

Lasham Gliding Society Committee of Management

Meeting held at Lasham Airfield on
26th June 2009 at 6 pm.

Minutes

Present:	Chris Lewis	CL	LGS Chairman
	Chris Sterritt	CS	Vice Chairman
	David Bowtell	DB	LGS
	John McCullagh	JM	LGS
	Colin Jackson	CJ	LGS
	Colin Watt	CW	LGS CFI
	Ray Partridge	RP	LGS Honorary Treasurer
	Richard Moyse	RM	LGS Exec Manager / Secretary

1. Apologies for Absence

Steve Jones SJ LGS

2. Approval of Minutes (last meeting)

These were approved.

3. Matters Arising

None

4. Airspace Update

Gordon Macdonald Joined as LGS airspace representative and gave the following update;

TAG Farnborough have applied for additional movements to the local Authority.

We have a good relationship with them but they realise we will object. There are many other operational issues to be resolved before the CAA give permission but the best route for us to is reach an agreement with them on the use of local airspace.

GM believes that Southampton is a much greater threat and this is being dealt with largely by Peter Reading at present.

GM is to set up a meeting with Southampton.

Odiham is set to stay for at least 10 years but will extensively be used in the 2012 Olympics giving us big problems.

GM also reported that several sections of airspace in the south and around Lasham could be released but would cost about £6K. The CoM agreed we would explore sharing this with other clubs in the region accepting we have the greatest use.

CJ asked GM about the BDFA's plans. GM stated he is now CFI for BDFA and they planned to base an aircraft at Blackbush. The BDFA power instructor is now booked on a PPL to glider solo course to improve his understanding of Lasham. It was agreed that CW, GM, RM, and Mike Miller-Smith(BDFA) to set up a formal agreement.

5. Manager's Report

Staff

RM reported that it was hard to maintain the level of service with existing flying and ground staff. It was suggested a summer part-time winch driver/ grounds person should be employed to allow Val to mix winch driving with instructing and cover Keith's partial retirement.

Winches

New winches/problems fixed and winches now paid for

Engineering

K21 being repaired again after a landing accident
Pawnee continues with hard work by Joe and Brenda Priddel
GM now working part time

Southside electrics

Hawkins have installed new transformer in LM20 all working.

Insurance Renewed

Flying insurance down by about £10k on last year with a premium of around £112k

Caravans Site

Fence completed to North caravan site along Avenue Rd.
Touring caravans have all now been moved from unapproved locations

Hangar Entrance

It was agreed to shelve the tarmac to the main hangar entrance as price had gone up too much. It was also felt an unwise use of funds at present

Black Hangar

We have been approached by aircraft breakers to store two airliner fuselages in the black hangar. CoM agreed to allow this for 6 months and RM to liaise with Development Committee
RM in discussion with Steve Gerrish from ATC regarding allowing more airliner breaking.

Trailers

RM has had scrap trailers and cars removed. All trailers now accounted for although some members still do not attach their stickers.

Clubhouse

Corridor and lobby area woodwork to be repainted before comps. RM to get quotes for corridor ceiling to do in the winter.

6. Financial

Following last months improvements to the Management accounts RM and CoM are happy that the information gives an accurate view of the situation.

CJ requested a copy of the monthly budget breakdown as RM did not have this and JM agreed to supply this

Year to date is overall ahead of budget but it was felt considering the good weather we should have greater activity.

The effects of the recession are shown by low numbers of evening trial lesson groups and the number of pupils at weekends.

7. CFI's Report

CW reported a good expedition to Sisteron with continuous flying.
DG1000T - 45 damaged by stupidity while being towed downhill without a nose walker.

CW intends to clamp down on this practice with is too frequent
K21 . 778 was badly damaged by a reciprocal member from another club who then failed to report the damage.

John Simmons has now obtained an accident statement from the culprit and RM is pursuing his medical and membership documents from his home club, to allow further action.

The collision with the RAF and Henry Freeborn is under investigation by AAIB and an RAF panel

Both have visited Lasham. Rory Condon, a young Lasham member, was commended for his swift action in alerting the emergency agencies and his high quality statement.

The AAIB have thanked the many Lasham pilots who sent in logger traces and statements.

8. Single Seater Com

Gareth James (GJ) joined the meeting as Single seater Com Treasurer.

His job is to make the single seater books balance since the commitment LGS made to the North Downs trust to continue operating the single seaters. DG300 is now sold leaving 3 Discus and 3 Grob 102 ϕ .

2007-08 income was £20k with a spend of £24k

2008-9 budgets show a 15% rise in income with a £7k Loss.

JM asked about depreciation. RP explained that the whole fleet is depreciated to zero.

The Single Seater Com thinks that a proportion of the LGS member subs should be allocated to the single seater budget to produce a balanced budget which does not rely solely on unpredictable flying income.

JM said that S&H were losing money before the takeover but effectively their utilisation has been rising since the takeover.

RP pointed out that one reason for the loss was the scrapping of the separate S&H subscription to encourage utilisation. There are many LGS members who join in order to fly the single seaters, perhaps their subscription could go to the single seater budget.

CJ agreed we need to look at the entire fleet costs and decide what the whole fleet should look like.

GJ pointed out that LGS has £54k cash plus the proceeds of sale of the DG300, in reserve which could be used for enhancement of the equipment and fleet.

There was also money from the Tecknam light aircraft donated and then sold that could help.

CS and DB felt we need to look at closing the budget deficit of the fleet as a whole.

CL pointed out by default the members were already subsidising the single seaters, the discussion is over how to account for this.

CW thinks we should abolish the 2hr maximum charge or move it up to 3 or 5 hours.

Decision was that the flying Com and GJ should look at the whole fleet again.

9. Sub- Committees

a. IT

Website

CL Obtaining Quotes

CL

Electronic Logging

Good meeting to discuss launch point logging with Cecil Ricardo (Datamodus), Phil Dillnut (LGS project manager) RM and Mike Borrowdale(LGS IT Com).

Both ideas from CR and MB where amalgamated and trials to take place soon.

CL assured CJ that a prototype would be tested in mid July as well as a draft functional specification being provided. The objective would be to check if the requirements had been fully understood and if modifications to the specification needed to be made. The final system would then be priced and, if acceptable, built to the agreed spec.

b. Marketing

Mike Wilde continuing to arrange attendances at shows. David McCarthy took 620 to the Goodwood breakfast club with great success and is to repeat.

RM to take a vintage Glider to the Alton Victorian Cricket day.
2008-2009 Marketing budget nearly used.

c. Social.

Arrangements underway for 4th July party. Some of Social Com to step down after this event.

e. Airfield Development

Engineers are now working on the Omaramar hangar design.

RM to look at SWAPSS tenancy with a view to resolving the situation.

f) Caravans

No report

10. Any Other Business

a) CJ Requested that RM should identify areas where we could save costs quickly if we found ourselves losing money again.

CL warned against looking inwardly.

RM agreed we should be ready with contingency plans at all time

It was agreed that CJ's proposed action would take place.

10. Date of Next Meetings

Friday 24th July 6pm

Friday 28th August 6pm