Shalbourne Gliding

Committee Meeting 17th October 2013

Minutes

Present: Colin Baines, Steve Barber, Pete Smith, Steve Ottner, Jon Garner, Nigel Burt

Apologies: Jim Clark, Phil Morgan, Alan Holden

Correspondence

Correspondence has been received from Pete Stratton relating to:

Changes for Authorised Training Organisations
Safety Audits
Flight Crew Licensing

Following the recent security issues, the police are focussing on "farm" crime in the local area.

Minutes of Previous Meeting

These were approved

Matters Arising:

Jon Garner successfully undertook the management of the TLEs

Chris Bessant has still to complete an Ass. Cat. course.

Officers Reports:

Treasurer – Steve Barber

Steve produced the updated financial spread sheet summarising the year (2012-2013). This is probably not the final version, but there is unlikely to be a major change.

Looking at the cash sheet, it appears that there is a gain of about £2k; however, there were cheques in transit and invoices outstanding to a similar amount.

There was just fractionally more income than expenditure. This is good, inasmuch as our aim is to provide gliding at minimal cost. However, such a close outcome may be viewed as a bit of a disappointment given that it was a good year weather-wise, but we did even less launches than the wet previous year, although soaring time was up. It would have been nice to have had a bit of surplus to put towards JPC's re-cover which we couldn't postpone any longer – this is expected to cost circa £4k.

CF **I – Phil Morgan**

Pilot licencing,

I have been invited to attend an ATO meeting at Lasham in mid November where the transition to the new EASA pilot licence will be discussed in full. Shortly after I will be producing a simple guide for members to follow to enable them to move over to this new license reasonably easily.

CFI meeting,

The next CFI meeting at Lasham will be held this December instead of February 2014. This is because with all the changes to pilot licencing and other changes this will bring with it Patrick thought it would be a good idea to discuss what impact it would have on the clubs training regime sooner rather than later.

Equipment – Colin Baines

Old gantry crane written off due to extensive cracking in frame. New crane purchased.
Skybrid winch left hand guillotine rebuilt after failing annual test. Right hand drum rail damaged beyond repair, drum removed and new rail and spokes fitted. Severe damage to right hand roller box frame and rollers. New rollers, bolts and bearings fitted.
Skybrid to be taken off line, re-engined, essential repairs/mods carried out and new cables fitted. Existing engine to be overhauled.
Reserve winch brake hydraulics serviced, new shoes fitted. No known problems.
Cable end buffers have been fitted and are working well.
Winch fire extinguishers out of date
Pajero #1 has been stolen
Pajero #2 starting problem apparently solved by fitting new battery. No known problems.
Shogun exhaust rattle fixed. Severe rust to rear chassis which cannot be economically repaired, but safe enough to use for non- heavy towing.
Land Rover floor rusting. Driver's door striker plate needs adjusting. No known problems.
Newly acquired Trooper generally in good condition, but required extensive service work. Timing belt changed, clutch changed, handbrake shoes replaced and cables freed, rear exhaust replaced. Vehicle now in good order.
All launch equipment serviced.
All vehicles due for annual service.

Airfield – Colin Baines

Condition of the airfield - CB to meet with Ringo to discuss remedies for large depressions
Toilet block - roof leak has been repaired but needs further work to fix metal sheets
Rubbish - Roundout Bus has been sold - local dealer will pick up scrap metal
Old caravan has been dismantled
Trees behind hangar and club house have been lopped
Water collection system has been serviced
Scrub on northern approach needs clearing
Worst potholes have been filled
Vehicle parking near club house causing inconvenience to those trying to work in that area
Airfield signs have been erected at Shalbourne village green and at the top of Rivar Hill
Requested bridleway signs are in the clubhouse

Generator serviced in April - no known faults
Auxiliary generator was stolen - new aux generator with Alan H?
A new launch point control/cafe caravan has been purchased
Recommend disposal of stainless kitchen furniture

Safety Officer – Pete Smith

1. Safety Audit and Risk Assessment due. Chris has an associate who may assist.
2. Bridleway signs to be installed by CFI
3. Ken Hansell suffered minor injuries do to bus step collapsing. Bus sold.
4. Gantry crane condemned and replacement obtained. Visual inspection recommended before each use.
5. Cable tow out trailer. The spreader trailer currently in use is for 3 or 4 cable operation and is too wide for safe and convenient two cable operation risking damage to gliders. Worse due to its width there is a tendency to give the launch point a wide berth meaning that when the cables are pulled to waiting glider a large bow can develop, inducing yaw and wing drop. Replacement device should be sought forthwith, either a) fabrication of system similar to that stolen, b) new trailer with 2.2m max width.
6. Several Airproxes reported. CFI to scare local clubs with winch cables etc. esp helicopter operators.

Pete advised that the replacement of the tow out trailer needs to be actioned as a priority. Colin informed him that things are in hand for this.

The fire extinguishers in the winches have been found to be out of date and so need replacing. It was suggested that the first aid kits should also be inspected.

Publicity - Steve Ottner

What little PR activity there has been thanks to the efforts of other members. Jon initiated the charity event that got a good write-up in the Newbury Weekly News. Steve and Colin sorted out the Christmas advertising in the NWN.

Not really “PR” but a few stats on the year.

A good year for voucher sales having issued 65 vouchers , worth £4,509, with 29 that have not been redeemed so far (but still valid). 11 of those were extensions of vouchers from the previous year and 7 of those have been used so far. In 2011/12 we issued 62 vouchers, worth £3,900, and 20 were not redeemed (and have now lapsed.

Aircraft Report – Jim Clarke

Andy has completed another successful year of aircraft maintenance. No serious issues encountered this year, some welding on the K8 and a repair to the under carriage of the Vega for example.

There are a few issues that will require our attention in next years round of CofA's. The main project, recovering JPC's wings has already begun. The 5 year structural inspection has been completed and some repairs to the trailing edges are well under way (some minor glue failure in know trouble spots). Andy should be in a position to begin recovering in a couple of week with an anticipated completion date of end of November. Both the winch hooks in JPC will also be replaced as part of this work.

Other projects that will be completed over the coming months include replacing the winch hook springs in the Puchacz to see if that has any noticeable impact on the tendency to back release if over rotated. The strop rings will also be checked for tolerance. JMX is also due a 5 year maintenance check.

Two other areas for discussion are the timing of the Vega CofA remains a concern (August) I would like to propose bringing it forward to April, fitting around other CofA's. I would also like to suggest a survey of the variometers in the club aircraft. These are not easy to check on the ground and in a few cases are showing some discrepancies. Leak tests on the ground and some observations in the air are probably required and some may need sending away for servicing.

Andy also mentioned that our maintenance offices are heading up to Hus Bos for a training in the next few weeks.

It was noted that since the report was produced, the winch hook on the Puchacz has been inspected and found to be unserviceable. A new one has been ordered to replace it.

The colour for JPC's wings was discussed and it was agreed that these should be white with blue tips.

Operational Procedures

Phil and Pete are looking at the issue of Winch Driver training and also providing guidelines for members including operational procedures.

Phil is attending meetings concerning the changes affecting ATOs.

Hangar Packing

Paul Prentice produced a plan for hangar packing which will result in the Vega being located where the Me7 used to be. This will make it more readily accessible and so encourage more use. It was agreed that this be implemented with yellow markings on the hangar floor to indicate the position for each glider.

Child Protection

Chris Keating has been discussing the monitoring with Alan Holden s who has been trained by the Red Cross as an authorising officer.

Phones

The Club House phone is unserviceable, so far BT have failed to fix it. Due to the general unreliability of the system Steve Barber has been investigating a service called "e-receptionist" which would divert calls to nominate numbers and finally to a recorded message. This would be cheaper and more effective than the current BT line. A Risk Assessment needs to be undertaken to consider safety implications of removing the land line . **Action PS**

Security

Given the recent incidents all members are encouraged to independently report anything suspicious to the police on "101" and then advise Colin and the committee.

Options for providing some form of alarm to protect the containers were discussed and it was agreed that Martin Hoskins should be approached for an expert opinion.

Poor Turnout

Concern was raised at the poor numbers turning up on several occasions which can cause a flying day to be cancelled. This does not reflect well when members arrive who wish to fly or trial lessons have to be cancelled on what may be a perfectly good flying day.

If the conditions are uncertain early on, the temptation to scrub immediately should be avoided.

It was suggested that duty instructors might make better use of Yahoo Groups to encourage turnout. Some instructors already do this with positive results. Also more use should be made of the airpost.net messaging system to pass last minute messages to members. Steve Barber is to look into this. A system providing at least at an instructor, duty pilot and a winch driver each week was considered a minimum requirement. The imbalance in duty teams works against this and people who are reluctant to change teams must appreciate the need to support the weaker teams if a reliable operation is to be maintained.

The committee requests that Phil organise a meeting to get the instructors' perspective, suggestions to improve the situation and protocols for 'scrubbing'.

Annual Dinner

This is to be on the 10th January 2014. Colin will arrange with the Plough.

It was agreed that the awards would be made in a similar vein to last year and nominations should be circulated by the 1st December.

AGM

The AGM is to be on the 28th February 2014 in Shalbourne Village Hall at 7.30pm

Any Other Business

We now own a Red Cross trailer acquired by Alan Holden. It is a heavy duty one and suitable for conversion to use as a launch control point and contain some catering facilities. It was suggested that a tarpaulin is needed to cover it to prevent water ingress and the generator made secure.

Next Meeting

13th February 2014 – Venue TBA.