

Lasham Gliding Society Committee of Management

Meeting held at Lasham Aerodrome on
17th February 2008 at 15:00.

Minutes

Present:	Richard Moyse	RM	LGS Chairman
	Chris Sterritt	CS	LGS Vice Chairman
	Chris Lewis	CL	LGS
	David Bowtell	DB	LGS
	John Carpenter	JC	LGS
	John McCullagh	JM	LGS
	Jon von der Heyden	JH	LGS Honorary Treasurer
	Colin Watt	CW	LGS DCFI
	Alastair Mackinnon	AM	LGS Exec Manager / Secretary
	Tim Dews	TD	Airborne Composites (item 5 only)
	Ken Summers	KS	S&H Chairman (item 6 only)

1. Apologies for Absence

Gordon MacDonald (GM)

2. Approval of minutes (last meeting)

These were approved.

3. Matters Arising

None not already on the agenda

4. Recent Decisions

No significant decisions had been taken by the committee since the last meeting.

5. Glider Repairer

Tim Dews presented a proposal for relocating Airborne Composites to Lasham and this was discussed at length. It was noted that the company's emphasis was on glider repair but that there would also be the option of general maintenance of the LGS fleet and members' machines. TD emphasised his wish to concentrate on quality rather than quantity.

TD expressed a wish for a new hangar on the south side of the airfield facing north; it was noted that this might be possible to the south west of the existing Black hangar. Alternatively, the building

could replace the Black hangar. Funding options were discussed.

The committee was agreed that this proposal was of considerable interest and further agreed that the Development Committee should be involved in the discussions.

RM

6. Surrey & Hants

A proposal from Surrey & Hants for the transfer of their assets to LGS was discussed at length. It was pointed out that it was not possible for the committee to make promises 'in perpetuity' and that the proposal was therefore not acceptable in its current form. The committee was in agreement with the aims of the agreement as proposed, however.

In a lengthy discussion, KS reported that for legal reasons it might not be practical for the North Downs Trust to lend the existing gliders to LGS in the long term; there were also issues with Surrey & Hants membership if the club was to continue as a separate body. It was noted that whatever proposal might be agreed between the S&H and LGS committees, it would need to be accepted by the S&H membership as a whole.

It was agreed that KS would investigate the legal situation further, while LGS would come up with an alternative form of words which would share the aims of the proposal but which would be acceptable to LGS.

**KS
AM**

7. Financial Report

AM presented the figures for December, which were acceptable. He regretted that, due to a software problem, the January figures were not available as had been intended. CL reported that the reports he had produced for January looked encouraging.

Renewals were noted to be below the previous year's levels and AM will send a reminder e-mail.

AM

8. Manager's Report

AM reported that the launchpoint bus had caught fire and that, following an inspection by Dave Dripps, he had decided that the bus should be replaced.

There was a discussion about the type of vehicle which should be purchased; CW felt that improved briefing facilities were important and DB felt that the new vehicle should not necessarily be self propelled as a trailer could be towed by any of the available vehicles, thus simplifying the mechanical issues and giving more flexibility in the event of a mechanical breakdown. AM reported that some double decker buses were cheaper than offices on wheels and that he had already been offered more than one around the £2,000 mark which would appear to do the job. AM felt that, if a bus was to be

purchased, it should be fitted out as simply as possible and in such a way that the fittings could be easily moved to another vehicle.

The committee agreed that AM should attempt to obtain a double deck bus; it was further agreed that more could be spent if necessary to buy the right vehicle.

AM

RM reported that Wally Kahn had suggested that the Lasham Trust might like to provide a new bus. It was agreed that as this was a replacement item it should be the responsibility of LGS. It was further noted that as the original bus had been donated in memory of Tina Render, this should be acknowledged on the new bus.

AM reported that Southdown had indicated that they would be replacing the Nissan hut with a new glider workshop shortly. Permission had been granted by the Society in 2003.

AM reported that it was intended to install red flashing stop lights on the perimeter track south of the 27 threshold to warn people coming from the south caravan park of imminent large jet movements. Another strobe would also be installed on the roof of Rorke's Drift. Who would pay for the work was yet to be agreed.

AM reported that he would shortly be meeting with the planning authority to discuss a possible Gate Guardian, the removal of the old runways, caravan colours and Permitted Development at aerodromes.

AM expressed concern that while the committee had agreed to a set of rules for powered aircraft, there seemed to be some confusion as to which aircraft were affected by these rules. The proliferation of SLMGs which had hidden engines was likely to increase in the futures. After some discussion about where the line should be drawn, JM suggested that aircraft where the propeller completely folded away could be considered gliders, while aircraft where the propeller did not fold away (e.g. the Grob 109 motorglider) should be considered powered aircraft and subject to the powered aircraft rules. It was agreed that AM would take this proposal to the Flying Committee.

AM

AM reported that the contractors for the south side caravan site had high voltage expertise and had proposed a solution to the long running and wasteful situation on the south side. The proposal was to replace the three high voltage transformers with a single new transformer located in the existing brick building; the cost would be around £15,000 which was half the previous lowest quote. It was agreed that this work should be done.

AM

AM reported that the replacement for Aerolog had been delayed and that Cecil had suggested installing it during the summer months. It was agreed that it would be better to delay this until the end of the season.

AM reported that the replacement of the office server had been disappointingly disruptive and that there were still some matters outstanding.

AM reported that the disabled hoist which belonged to Mike Miller-Smith was not available and that he felt it would be appropriate for the society to buy one at a cost of around £3,500. It was suggested that the Lasham Trust might like to consider assisting with this and AM will approach Wally Kahn.

AM

AM reported that the simulator, which had been due for an upgrade anyway, had expired and that a new PC would be needed at a cost of approximately £2,000. This was agreed.

AM

AM reported that LGS would have a good presence at the Farnborough Airshow and that the BGA simulator would also be there.

9. CFI report

RM updated the committee on the CFI recruitment process. It was noted that some restructuring was considered appropriate; it was intended that CW would take on the role of Acting CFI until the end of September and that appropriate Deputy CFIs would be appointed. GM wished to change his working week and would take charge of glider engineering.

**RM
CW
GM**

CW reported that the BBC K21 had been positioned at Lasham and was available for a temporary period.

CW reported that the Duo 775 was in Jaca and it would be joined by the DG1000 776 and the K21 431. The trip was due to start on 26th February and was fully booked.

CW reported that the Falke had been grounded by an AD on the gearbox. The gearbox had been dispatched to Germany for modification and it was hoped that it would return quickly.

CW noted that the new Grob 109 was being well used.

CW reported that the retrieve winch was being used for signalling in place of the bus.

CW reported that 7 new possible BIs had been identified. There were a number of instructor renewals outstanding.

10. Engineering Update

AM updated the committee on the status of the tugs.

CW reported that the engineering team was holding its head above

water with regard to glider maintenance. The main problems related to availability of spare parts.

11. Caravan Site Update

RM reported that the main digging work would start on 24th Feb.

12. Qualifying Grand Prix

It was noted that the LGS bid was expected to have been successful and that this would be confirmed after 1st March. An initial meeting to discuss the arrangements had been proposed for 8th March but this was to be changed to 9th March.

CS volunteered to act as the CoM's representative in the organising of the event.

CS

13. Winches

A report from Dave Dripps was noted.

14. Think Tank

AM had (at JC's request) produced a revised copy of JC's notes following comments from various people; it was agreed that an abbreviated version should be produced to general distribution.

AM

15. Rule Amendments

AM said that rule 38, concerning the sale of intoxicating liquor, should be deleted in its entirety as it related to out of date legislation and was being ignored. He also noted that GM had expressed the wish that the rule relating to the role of the CFI, which had been removed at the last rule review, should be reinstated.

RM

16. Prizes for 2007

The Roy Wensley-Smith Trophy, for an outstanding contribution to the Society in a non-flying capacity, was discussed. It was noted that there were several people who had contributed greatly and who could be considered for the award.

After discussion, the committee was unanimous in awarding the trophy to

17. Playground

It was agreed that the swings would need to be updated for Health and Safety reasons; CS will assemble a proposal for new equipment.

CS

18. Any Other Business

None

19. Date of Next Meeting

Friday 28th March at 6pm