Shalbourne Gliding

Committee Meeting 2nd June 2016

Minutes

Present: Colin Baines, Steve Barber, Phil Morgan, Pete Smith, Jon Garner, Jim Clarke, Nigel Burt, Roland Pantling

Also attending: James Hunneman, Peter Ellison, Jeremy Knight

Apologies: Stephen Ottner

Correspondence

Colin advised that the Regional Aerospace Users Group will be meeting to discuss airspace. TAG Farnborough airspace request has been put on hold.

Minutes of Previous Meeting

These were approved, Proposed by Steve Barber and seconded by Phil Morgan

Matters Arising:

Martin Hoskins has still not shown up regarding his trailer.

Officers Reports

Airfield

- Steve Gaze is to go ahead with new rubber roofing for toilet block
- Thanks to Stan Oram for repairing hangar curtain wires
- Recent heavy rain has necessitated two grass cuts inside a month
- Landlord intends to erect stock fence along western boundary - has granted small easement in alignment to give us more room at the southern end
- Peter Ellison has freed the brakes on the old winch chassis. Landlord to use tractor to tow it to Dingly Dell to provide more trailer parking spaces
- Pete Smith is organising/authorising trailer parking slots
- Ken Hansell has fixed the water storage system, but clubhouse front gutter is falling off and needs fixing
- Landlord has granted permission to dump metal scrap in the bin in the farmyard. Area next to winch shelter needs tidying up and combustible scrap burned
- Winch shelter roof is in a poor state of repair with more leaks than shelter. It is in a dangerous state and needs professional attention.
- Tree surgeon has been contracted to make safe potentially dying trees behind the hanger by removing large overhanging limbs
- Need to do something about wind sock pole top bearing. Problem is that design does not permit safe/easy maintenance. The whole thing needs rebuilding with a better fulcrum and counterbalance.

- A good quality self propelled heavy duty Hayter lawn mower has been purchased and is proving to be very popular

The use of weedkiller around the trailers should be discouraged given the landlord's aim to be organic.

Finance

Income is £1000 up on the same time last year but more has been spent due to the winch costs. There has been the additional cost of a new parachute and a further one is also needed. The insurance has been renewed. Last year there was an arrangement that we would only use all three two seaters on a maximum of 25 days. The actual position was 32 days an so an additional retrospective premium of £25 for each of the excess days has been charged. Otherwise all finances are on track and the work on the second winch has been done so far without the need to take funds from reserves.

Aircraft

JMX ARC is due and will need to be derigged on the 4th or 5th June and the Vega ARC is due in July.

Equipment

VEHICLES

LWB ISUZI TROOPER acquired approx. March this year.

Alternator belt replaced in April.

Replacement of timing belt should be done in the not too distant future.

LANDROVER

Full service and alternator replaced early this year.

Front offside leafspring is wearing out.

Tail pipe of exhaust is broken off but silencer still reasonably sound.

PAJERO

Gaiters on front drive shafts are damaged leaving joints open to the elements. These need replacing.

Alternator belt is at full extent of adjustment but working reasonably OK.

May need replacing soon.

SHOGUN

Presently raised onto ramps with prospect of clutch replacement.

Alternative is to consign to the dell.

MISCELLANEOUS EQUIPMENT

Recently acquired:-

Air compressor donated by Graham Tanner

New trolley jack

New Hayter mower

Bench grinder, 1/2in socket set, small tool box with AF and metric spanners, tool roll with further set of spanners, pair of vehicle ramps

(electric wood planer and sander considered surplus to club requirements so I have kept these and donated £20 to the club) – all donated by ex member, Tony Chapman.

MAINTENANCE/REPAIRS

Discuss re asking Daniel Morgan to assess replacement of driveshaft gaiters on Pajero. This would put the vehicle out of action for at least a day.

Ditto re replacing timing belt on LWB Trooper.

It was agreed that Daniel Morgan should be asked to assess work needed on vehicles and to provide a cost estimate.. It was decided that the blue Shogun is not worth repairing

Safety

One ground handling incident to be investigated - glider towed into another. No damage.

One landing incident. No damage. CFI/DCFI to follow up.

Fire extinguisher inspection: required, will need external company. Advertised on GPnet *(no response as yet so need to contract)*

The BGA has noted that there has been an increase in aerotowing/tug upset incidents. While not directly affecting us there needs to be an awareness of this when on club "expeditions"

The trailer for HWD needs to be moved from its present location as it is too close to the gas tank.

There is concern over the new fence posts that have been installed especially when launching from the south west corner of the field. It was suggested that hay bales could be placed in front of the one on the corner.

There is an issue with the winch shelter in that the roof could be blown off in a strong gale and it will soon need replacing.

Steve Barber advised that he had placed 18 BGA safety booklets in the caravan by the chart table a while ago. These are still there.

Publicity

The Open Day was one of the best we've had thanks to the terrific support of members (and cooperative weather). We didn't advertiser in the Andover Advertiser because it was too expensive but we still got some visitors from Andover (and the sale person at the Advertiser is now planning to buy a voucher). I did write up a report for the local newspapers but, unfortunately, didn't get time to submit it before going on holiday.

CFI

Phil Morgan advised that he is investigating a flying incident.

Given the time it is taking for the changes for EASA licensing he has heard that the BGA is reinstating BI courses but he is awaiting clarification. The aim would be to encourage one or two to consider following this up and also encouragement to be given to Nigel Burt and Chris Bessant to progress to Flight Instructors.

Phil also has concerns over the heavy duty fence posts that have been installed.

Chairman

Jon Garner has prepared a draft strategy document and will be circulating this round the committee for comments. He said that it can be shared with members for their input. We need to look for sustainable growth and what our and the members priorities are.

It was asked if the BGA have any guidance on this and it was advised that it is usually to consult Alison Randle. More guidance is likely to be forthcoming if we do have a strategy.

Number Two Winch

This is progressing and the aim is to be able to improve availability for launching should there be issues with the main winch.

The build has evolved over time from initially moving the winch from the bus to a trailer to where we are now. This will be a single drum winch which is capable of having a second drum added.
Present situation.

Work completed:

- Refurbed cab floor frame is in position with a removable floor giving access to mechanicals beneath. We have a choice of two seats!
- Axle is now in final position ready to be bolted down.
- Drum selector levers have been rebuilt, fitted and tested.
- The roller box has been modified.
- Transmission brake disk has been made and fitted.

Work in progress:

- Fit roller box to guillotine.

- Fit hydraulic brake system.
- Fit guillotine operating linkage.
- Fit drive selector mechanism.
- Sort out stiff drive shaft bearing.
- Clean up/paint engine cover.
- Fit guard for transmission oil cooler
- Secure half shafts and bearing ring nuts.
- Chop out unwanted chassis elements on left hand side.
- Make good leaking breather pipe.

A discussion was had as to the timescale for now getting this winch operational and it was felt that this would be around two months. Colin Baines is to obtain a quote and delivery timescale for a Skylaunch panel and also for rolling the metalwork for the drum covers. Peter Ellison agreed to fabricate the drum covers and to obtain the materials for the cab structure. The cab should be a replica of the current Skybrid one but needs to be easily removable. Rod Harris is making up the disc brake assembly.

Budget wise, out of the original estimate of £10,000, £9500 has been spent so far. It was estimated that a further £2500 is needed and it was agreed that this is acceptable.

Any Other Business

Martin Hoskins has advised that he will come up to the airfield on the weekend of the 4th/5th June. If not then Peter Ellison agreed to visit him in the first instance concerning the outstanding fees and what he wants to do with the trailer and glider. If this is unsuccessful then Jon Garner will write and the use of the small claims court should be considered.

As the "open" week has not been very successful due to the weather it was suggested that an alternative week be looked at. We first need to speak to Ken Hansell to see if he would be willing to winch drive for another week.

The subject of the current artwork on the vouchers was raised and Steve Barber advised that new ones are about to be introduced.

Phil Morgan has been asked if we would consider hosting a Vintage Rally next year. While this could be acceptable in principle there is concern at the lack of facilities on the airfield. It was felt that more information is needed including the numbers likely to attend. Phil will revert to the requestor to ask for a proper proposal which needs to include a costing and what provisions are to be made for fresh water and sanitation.

Next Meeting

To be 1st September 2016 at 7.30pm, Venue to be advised.