Shalbourne Soaring Society Ltd

Annual General Meeting – 24th February 2017

The meeting opened at 1930.

Present:
Jon Garner (Chair), Jeremy Knight (Treasurer) Phil Morgan (CFI), and 25 club members.

Apologies

Stephen Ottner, Liz Sparrow, Peter Ellison, Tony Palmer and Martin Selby

Approval Minutes of last AGM

The minutes of the last AGM on the 26th February 2016 were approved with no amendments. Proposed by Graham Tanner, Seconded by Claire Willson

Matters Arising

There were no matters arising from the previous minutes.

Officers Reports

Chairman's' Report

Jonathan Garner reported firstly on what we have done over the year:

We went gliding, had fun and importantly we did it safely. The club has gained new members during the course of the year and the new winch is nearing completion. We have some replacement vehicles, one of which was kindly donated by a new member and have replaced one of the K13s with a second Puchacz. Two new parachutes have also been obtained.

We held a successful open day and members have been away on expeditions to Sutton Bank and Aboyne.

Thanks to the work of some of the members the toilet roof has been replaced and the workshop has been renovated including the repair of the outside wall.

The committee has started to define a forward strategy for the club to look at what we want for the future. We want to be a friendly club with a sustainable membership, matching the assets to he needs of the membership. Ideally we would like to see a membership of between 80 and 100 being achieved over the next five years. We also need to maintain Trial Lessons at a sustainable level.

We would like to improve the infrastructure but it was acknowledged that there are some issues here due to the lack of security of tenure on the site.

Ultimately we will have two front line winches, the K13s phased out and retain a minimum of two single seat gliders to suit the needs of the members.

While the ultimate goal is to enjoy gliding, including going on expeditions, this will be done safely, following BGA Guidelines and initiatives with continuous pilot and instructor development.

At this point thanks were expressed to the donor of one of the vehicles and the Puchacz syndicate for the first refusal on that glider.

Two questions were raised and these were whether there were plans for an Open Week and an Open Day to which there was an affirmative response.

Treasurer's Report

The published accounts had been circulated to the membership in advance of the meeting. Jeremy Knight explained that these contain the legally required amount of information but no more.

These accounts were unanimously accepted by the meeting with no questions for the treasurer.

The meeting was informed that the income is slightly down on a year on year basis due to a poor winter weather period last year reducing the amount of flying. However, the first quarter of the current financial year shows a significant improvement in the flying rate on the same period last year. While the average flight times remain the same this increase has been attributed to higher launch rates. Thanks were expressed to Stephen Ottner for his work on this during the Wednesday flying

The equipment cost for last year included £9000 for the build of the second winch.

The cash balance is in a healthy position and the second Puchacz has been acquired with the assistance of a low rate loan from the Philip Wills Trust.

While there are good reserves, there will be further work needed on the toilet roof and the launch point caravan needs to be replaced and we need to be able to consider other opportunistic purchases such as the second Puchacz.

With that in mind the committee proposed a change in membership and flying fees as follows:

Full membership - £335
Concessions - £280
Junior - £65
Trailer Parking - £170
Launch - £8.75
Junior Launch - £6.60
Flying - 32p per minute
Junior Flying - 24p per minute
Introductory Offer - £750
Trial Lesson Rates - Unchanged

Questions were raised as to why it was felt necessary to increase these fees. There have been no increases for a few years and we are falling behind inflation. Our rates are less than most other clubs and we wish to be able to implement the strategic plan. The committee does have concerns over the poorer infrastructure compared to others but apart from this we are running on the goodwill of members for maintenance for which we are progressively seeing less people with the

necessary skills. So we do need to be able to pay others to do some of the work so that our maintenance position becomes more preventative not on a "crisis" basis.

We do need to improve our facilities and that is not just the clubhouse but the launch point caravan and the appearance of the vehicles so that we do not appear "shoddy". To do so we can't just always dip into the reserves as we need to keep these for the opportunistic purchases. Therefore it was felt prudent to have a slight increase in prices now rather than a "sudden" leap at some future date.

It was asked if it was known what the increases would bring in over a year to which the answer was a rough estimate of £5000 which would equate to refinishing one of the glass gliders.

The increase was then proposed by Jeremy Knight, proposed by Jonathan Garner and carried unanimously.

CFI Report

Phil Morgan reported that he had attended a CFIs meeting at Lasham and highlighted statistics on incidents that have happened across the South East region. In 2016 there was 1 fatality, 2 minor injuries, 11 gliders incurred substantial damage and 13 incurred minor damage.

Often incidents are caused by distractions during rigging, during the launch and when flying. We are all capable of making errors and need to be aware of this.

An instructors meeting will be held soon but marginal final turns have been noted and will be dealt with by the duty instructor as will incidents of a wing drop on launch and failing to release. Wing tip runners have a responsibility to stop a launch if they feel any upward or downward pressure on the wing.

Under the EASA process we will be required to introduce an incident reporting book. Anyone will be able to enter details of anything they consider an issue and can do so anonymously.

At this point the meeting expressed their condolences to the family of Kay Draper who died whilst gliding.

On the plus side we now have a "new" Puchacz with a serviceable trailer and Phil is keen to promote expeditions and cross country flying. We can take the Puchacz to another club to learn aero towing although this needs to be limited to a maximum of two people at a time. He also stressed that expeditions are not solely for solo pilots.

It was suggested and agreed that there is a need for a club calendar of events to include the Open Day, expeditions etc.

On the instructor front, Chris Bessant and Nigel Burt have commenced Flight Instructor training and have both completed the "A" module. Phil will be looking to recruit new BIs. The "initial Flight Pilot" training has gone quiet. This role is a purely flying role with no instruction being given and the "P2" cannot use the controls. This would suit quite a few Trial Lessons where the individual just wants to experience the flight.

Finally we all need to take responsibility for progression and ask an instructor to assist with this once we have identified what we want to achieve.

Election of Officers

Apart from Nigel Burt all officers were willing to stand for re-election. Steve Barber has stood down as Treasurer but is willing to continue as a director.

The committee apart from the Treasurer and Secretary and the appointed positions were proposed and seconded en bloc by Jeremy Knight and Pete Smith. The Treasurer was proposed and seconded by Jonathan Garner and Pete Smith and the Secretary by Jeremy Knight and Jonathan Garner.

The committee therefore is:

Position	**Member**
Chairman (Director)	Jonathan Garner
Treasurer (Director and Company Secretary)	Jeremy Knight
CFI (Director) Appointed	**Philip Morgan**
Airfield officer (Director)	Colin Baines
Aircraft Officer	James Clarke
Publicity Officer (Director)	Stephen Ottner
Safety Officer (appointed)	Vacant
Equipment Officer	Roland Pantling
Secretary	Pete Smith
Director and Company Secretary	Steve Barber

A token presentation was made to Steve Barber as thanks for all the years he has undertaken as the Club Treasurer.

Proposals

No proposals were put forward.

Any Other Business

Stan Oram highlighted an issue which hinders the aim of increasing the launch rate. This is long briefings being given while sat in the glider at the launch point potentially blocking other launches. Any full briefing should be given away from the launch point and that at the glider should be a brief summary without compromising safety. The briefing needs to be tailored to the intended flight.

As we are a self-help club we need to be more efficient at setting up the field and most members are capable of doing this without waiting for the arrival of the duty instructor. It was acknowledged that not everyone can be on site all day these days and it was felt that it was acceptable to either arrive early to help with the set up and then be able to leave early or arrive later and then stay to help with the "packing up"

Further discussion was held on the subject of improving the launch rate including the need to retrieve gliders promptly after landing.

The issue of winch driver training was raised and it was stated that all solo pilots should be trained on winch driving but also those who are nearly solo can commence training. Some signing off can be done by a competent winch driver but the final sign off must be done by a winch master. There is a need to organise the training and this needs to be considered in the same light as flying progression.

The treasurer brought the members attention to the fact that it is time for membership renewals and a supply of forms was available. No one should fly after the 28th February without first completing a renewal form.

It was suggested the committee investigate the possibility of acquiring another container to store vehicles as there is the potential for damage to gliders with the present system of parking two in the hangar.

The second winch build is progressing well. The major items outstanding are the "panel", realign the engine and the cab which is nearing completion. It was commented that it will only have one drum but it was stated that we can always use one from the Skybrid when that is offline for maintenance. Colin continues to supervise the work and has a kit of parts to enable most of the work to be completed. In respect of the panel the intention is to have this the same as the Skybrid one. Thanks were expressed to all who've been involved with this.

It was noted that the trees on the west side of the airfield need looking at following the storm. Site security remains an issue with the gate being left open by persons unknown. It is planned to repair the entrance .

Thanks were expressed to all who have been involved with projects including the rebuild of the workshop, the toilet roof etc. Special thanks were given to Paul Prentice for the time he has given in arranging the parachute repacks.

Going forward Pete Smith has arranged for TPF Parachute Services to collect and repack the parachutes on a six monthly basis. Members can ask for their parachutes to be repacked alongside these and will need to make sure they are made available before each visit by the packer. The next time will be near the end of August.

Meeting closed at 2115hrs