Shalbourne Gliding

Committee Meeting 15th November 2016

Minutes

Present: Jon Garner, Colin Baines, Steve Barber, Phil Morgan, Pete Smith, Jim Clarke, Nigel Burt, Jeremy Knight, Stephen Ottner

Apologies: Roland Pantling

Minutes of Previous Meeting

These were approved, Proposed by Pete Smith and seconded by Jim Clarke

Matters Arising:

Ken Hansell has now covered the toilet block roof with glass fibre and done an excellent job.
The workshop has been repaired and refitted and thanks were expressed for all those involved in improving this facility.
Roland Pantling had organised a skip and buyer for the scrap metal.
The winch shelter roof remains an outstanding item.
Martin Hoskins has rejoined the club and this matter is now closed.

Officers Reports (Copies attached)

These were circulated in advance of the meeting and taken as read.

Second Winch Update

James Hunneman is on track to complete the engine/transmission alignment and the panel. Peter Ellison was ordering the material for the cab during the week of the meeting. The intention is to have a tilting cab to allow ease of access for maintenance. If this does not progress Colin Baines has a quote for materials and the drawing and if no progress has been made by February it was agreed to go down that route. Fitting the cab body is the last item in the project.

Accounts

Jeremy Knight has prepared the year end accounts and these show the club to be in a satisfactory position. These will be presented to the members at the AGM for approval.

Newbury Air Training Corps (ATC)

The club has been approached by the ATC asking if we can offer a group membership for them to come and fly twice a month. They would provide their own adult supervision and expect to be involved in all aspects of the flying day.

Concern was expressed as to whether we can cope with this on an instructor basis particularly as SUGC has become more active this year. However, the meeting was advised that Chris Bessant has offered to cover this, flying the ATC on Sundays.

After a period of discussion it was agreed to operate this on a trial basis with a group membership scheme like the one used for SUGC.

Strategic Plan

Jon Garner advised the meeting that the BGA say that a plan setting out the aims and objectives for a club is essential and that it needs to cover a longer period than just the year ahead. Jon had circulated a draft plan which is a skeleton which then needs to be added to.

There was concern that in its present form it is too long and will not engage the membership. It was agreed, however, that a plan that sets out our goals and direction is needed to demonstrate what we want to achieve and how we will do so. By doing so we will be able to prioritise and move forward.

As part of this it was discussed that we need to plan for sustainable membership numbers and this included looking at the hangar facility and also facilities for members. As with any plan, there does need to be a degree of flexibility as priorities change.

It was suggested that in the first instance a one page summary of the key club objectives and priorities be drawn up. This would be used as a framework for each area to prepare specific plans. Jim Clarke and Jeremy Knight have agreed to progress this by Christmas.

Any Other Business

It was advised that a member of the "EUF" syndicate had approached committee members as the syndicate are looking to sell this glider and wished to offer the opportunity to the club first.

This aircraft has higher flying hours than the club Puchacz but based on club flying hours it is expected that it would have ten to twelve years life as it stands. It may be possible to "relife" it but this would mean it having to go back to the factory to be looked at.

One of the issues that needs to be taken into consideration is that the K13s could be taken out of service at any time given the ongoing unpredictability of glue failures. The absolute minimum cost in the event of a failure would be £3000 but more likely to be at least double that.

The condition of EUF has been discussed with Andy Brind and he is happy with it and feels that a combination of two Puchacz and one K13 would be a good option from a maintenance point of view.

It was agreed that discussion does need to be had with each member of the syndicate to ensure that we offer a fair price and this will be undertaken by Phil Morgan. A limit was agreed above which referral back to the committee would be needed. While the club does have the funds available it was suggested that an approach be made to the Philip Wills Trust for assistance with the finance.

It was noted that the Wednesday Group have done a lot of the work around the airfield including the workshop and the toilet block roof and this is to be acknowledged at the AGM.

The annual awards were discussed and it was felt that these no longer met their purpose.

Congratulations were expressed to Jim and Pete on their Diamond achievements.

Pete Smith has agreed to project manage the conversion of the Red Cross caravan to a suitable launch point van.

There are funds available from Sport for All grants and the BGA has advised that way to make the best approach. The grant providers are now looking for "soft info" rather than "hard info".

An e-mail had been received by the chairman expressing concern that some instructors were being paid mileage for attending on duty days. Agreed that Jon Garner should reply in an open letter to the whole of the club membership stating that this does not happen and that mileage is only paid when any member is undertaking club business, such as collecting parts or attending club conferences.

The Vega radio will have to be replaced by the end of 2017 to meet new legislation requirements. Jim Clarke will investigate the options.

Roland Pantling has found a taker for the yellow bus once we have removed the cab.

The lawn mower needs a full repair beyond our capabilities. It was agreed that we need a "bush whacker" and replacement mower and these could be looked for on E Bay. Colin will assess our grass cutting tools, consult with others then procure the necessary equipment.

Following a recent ground handling incident it was agreed that a reminder needs to be issued to the membership that the resultant repairs do cost money and that the funds for these unnecessary costs could have been put to better use within the club.

Future Dates

Annual Dinner – 20th January 2017
Next meeting – 26th January 2017 – Venue to be confirmed
AGM – 24th February 2017

Actions:

Jim Clarke and Jeremy Knight to prepare one page summary of key club objectives and priorities
Jim Clarke to look at options for replacing the Vega radio
Phil Morgan to have discussion with EUF syndicate and negotiate the purchase of the same
Jonathan Garner to send open letter re mileage
Colin Baines to assess grass cutting equipment
Pete Smith to project manage the conversion of the Red Cross caravan

Officers Reports

Publicity

Ads for vouchers will be going into the Newbury Weekly News Christmas Gift Guide and their Dear Santa feature. We also have an Advertorial in this week's Andover Advertiser. The film company who spent a couple of days with us earlier this year have now completed the editing of the material into 2 short documentaries featuring Colin and Paul P www.gutsygoat.com

Aircraft Officer

Maintenance activities have continued with the winter program as follows:

JMX, Annual due June but new hooks required due to end of life in December 2016 (estimated). The intention is to bring the annual forward and replace the hooks. The approximate price for refurbished hooks is £600.
JPC is ready to rig after the recent ground handling incident. Annual due in January.
K8 Annual due March/April, new tyre required after problems during these last few weeks which will be replaced by Andy this week. He has a new inner tube in stock.
Puchacz Annual due March. No other issues at present.
Vega Annual due Mid season. It would be good to bring this forward but the rest of the fleet takes priority at the moment and it doesn't normally take long. However it will require a new radio this financial year prior to new licencing coming into force 1st January 2018. Cost approximately £1,000 (TBC).

In recent years ground handling accidents have required repairs to the K13, Puchacz and K8. I dont have the exact figure but this is costing us hundreds of pound and time with aircraft out of service. It may be worth pulling the figures and a circular to the membership to remind everyone to take care.

The value we insure our 2 seaters for may be worth reconsidering given the difficulties in replacing them in the event of an insurance write-off. We need to think about insuring for replacement cost and not value. (Steve I believe has been looking into this).

EUF. The possibility of purchasing the private Puchacz has arisen. This should be seriously considered. It is a known quantity with a good trailer. However it is higher hours than the club Puchacz at ~4,800 hours and Puchacz are currently lifed at 6,750 hours. This equates to about 10 years use at our current rate of 150 hours per year. From a maintenance point of view a fleet of two Pucahcz's and one K13 is ideal. Of the two K13s JMX is the older and higher hours and would be the best to sell.

To putt his decision in to perspective I would note the following. K13s are old gliders. JMX was built in 1968 (48 years old) and has 9,331 hours and JPC in 1970 (46 years old) 6,691 hours. K13s do not life but that does not mean we can expect them to continue indefinitely particularly without significant maintenance and investment. K series gliders are continue to suffer from glue failure and the occurrences is still unpredictable. Since EASA was introduced (2008) the following statistics have been produced by the BGA:

K6cr
95 transitioned
31 taken out of service due to glue failure (33%)

K6e
64 transitioned
43 still air worthy (67%)
17 taken out of service due to glue failure (27%)

K7
17 transitioned
5 still air worthy (29%)
11 taken out of service due to glue failure (65%)

K8
79 transitioned
35 still air worthy (44%)
29 taken out of service due to glue failure (37)

K13
104 transitioned
81 still air worthy (78%)
18 taken out of service due to glue failure (17%)

It is possible that the BGA will shorly enforce spar inspections on all K13s once the reach 55 years old.

The time we have left on our K13s is an unknown quantity and given the limited replacement options available replacing a K13 with a Puchacz seems like a sensible option but we would need to plan for further replacement in the next 10 to 15 years.

Airfield Officer's Report

Regrettably I haven't been able to contribute since mid August, much I'm encouraged to report that much has been done in my absence.

*Ken Hansell has led a team to complete a thorough re-roofing of the toilet block, which was in very poor repair.

*Andy Brind, Bill Cook and others, have secured the roof leaks on the club house, ripped up and re-layed a section of unstable flooring in the workshop area, stabilised the end wall and installed a false ceiling. It is further intended to weatherproof the outside wall with corrugated plastic.

*Bill Cook has provided an economic solution to safe, reliable, solar battery charging.

*The ash trees behind the hangar have been professionally cut back to eliminate any potential for damage to the hangar.

*The North end of the field has been reclaimed as an overflow trailer parking area.

*Roland Pantling arranged a skip for the removal of unwanted scrap metal.

*Areas of scrub around the airfield have been tidied up, including around the memorial tree.

*The 'bottle neck' at the south end of the runway has been eased, by arrangement with the landlord.

*The Landlord is proposing to erect another fence, parallel to the new stock fence to constrain 'ramblers' from wandering across the airfield. Presumably he will have to seek formal permission for redirection of the bridle way in order to do that.

*There has been no further communication with the landlord concerning the Airfield Licence.

*A more responsive regime for grass cutting (including topper height) has kept the grass in a much tidier state.

*It is hoped to form a team to re-decorate the club house sometime in the next year. Any suggestions for improvement welcome.

Winch Building Coordinator's report

Phase one of the new winch has been substantially completed (i.e. chassis & transmission modifications), but regrettably in my absence there has been no further progress. The recently circulated spreadsheet shows that a substantial amount of the work and nearly all of the financial investment has been completed. During my enforced absence I have designed a cab and obtained quotes for the commercial fabrication of same, but attempts to galvanise action from potential contributors has been been particularly difficult due to my present voice difficulties and whatever support there has been has not been followed up with action. Building the cab is critical to bringing more volunteers into play.

Following a meeting with Peter Ellison on Friday 11th November, he has agreed to fabricate frame for the winch cab. This will be in two phases:

Phase 1 - will be the fabrication of a 'scuttle' to which all the controls can be assembled. He is expecting to do that immediately. That will allow other important work to proceed, e.g. electrics, guillotines, control panel, etc.

Phase 2 - will be to build a tipping frame for which he will be ordering the material this week.

'Winch Specialists' Report

Following Roland's withdrawal from technical winch matters I have agreed to maintain a watching brief to advise and assist on non-routine winch maintenance issues. E.g. I have recently obtained a replacement exhaust manifold that requires some machining work to adapt it to our 'non-American' exhaust pipe and am having an appropriate adapter made.

Equipment Officer

VEHICLES

Dan Morgan visited to check Trooper and found that wheel bearings needed tightening. He is reluctant to carry out the more complex maintenance and repair jobs so he has recommended a mechanic who resides near Hungerford with whom I am now in contact.

IZUZU TROOPER – cam belt change imminent. Wheel bearing and brake pads also need replacing.

LAND ROVER – fully serviceable as reserve vehicle and has been brought out for an occasional airing and to keep battery in good order.

PAJERO MANUAL – new alternator belt fitted. It was decided to postpone work on front drive shafts as the wheels still turn! However, these should be attended to once work on Trooper has been completed to bring vehicle back up to full reliability.

PAJERO AUTOMATIC – purchased in June. Fully roadworthy with MOT to March 2017 but now registered as off-road. New batteries had to be fitted. And new terminal connectors which will hopefully cure the occasional problem of non starting!

MITSUBISHI SHOGUN – sold (to the man with a wooden leg) in August.

SCRAP METAL – skip obtained (free) and virtually all metal removed from beside winch shelter. A small sum has been received from scrap merchant.

Scrap merchant may consider removing old bus/winch if height is reduced i.e. top section of body. However, some of the glass may be useful for reserve winch cab.

Safety Officer

Safety Calendar

The following lists periodic requirements for safety items.

Fire Extinguishers Due Dec 16 Annual

First Aid Kits Due Dec 16 2 yearly

Charts in Launch point Due April 16 Annual

SMS Audit Due Dec 17 Annual

Parachutes shall be repacked on a 6 monthly interval and recorded in the Parachute cupboard.

Treasurer

- Launches were down compared to last year (188 v 242) and this is reflected in flying fees.
- Trial lessons similarly down – damn the weather.
- Aircraft spend is mainly checks and a tyre for HCF.
- I'm very pleased to be able to report no accounts were significantly in arrears :) Those with credit balances above £300 have been offered a partial refund but most (if not all) want to leave the balance to cover membership fees.

CFI

I attended the Club Management meeting at Northampton last Saturday along with a few other committee members and spent the day in the CFI section of meetings.

Main points covered and discussed were:

1) Instructor training and modern methods

2) Sharing of resources between local clubs

3) How to encourage and keep junior members.

4) Accidents/Incidents

Many good and interesting views were shared and a few actions will be introduced in the coming weeks

I will also be attending the annual CFI meeting at Lasham next month and following this I will be calling an Instructor Meeting to pass on the latest news and views from around the region. An Instructor meeting is well overdue and as I have some very important observations to discuss I would appreciate it if all those who instruct at the club make themselves available to attend.