is on Wednesday 13th December 2017 commencing at 19.00 hrs. in the clubhouse.