



# Essex Gliding Club

## Committee Meeting Saturday 27<sup>th</sup> October 2018, 17.00hrs Ashen Village Hall.

### **Those present:**

John Whitwell, Allen Cherry, Bernard Parry, Will Burry, Steve Jessup, Alex Harris, Dave Hertzberg, (stand-in for Vince E). Apologies received from: Chris Read and Vince Earl

### **Minutes of previous meeting accepted with the following outstanding:-**

**The Astir** sale, known as the heavy Astir, agreed to leave until Spring 2019 to proceed with sale.

**Tug pilots** – Alex agreed to recruit 3 – 4 more tug pilots for next season with a view to establishing a full tug rota to cover every Saturday, Sunday & Wednesday throughout the 2019 season. See further tug details in the minutes following.

### **Opening remarks from Chairman John Whitwell. (A brief outline)**

Any organization has a life time and for that reason we as a gliding club need to be reinventing ourselves to deal with changing circumstances. Any new ideas from anyone in the club would be welcomed and if found suitable and appropriate, could then be implemented after full committee approval.

The Committee took the first steps towards establishing a FIVE YEAR STRATEGIC PLAN by carrying out a Strengths, Weaknesses, Opportunities and Threats analysis. The full 5 year plan will be completed and formulised for presentation at the AGM.

**The questionnaire feedback** from members was discussed in detail and found to be very helpful, keeping in mind that there were only 22 responses received out of a possible 49 current members. *The committee were extremely concerned by the very poor response numbers, and by the response to the question concerning 'renewal' – 8 respondents said that they would not, or are unlikely to renew next year.*

The main items requiring attention - Launch point organization, increased launch rate, visitor flying (see later), members under training pre & post solo, plus better communication with all members. These issues and others covered later.

**Meetings** – There should be more members meetings.

It is essential that more club meetings are held to keep members informed and to involve them more fully in the running of their club. A meeting of all members was proposed for circa 17<sup>th</sup> November (exact date to be confirmed.) It would start at 16.00 to follow flying and consist primarily of: Members to Committee question and answer session, discussion of the Members Questionnaire feedback with the Committee seeking clarification of Members views.



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## Treasurers report – Allen C

Club financial status has not changed much since our last meeting. Allowing for current expenditure due, club balance is £49,737.26. This has been achieved despite flying fee income down 25% on last year, avgas costs up 22% & propane purchases down 16% due to 266 less launches over the same period. Allen also provided a breakdown of Pawnee tug costs to reveal that the 'fixed' servicing costs (excluding insurance) per flight is £20.25, and the additional costs of the AVGAS amortised over the number of flights makes the cost per flight £46.05.

It may be necessary for aero tow charges to be revised at some time in the future. Copy of account & Pawnee cost attached separately.

## CFI Report - Alex

**Pawnee**, whilst a lovely aircraft to fly and very good for aero towing it is a single seater, noisy, very thirsty on fuel, expensive to run & maintain.

A better solution would be an SF28 Falke, adequate for aero towing, economical, low maintenance cost & it is a two seater. This would allow extensive training, especially in the area of field landing and approach landing practice. The possibility of selling the Pawnee and acquiring an SF28 to be investigated further.

**More tug pilots** to be recruited for next season as explained earlier.

A new single seater glider to complete the club range available to post solo members. Ideal would be an ASW 15, possibility to be investigated.

**Instructor meetings** are held 2- 3 times per year to ensure all instructors are familiar with any new regulations and/or BGA/Club issues.

**Students must** abide by preflight checks CBSIFTCBE, the canopy should NOT be left open whilst completing checks. Preflight checks not carried out in the correct order leaves the possibility of errors.

All pilots should be aware of "Threats of the Day", notes were provided about this, any doubts please ask. Training refresher course, ask Alex or any instructor if you need a little extra training on a particular aspect of gliding or having a complete refresher course.

### **General – Launch rates.**

To avoid unnecessary holdups, if two cables are available then two gliders should be ready to launch.

Once the 1<sup>st</sup> glider has launched, when safe to do so, the 2<sup>nd</sup> glider should be launched with the aim of being launched before the 1<sup>st</sup> glider lands.

Along with an alert retrieve ground crew, hopefully a much improved launch rate can be achieved.

In addition – All prolonged briefings should be carried out at the control point NOT in the aircraft.

Members that need airfield operation training , i.e. safe retrieving, glider towing, wing launching, control and flying log etc.... Please ask the duty instructor.



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**Alex considering** a club outing to fly somewhere nice during Feb/Mar 2019, location to be confirmed.

**PW6 accident** – Many thanks to those that were present and helped to implement the correct procedures quickly and efficiently, along with caring for a very upset pilot and transferring him to hospital for a check up.

**Alex will** be much more available over the winter period so please email or phone if you need any help or advice.

## **Will – Winch report.**

Winch suffering from slight head gasket leak – to be overhauled during the winter break.

## **Dave H**

– Overall view of the Taster Day was that it succeeded in its aims and another one should be held on the 27<sup>th</sup>/28<sup>th</sup> April 2019. Some areas need better organization, allocating visitors time slots and with numbers to ensure everyone are dealt with fairly. Visitors should be transported or accompanied by a club member when going on the airfield for their flight. Dave H offered to make arrangements.

## **Steve J – Planning**

To proceed Steve needs to hold a meeting with BDC to discuss the proposals. Initial cost of £300 for the meeting, plus a further payment of £485 for planning. Committee decided unanimously for the proposal meeting to go ahead once Steve has completed his presentation paperwork and submitted it to the committee for final approval. This relates to the long term planning of club improvements to the club's facilities.

## **Bernard P – Vouchers, sales, organization**

Voucher sales holding up well and providing a substantial amount of income to the club. However changes are required to make all visitor and friends/family launches by aero tow ONLY.

This will have the effect of freeing the winch up for **members only** and thus overcome the complaints about visitors clogging up the system, something I have been well aware of for some time.

Of course this depends upon a ready supply of tug pilots which is required to be in place for next season.

There will be new vouchers and pricing as follows:

Bronze with 2000ft AT approx. flying time 15 minutes, £90.

Sliver with 3000ft AT approx. flying time 30 minutes, £125

Gold with 5000ft AT approx. flying time 60 minutes, £225

New voucher:-

Aerobatic Experience 3000ft AT a series of aerobatic manoeuvres, £350 (may be revised)



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As of the 1<sup>st</sup> of December 2018 Tony Brook will be taking over the sales & organization of visitor vouchers.

## **AOB**

Items for next meeting.

One flying course for 2019 with four students and two instructors.

Possibility of a pilot development week.

Meeting ended 20.45 hrs 27.10.2018

Minutes by Bernard Parry, secretary.