

ESSEX AND SUFFOLK GLIDING CLUB LTD

Minutes of a Committee Meeting held on Wednesday 13th December 2017 in the Clubhouse commencing at 19.00 hrs.

Present

Mike Haynes (MH) Technical Officer
Paul Robinson (PR) Publicity Officer
Alan Bilby (AB) Site Officer
Jonathan Abbess (JA) Chief Flying Instructor
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.

Steve Jones (SJ) Membership Secretary
Trevor Smith (TS) Joint Safety officer

Approval of minutes of meeting held on 1st November 2017

Those present agreed the minutes unanimously

Matters arising from those minutes

Perkoz Purchase.

The purchase of the new glider was discussed in some detail. MH was disappointed with the negative response from SZD regarding our queries on the canopy modification, weak link clarification and play in the aileron and air brake mechanism observed in the Gransden glider - more details on this in his report.

We were also supposed to have had a draft purchase agreement from them in time for this meeting which did not materialise.

It was agreed by the committee that we are still positive about purchasing the Perkoz but to comply with due diligence we should seek satisfactory answers to our queries. MH will write to them again this week.

JC said that she was confident that the club would be able to afford the glider within the build time scale without the need for a loan at the outset. We could always take a loan near

the delivery date if it was deemed necessary at the time. She also thought it would be prudent to open a Euro account so we could hedge the exchange rate as and when the rate was favourable during the build period.

RG along with the rest of the committee will handle the purchase while MH is out of the country for January & February.

Membership Secretary's Report SJ

Membership

Welcome to new members:

Chris Dawson, Full

Merv McKenna, Full

Mark Norris, Fixed Price

Terry Hardy, Fixed Price.

Joy and I have discussed proposals for membership charges for next year (no increase). Discussion, if any is required, can wait till January.

Actions from the 5 year planning meeting

Voucher Charges. Joy and I have developed proposals for increases in voucher prices to be implemented on 1st January. Joy will present these at the meeting as I will not be there. Our proposals are:

GE at £50, TL at £85, CE at £85, FE at £140 and DC at £165

Differential Charging. I have developed a system for differential charging at weekends which can be implemented on 1st January. Weekend vouchers will be £20 more expensive across the board. The system will allow variations in weekend charging, so, for example GEs could have a surcharge of £10 and other vouchers a surcharge of £20.

Sub-committee to manage commercial flying. I have not been able to set up the sub-committee. This can be progressed after the committee considers the proposals regarding commercial flying that Andy Winton will put to forward at the next meeting.

Secretary's Report DW

I have renewed our agreement with Kelvin Hughes for a further 2 Years

Technical Officers Report MH

My appeal for Help in last months Key Issues document met with only very limited success. A big thanks to Martin Hargreaves who has taken on a number of the outstanding jobs and to Clive Stacey for stepping forward on the SF27 trailer, details below.

Perkoz

Following the decision to purchase a Perkoz subject to some considerations at the 5 year planning meeting, this was conveyed to SZD. Below is a brief extract of the enhancements/conditions to purchase sent to SZD's Sales Manager Michal Ombach.

1. Complete the re-certification process to raise the official winch weak link strength above "red"
2. Our concerns over the canopy remain. Your previous message you eluded that you have been considering a perpendicular cross brace on the canopy, we would like to see this in the glider delivered to ESGC.
3. We are concerned over the amount of free play in the airbrake and to a lesser extend the aileron control circuits of the Perkoz delivered to Cambridge, believing these to be outside the limits specified in the Maintenance Manual. If on collection the glider offered to ESGC had similar level of free play we would refuse to take delivery of the glider. We need to agree the commercial and technical recovery action should this situation arise.
4. Our Treasurer is not too happy with your payment schedule preferring a lower initial deposit. 40% leaves the club very exposed should SZD suffer any financial problems.

Unfortunately Michal is in Columbia until the end of the year and this has lead to delays in responses from SZD.

Eventually we received a response from Bernd Hager SZDs CEO to the above in which he appeared to be much less receptive than Michal to the above.

As at 10/12/17 we are still waiting on a draft purchase agreement from SZD.

Launch Point

During the last Month we have experienced a problem with the Batteries apparently going flat in the afternoon.

This has been investigated and it is now believed that this was caused by solder flux on one of the "eye" tags creating a bad connection when the tag was bolted down.

I believe this problem is now fixed and you should see

start of day --- about 12.7V on Voltmeter

end of day --- about 12.3V on Voltmeter

If you do notice much lower voltages than this please let me know.

As part of the de-bug a manual de-sulphination cycle was run on the LP batteries and the relative density of the fully charged cells measured. No significant relative density variation was seen between cells indicating the batteries are still in good shape, after the major part of a year.

At the same time as small enhancement was made to the remote battery charge monitor system such that it now records the charging voltage to permanent file. From this file we should be able to see the charger automatically perform a de-sulphination cycle every month.

My thanks to Martin Hargreaves for taking on the long standing job to replace the rubber seals on the Launch Point Windows.

With the weather now taking a turn for the worst we have probably caught this just in time to prevent further water damage to the desk.

The nett cost of this refurbishment is just the rubber seal at some £200 considerably less than the £700 or so that Autoglass quoted us for the work 18 months ago.

My thanks to Mike Burcher for organising with an upholsterer colleague at the Duxford Aviation museum to refurbish the torn seats in the Launch Point. The material and Labour cost for this work along with recovering the Landrover seats will be just 3 x Gliding Experience Vouchers net about £15, an absolute bargain.

While the bench seat is out of the Launch point it would be appreciated if someone could clean and re-paint the frame. Its currently in the hanger behind the shed.

Computers and IT

The inkjet printer in the office is failing.

The cyan print head is blocked (no blue) and the auto-feed scanner is U/S. This printer will be replaced early in 2018, if it runs out of ink and we do not have spares in the office draw please do not purchase any more cartridges --- if you need colour use the briefing room printer.

Log System

No significant progress to report.

The inaugural meeting with Laurence Bouvard to discuss Log System development has still not occurred. After offering to help Laurence has found her work commitments have increased significantly such that she doesn't not have the spare time expected. As Andreas and I will be out of the country for a number of weeks in the near future any work on the log system is postponed until March.

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

Nothing to report

Carried forward:-

Consider additional/re-site CCTV security camera (see minutes Nov 2017)

Club Website

Dennis has made some changes to the front page of the Website adding a new “Juniors” link. This links to a completely new area where we are building junior content, if you have any suggestions please contact Dennis or Andreas.

John Wells has continued his activities to find us a Wordpress Plugin to facilitate an online voucher purchase and booking facility for the website. This month the previous plugin has been rejected and we are now looking into the WooCommerce “bookings” plugin to provide us with the functionality we required.

This plugin appears to offer a more complete package, meaning we will have to write less custom code which could lead to an earlier deployment.

Its still early days on this piece of work but it is hoped to have the first test pages set-up before the end of the year.

Glider Trailer Refurbishment

K21

Martin Hargreaves serviced the brakes on the K21 trailer and this is now OK for the short trip to John Gilberts.

Martin reports the brakes have significant corrosion with at least one adjuster rusted solid, if we intend to keep this trailer for many more years we should consider a complete refurbishment, probably replacing the suspension units/hubs.

Grob:-

Martin Hargreaves, replaced the broken rear lights and at the same time refurbished the the whole of the trailer wiring.

Sf27:-

Clive Stacey has fitted the new rear lights and refurbished the whole of the trailer wiring.

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.

K6

In K13 trailer no progress.

Glider Instrumentation

During the course of this month the electric vario in the K21 has developed a fault. With Cambridge out of business for some 15 years and the supply of spare parts in the UK exhausted it has been decided to replace this unit with an LX Nav S100.

This has been purchased and will be fitted once workshop space becomes available, probably with new instrument panels as the number of blanks/reducers is making these look very messy,

Testing of the ageing pneumatic instruments has not progressed this month

Ongoing.

Gliders

K21

Due to the extended period DVB has been out of action it was not possible to conduct the planned maintenance (as below) during the autumn. This is now re-scheduled with John Gilbert for the early part of March 2018:-

Chip on Nose

Damage around winch hook

Compression damage to the underside of the starboard wing.

Grob Acro

On 9/12/17 there was no intention to fly the Grob, There was a strong North Westerly blowing at about 22kts. The Grob was parked outside the Hanger, right wing down with the left wing directly into wind. Unfortunately whoever moved the Grob out of the Hanger first thing failed to secure the front canopy, this blew open shearing the gas strut from its fuselage mounting. Without the restraint the canopy to open way beyond the normal angle bending the hinges.

The temperature on the 9th was about 3 degrees which would make the Perspex brittle but by a stroke of luck it did not brake

WHY WAS THE GROB NOT PUT BACK IN THE HANGER ON A STRONG WIND DAY WHY WAS THE CANOPY NOT LOCKED

We left the Grob and the TMG outside on a strong wind day, simply because we are lazy!

We already have a policy to return the TMG to the hanger after the other gliders have been taken out but this seems to have been forgotten during the months the TMG was away for engine repairs.

We are now going to extend this policy! Going forward:-

The TMG will always be returned to the Hanger if it is not going to be flown.

Any other glider moved out of the Hanger for access, shall be returned if the wind speed is/or is expected to exceed 15 kts during the day.

The hinges on the Grob 103 canopy have been successfully straightened with no signs of fatigue – another stroke luck.

At this time we are awaiting a new gas strut before the glider can be returned to service, which is expected to occur in the next week or so.

SF27

During the course of the month the SF27 nose was damaged when a PIO developed during the early stages of the launch. This has significantly damaged the GRP nose cone of the SF27.

On this glider the nose is very vulnerable as it is an unsupported GRP shell around the steel tubes. It is not believed the tubular structure is damaged but a more detailed examination after strip down may reveal otherwise.

The GRP nose of this glider has been damaged a number of times in the past, and a superficial view of the new damage suggests further repairs will be unsatisfactory. A new nose cone may need to be fabricated.

The SF27 has been de-rigged and is currently stored at the back of the Hanger.

The SF trailer is now serviceable and as soon as John Gilbert is able to make space in his workshop it will be moved.

ASTIR HKM

Carried forward:-
Repair hole in wing tip

ASTIR KEE

Carried forward:-
Polish out scrapes on canopy

DVB

A number of the spare parts received from Krane we rejected due to substandard workmanship and/or incorrect dimensions. This led to delays in completing the annual maintenance and ARC renewal.

That said the work has now been completed and DVB was returned to service on the 6/12/17.

PLEASE NOTE:-

The new rear drag pins are a close tolerance fit. Should the need to de-rig this glider arise in the near future it is suggested that the drag pins are removed fully and then partly reinserted before removing the main pins. It would be rather unfortunate if having removed the main pins you cannot get the drag pins out.

DOA

With DVB back in service DOA has now been de-rigged for its annual maintenance, ARC inspection and the radio upgrade.

This maintenance will address:-

Crack in rear instrument panel mount
de-lamination in port aileron
Fabric missing at end of aileron cut-out
Fabric unglued from top of rib 1 in port wing.
Play in the drag pins
Distortion of the trailing edge

Loose/corroded rose joints on aileron drive
Wear in the lower rudder sleeve bearing.
Corrosion on the keel tube

This is quite an extensive work list and it is not envisaged that DOA will be returned to service before mid/late February 2018.

K6 DRD

Nothing to report

Chairmans Report RG

Nothing of significance to report.

Site Officers Report AB

Nothing to report this month

Winch Masters Report ML

Nothing to report this month

Safety Officers Report TS

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CFI's Report JA

We have had an accident to the SF27 which should provide a “wake-up” call to everyone that we need to remain vigilant. It is too easy to become complacent during months of incident-free flying but it is very important that we adhere to the BGA recommendations for safe winch launching (Ref. <https://members.gliding.co.uk/bga-safety-management/safe-winch/>). In particular:

- 1.If there is up or down pressure on the wing tip prior to launch then the wing tip holder should stop that launch in order to prevent a tip touching the runway.
2. The wing-tip holder and signaller MUST be ready to stop the launch if it is not progressing normally.

From a club perspective it is important to continue to monitor the launch to the top, so that if the cable breaks we have some idea where the broken bits have fallen.

Following the accident I circulated all instructors with information about accidents and incidents, requesting that witness statements are filled in. Four days later we had an incident that damaged a glider and not a single report was made.

JA commented that he was extremely disappointed that he gets little or no response from the emails he sends to instructors and has had zero response from his latest email regarding accidents.

Treasurer's Report JC

The financial results for the club have been consistent and marginally different to the forecast results presented at the 5 year planning meeting. The preliminary results for key financial indicators as follows:-

	F'cast.	Preliminary
GBP£000's	<u>2017 *</u>	<u>2017</u>
Fixed Assets.	£195k	£197k
Profit / (loss).	£20k	£16k

- 2017 Forecast at the 5 year planning meeting, the final year end results will be prepared by the external accountant and presented at the next AGM meeting)

The increase in the fixed assets is mainly due to the mower shed material. The profit for the year is less than forecast due to incremental in the expenses. There are a few incremental of the expense items that weren't in the forecast. (eg. extension of the runway, DVB repair and ARC renewal).

Perkoz purchase:

Looking into possible hedging the risk of deposit (40% of purchase price) with SZD. There is not a lot of insurers who underwrites the risk of that size. In addition, we're looking at hedging the Euro currency when the GBP sterling is reasonably priced.

2017 financials at year-end:

See attached trial balance and profit & loss accounts.

2018 membership fees and charges:

As per Steve's report, the member's annual fees, winch launch charge and glider hire will not be increased for the next year. We've reviewed and increased the charges for commercial fly.

	2016/7	2018*
Gliding Experience	£45	£50
Trial Lessons.	£75	£85
Couple Experience	£75	£85
Family Experience	£125	£140
Day Course.	£150.	£165

(note: proposed charges for commercial flying in the new year; once approved by the committee will implement the new pricing as soon as possible)*

During discussions regarding booked flying JC announced that if we were a members only flying club and had no commercial flying at all the annual members subscriptions would need to be £730 for a full member and £65 per month for juniors to maintain the same overall level of income.

It is therefore obvious to all that commercial flying is a very important aspect of the club's activity's. Further to this it was decided to go ahead with a price differential between weekday and weekend vouchers to ease the pressure on weekend flying and offer an incentive to book mid-week.

JA also thought the price increase was not enough and we finally agreed on the following :-

	Weekday.	Weekend
<i>Gliding Experience</i>	<i>£49</i>	<i>£69</i>
<i>Trial Lessons.</i>	<i>£79</i>	<i>£99</i>
<i>Couple Experience</i>	<i>£79</i>	<i>£99</i>
<i>Family Experience</i>	<i>£149</i>	<i>£169</i>
<i>Day Course.</i>	<i>£179.</i>	<i>£199</i>

GM queried why the club made a loss on Aerotows and GG suggested we increase the Aero-tow launch to £35 to be in line with other clubs

Publicity officers Report PR

Nothing to report this month

Junior's Officer Report GG

Nothing to report this month

Any Other Business

1) Commercial flying was the first item on the AOB Agenda. Most of this was covered during the voucher discussions previously.

Andy Winton has some ideas to improve organisation and booking of commercial flying and to reduce the impact on members especially at weekends. Unfortunately Andy was unable to attend this meeting at short notice, but it was agreed to invite him to the January meeting.

2) Kitchen Management. We were hopeful that the kitchen and supplies were going to be taken on by the juniors parents but there has been some difficulty in arranging suitable methods of payment and delivery's. It has become obvious that we are unable to source all the items we need from one supplier and we need to find a volunteer from the membership to take this on and really get to grips with it. We would like to thank Kath, Kate and Loess for their help over the past few weeks.

PR suggested that he should get a quote for a vending machine. This was received with mixed opinions but he will look into it to see if it is viable for the club.

3) Utility Warehouse JC reported that she has been in touch with Utility Warehouse who claim to be able to save us £1500 / year if we switch our electricity, broadband, mobile and phone service through them. We agreed that if this was the case we should consider the switch.

4) External Accounts. We discussed switching our accountants from Walter Wright to another company who may be a bit more user friendly regarding club accounts as opposed to company accounts.

JC said she could recommend another firm of accountants who may not necessarily be any cheaper but thought they may save 20% of our bookkeepers time so there would obviously be a saving there.

5) GG said that he has got series of bronze lectures planned for the new year and has already got volunteers to help with the hosting of these but is keen to enlist more help from interested instructors.

6) Apparently Norbet has raised concerns about the data protection of the details entered on the signing in sheet used for trial lessons and guest flying. This is under review and maybe we will need to use individual sheets per person.

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

The next meeting is on Wednesday 10th January 2018 commencing at 19.00 hrs. in the clubhouse.