

# Lasham Gliding Society Committee of Management

Meeting held at Lasham Aerodrome on  
16<sup>th</sup> May 2008 at 6 pm.

## Minutes

Present:	Chris Lewis	CL	LGS Chairman
	Chris Sterritt	CS	LGS Vice Chairman
	David Bowtell	DB	LGS
	John McCullagh	JM	LGS
	Richard Taylor	RT	LGS
	Colin Watt	CW	LGS CFI
	Alastair Mackinnon	AM	LGS Exec Manager / Secretary

### 1. Apologies for Absence

None

### 2. Approval of minutes (last meeting)

These were approved.

### 3. Matters Arising

CS asked about the bookcase planned for the corridor. AM said that this should be deferred until a decision had been made on possible changes to the corridor and office hatch.

### 4. Recent Decisions

It was noted that a further discussion had been held with the caterer regarding the low level of activity in April and it was agreed that a small loan could be made in the event that activity failed to recover in May.

It was further agreed that rental on the kitchen, which had been due to start in June, should be waived for the next year.

JM asked what level of expenditure would normally be referred to the committee as he had been surprised to note that the Norrie Hangar door had been electrified. AM reported that he had electrified the door as it had been previously damaged due to the door not being fully opened and further damage could be expected, particularly if a double decker bus was to be used. He also regarded the door as a health and safety issue. It was noted that this had cost less than £1,000.

It was agreed that AM would refer non-essential spend of over

**AM**

£1,000 to the committee.

## 5. Financial Report

AM reported that the flying activity in April was well down, both on budget and the previous year. It was agreed that this was primarily a weather issue. Membership was also down.

It was noted that costs were generally running below budget.

The amount spent on Paypal was discussed; it was noted that this would decrease when Direct Debit became available towards the end of 2008.

JM noted that e-mail which had been sent to the committee concerning spreading the risk relating to savings. AM said he felt that the auditor had been correct in saying that the failure of a clearing bank was extremely unlikely to be permitted; however, he was talking to alternative banks to hold some of the Society's savings.

**AM**

## 6. CFI Report

CW noted that despite the low activity levels, April had felt busy. G Dale had now joined as a DCFI alongside John Simmonds.

Luke Roberts would start shortly as the Staff Tug Pilot.

CW noted that the CEO of Farnborough was coming to meet with AM and CW; it was felt that CS and CL could also be present.

**AM CW  
CL CS**

CW reported that Instructor Renewals were in progress.

CW reported that he and AM were reviewing the RT procedures at the launchpoint to ensure that only acceptable phraseology was used.

**CW  
AM**

CW reported that the retrieve winch was working well. DB agreed.

CW noted that a new Tugmaster was still needed, and that a job description would be prepared. It was noted that part of the Tugmaster's role would be easier to fulfil if tug pilots could put themselves on the rota online rather than having to use a piece of paper in the Brown Elephant.

RT felt that the website could benefit from a review as many core items such as online booking, members' accounts and communications could be resolved by a modern web presence.

CS cautioned that some of the reason for the success of the smaller groups was because of their independent nature, giving a sense of a smaller gliding club. It was important not to attempt to control such groups. RT felt that the website role should be that of facilitation.

AM expressed concern over the amount of inaccurate information being presented as fact on the One List; as a member of staff he was not supposed to post to the list and he was not, therefore, in a position to correct such statements. It was noted that the One List had a wide audience of non-members, including the CAA. It was also noted that it was not an 'official' LGS mailing list.

DB asked CW about the prop damage on the Grob 109. It was noted that some members did not have the strength to pull the 109 clear of the bad ground in front of the hangar and prop repairs were expensive; accordingly, AM will investigate resealing the tarmac area by the hangar.

**AM**

It was further noted that run-ups should not take place near the cross runways as these were stony areas.

**CW**

## **7. Manager's Report**

AM reported on a member who had ignored a letter sent to him about what was acceptable on his caravan site. He wondered what action the committee felt was appropriate; he did not feel that the latest incident could be ignored. It was noted that the member was currently in violation of occupancy rules as well.

It was agreed that AM should write to the member concerned explaining that full compliance with the rules would be expected by the end of September or his site licence would be terminated.

**AM**

AM reported that Adrian Emck and Colin Jackson had developed a new cushion as a result of the research they had been doing on pilot comfort in the simulator and that they would like to sell the cushion as the 'Lasham Cushion'. It was agreed that as long as there was no implication that LGS was directly involved with the cushion, the committee had no objection to this. It was suggested that such cushions could be provided for the K13s at cost.

**AM**

AM reported that the proposed tenants for the south side hangar had met to discuss their proposed design and drawings were awaited. In the meantime, the existing Black Hangar tenant had asked if a short extension to the lease would be possible; AM had explained that this was unlikely to fit with the Society's plans but that he would keep the tenant informed.

AM noted that following repairs to the alternator, the new bus would enter service in the next week. Fitting out of the bus would take place over a period of some time.

## **15. Air Experience Flights**

The idea of offering a free winch launch to encourage Day Air Experience flight customers to make use of their three months

membership was discussed. It was agreed that this could be a very effective way of increasing the take-up rate. The issue of log books, rather than certificates, for appropriate customers was also considered.

The benefits of a 'meet and greet' scheme as proposed by Sandy Hawkyard were discussed. It was noted that the success of such a scheme was heavily dependent on enough suitable volunteers. DB wondered if older retired instructors might be appropriate.

It was agreed to refer the subject to the marketing committee.

(RT left the meeting)

RT  
AM  
CL

## **8. South Side Caravan Park**

It was noted that the erection of log cabins had started.

The cost of the concrete bases was discussed. The estimate a year ago had been £500 for a caravan base and £1,000 for a log cabin base. In practice these were working out at £1,000/£2,000 (or more, depending on the subcontractor used) due to the significant increase in the cost of concrete.

It was agreed that members should pay the same irrespective of the subcontractor. It was further agreed that charging members the full amount would not be taken well by some people.

CL suggested that the Society should subsidise the cost of the bases and that members should be charged £750/£1,500. This was agreed.

AM

## **9. Aerotow Costs**

AM noted that the cost of AVGAS had risen significantly since the budgets and prices had been set for the year. He felt that it would be appropriate to increase tug hire and aerotow launch figures to reflect this.

The committee agreed that the basic aerotow charge would increase from £27 to £29 and the hourly tug hire rate from £115 to £126.

AM

## **10. Tug Maintenance**

AM reported on tug maintenance; it was noted that enough tugs were generally available.

AM reported on the situation regarding possible engineer recruitment.

CW noted that the K13 which had been blown over was still with the repairers and this had taken longer than expected. It was hoped that the glider would return shortly.

AM requested copies of all accident reports which were produced.

**CW**

#### **11. Junior Flying**

DB asked whether it was possible for a junior to be overseen by a parent who was a social member. It was agreed that this was acceptable, as the prime purpose of supervision was in relation to Child Protection issues.

It was noted that the minimum age of passengers was 11 or as agreed by the CFI.

#### **12. Ground Equipment**

It was generally agreed that the new tractor and mower had proved an immediate success, with an improved cut quality and greatly improved cutting speed.

The committee agreed to buy a roller for approximately £2,000 + VAT.

**AM**

It was noted that the Gators had been placarded to encourage members to take care of the gearboxes.

#### **13. Capital Projects**

AM reported that he had made some progress on plugging in likely costs to the spreadsheet and he will distribute it shortly.

**AM**

#### **14. Qualifying Grand Prix**

AM presented a 'first draft' spreadsheet produced by Shaun Lapworth with approximate costs and income. It projected a cost of under £5,000 for the public day but AM cautioned that all the figures should be regarded as extremely approximate.

AM reported that the flying display seemed to be coming together nicely, which CS agreed with.

AM reported that after expressing concern about the event initially, the CAA had proved most helpful and constructive concerning the application to run the air display.

JM suggested that entries should go in the calendars of all aviation magazines.

**AM**

#### **16. Magazine**

The committee felt that more people should make a contribution to the magazine. AM felt that it would be good to resurrect the Editorial meetings which Nan Worrell used to run as it prevented overlap

between articles. It was agreed that AM should expand his writing to talk about more of what had been going on.

#### **17. Any Other Business**

CL asked about the role of the shop. It was agreed that AM, CL and Sandy Hawkyard should get together to discuss the future.

**AM**  
**CL**

Private use of company vehicles: it was agreed that it was not appropriate for staff to use company vehicles for getting round the airfield in their own time.

**AM**

CS asked about two caravans. It was agreed that the eviction process would start in both cases; AM explained that this was not a quick process but it had to be followed carefully.

**AM**

DB asked whether the Society should join the National Farmers' Union; the committee was undecided and DB gave the literature to AM for his consideration.

**AM**

#### **18. Date of Next Meeting**

Friday 20<sup>th</sup> June at 6pm.