



MONEY MATTERS...

As many of you know the club income is divided into two accounts, **Subscriptions** (Britannia Building Society) & **Current Account** (HSBC Bank). This way we can separate capital expenses from day to day running costs.

Subscription Account:

All subscriptions, except £1 TVAC and £9 Aviators social club are paid into this account and held for updating the club fleet, buildings, vehicles etc. It also acts as a reserve for the current account, (This has not been necessary since 1994, but I am afraid it will be required this year). In order to keep aero – tow charges affordable, TVAC has also drawn on this account when needed averaging £1,750 a year over the 18 years of operating.

In 1999 it was decided that the glider hangar would need replacing in the future, (estimated then at £50,000), so a hangar fund was started with 20% of subscriptions. This fund now stands at £15,500 after 8 years. Also included in this account we hold an insurance fund, (£8,000 transferred from the current account), to cover the K6e and K13 as they are only insured third party. Recent drawings from the Subscription account has included £20,000 in 2004/2005 for the Grob Acro, £10,000 towards a new engine for the Pawnee (loan to TVAC), £4,250 in 2006 for the K6e and £1,500 for the Astir trailer.

The Subscription Account as at 31 st December 2006;	Hangar fund £15,500
	Insurance £8,000
	Available balance <u>£7,879</u>
	£31,379

I feel that the hangar fund should continue to grow for the future and not be used for operational expenses and of course, the insurance fund must be held for the K6e and K13.

Current Account

All the remaining income, launch fees (winch), glider hire (soaring fees), Temporary membership fees, group evening flying, voucher sales and parking fees go into the current account and normally cover our operational expenses. However last year 2006, saw a rise in glider insurance of 67%, an increase of £5,400 covering five gliders only instead of six previously. It was calculated by increasing the fees (launch, soaring, parking and temporary membership etc) in June, it would cover this rise. Unfortunately this did not happen due mainly to a drop in group flying evenings (only one last year); these have amounted to over £2,000 in previous years. Individual temporary membership voucher sales were down, hours and launches also fell. December weather didn't help with only five flying days instead of the usual ten. This left us with a current balance at 31st December 2006 of just over £1,000.

Funds required by the end of February 2007;	Insurance 3 months £3,510
	BGA Instructor renewal fees £630
	Launch Rope £940
	TVAC hire (Grob / Puchacz) <u>£750</u>
	£5,830

Hence the need to draw on the subscription account.

Over previous years this method has enabled the club to grow and maintain a good financial position; however with rising costs and to keep flying fees at a reasonable level, it may be necessary in the future to draw more on the subscription account for day to day running costs.

Hopefully with the addition of the new signs on the airfield, web site and vouchers via Pay Pal we can generate more interest from the public and attract more group flying to utilise our equipment to the full.

The clubs monthly income, expenditure and balances are always available to view in the committee meeting minutes held in the office.

Peter Holland, Hon. Treasurer.

Trent Valley Gliding Club Annual Dinner

To be held at the White Heather, Caenby Corner
Friday 23rd March 7pm for 7.30pm

Music by 'Déjà vu' | £22.00 per person

Please let Vin Marchant, Peter Bellham or Alan Spencer know the number of tickets and your choice of menu as soon as possible.

Menu:

Soup or Drawn Cocktail

Carvery with a choice of meats (or Vegetarian option)

TVGC Newsletter

www.tvgc.freeserve.co.uk

February 2007

THE CHAIRMAN'S MESSAGE...

Hi to all members and A Very Happy New Year.

As some of you are probably aware, I have received an anonymous letter with observations being made on various issues. I am afraid I am not prepared to answer such letters without a name, but if the person or persons wish to speak to me privately, I am happy to do so.

With the soaring season nearly upon us, it is most important that we all keep current, and whilst the flights are still £5 per launch, please take this opportunity to fly more. We have lost so many flying days owing to the poor weather, and our income is down so, therefore, it is most important that on good days we must fly as much as possible and start as early as we can.

Regarding finances, contrary to rumours, this Club is financially very sound, with all bills being paid as and when they arrive and, as you will see from our Treasurer's report, we have over £30,000 plus in the bank. Compared to most Clubs we are (financially) in heaven. I hope this answers your questions. Regarding the field, we are in a 'catch 22' situation, if we don't fly we have no income, if we do fly we tend to do more damage to the field.

I can assure all members that when we get an improvement in the weather, we will commence repairs on the field.

With regard to the catering, there are plenty of meals where members can just put the food into the microwave when there is no cook or chef available (this is not rocket science!!), but please REMEMBER to put the money in the box. It certainly has

TRENT VALLEY



GLIDING CLUB

been a great success since we have modernised the kitchen and we have made a considerable amount of money with all your participation in the lunches we provide.

During the forthcoming summer, I hope to organise a pig roast and later in the year a summer dinner event with possible entertainment. Now that the new bar has been built, I am pleased to say that we are making a profit - this can only be good news for the Club.

Regarding comments about the Duty Pilot and Log keeper, I can assure the Club that both myself, the CFI and Committee members are most concerned when members do not turn up to do their duties – you can take a horse to water, but you can't make it drink! I therefore ask all members that if you cannot complete your duty day, **please ring the next person on the list to do a swap.**

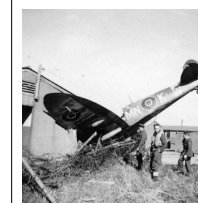
I would like to ask members for some help. The painting on the hangar floor needs completing and the site requires tidying up. The workshop also needs a good 'clean out' – do remember that when you have used it, please leave it tidy for the next person. Would members with trailers please have a word with Ted as he has volunteered to tidy the trailer park up, as we are now spread well out and this needs to be closed down to improve parking space.

Dinner Dance – This year Bob is organising the Dinner Dance to be held at the 'White Heather' at Caenby Corner. I would like to ask you all to support this event, as we do have a superb menu and a very good live band.

Finally, can we all ensure that the gliders are cleaned, washed down and that particular attention is paid to the cleaning of the canopies - dirty canopies are extremely dangerous - and ensure that the covers are fitted on last thing at night.

I would like to take this opportunity to thank the CFI, all the instructors and the Committee for the great job they do and thank all the members for the support they give to me.

Vin Marchant, Chairman.



SAFETY CORNER

It is clear in the case of most accidents that whereas we can usually

identify the primary cause, there is also some particular set of circumstances without which the primary cause would not have occurred or would not have had unhappy consequences. When flying, instincts of self preservation –reinforced by training – ensure that we all behave responsibly and are fully alert to the eventualities which might occur.

Not so on the ground. We are less alert to the need to assist in the management of flying activities to ensure that gliders landing or taking off are not placed in jeopardy by sloppy control of the airfield. That is when we create the circumstances which give rise to accidents.

I mention several particular persistent problems.

1. We still do not always radio the winch to inform the winch driver of the glider type and crew. (cont'd on p2)



FLYING MATTERS FROM THE CFI...

Well it's off to another year where we have to be optimistic that the weather will play ball and give us "one of those Summers" that we won't forget. The weather certainly owes us one now. And congratulations on another 16 year old glider pilot of that of Andrew Boneheyo, a good start to the new year.

As the winter period comes to an end and hopefully all have done the annual checks we should be ready for the first soaring of the year although that seems to have been achieved already in the K6e. Please do not be complacent about the possibility of launch failures, always keep in your mind that there should be no surprise about a cable failure, the surprise is getting to the launch height, and that includes the aerotow.

I hope you all benefited on the "descend on tow" exercise. This was an exercise that was not only new for solo pilots but also new to some instructors and tug pilots. At least we all know now what to do so improves mutual tuggy/Glider pilot confidence.

Having attended a CFI seminar on 27/1/06, the recent emphasis on Winch launch failures by the BGA has now shown reduction in incidences. The next emphasis is on Lookout, good circuit planning and approach control, stalling and spinning is also a concern but this is linked into low down manoeuvres, eg bad circuits. **Remember when established in the circuit you are then committed to land.**

Unfortunately both Robin Hood and Humberside are seeking Class D Airspace which we are not going to prevent. Humberside will come within 2 miles to the east of the airfield but we will be seeking a "Letter of agreement" to have a buffer zone as far as the Ancholme (Brandy Wharf will be in this zone if you like Cider), This will extend up to FL65, maybe we will call this the Cider Zone. Robin Hood on the other hand will almost certainly have Class D above us at FL75. An LOA with notification to allow us to go into this would be good but I'm not holding my breath. So all in all get to know your QFE from your QNH and your 1013.2. You will need to know this even for local soaring.

Now some good news the BGA have now announced that there is to be a "configuration for landing" check or PLC (pre landing check) and, guess what:- its WULF. TVGC is ahead of the game and we have already introduced it. Although by the amount of wheel up landing we aren't all doing it but I'm sure it will improve (I don't like paperwork). Its also been decided that the cable release is to be held on the early part of launches to enable rapid release in the event of a wing down, this is yet to be officiated so watch the Notice boards. Just a note please read the Notice boards at every visit to the club. There maybe important information.

Dates for your Diary

- Red Arrows at Kirton 27th February 1455-1535 local
- Sunday 4th March at 1400 if no flying or 1800 if flying Instructors & Launch Marshalls meeting in the clubhouse. ALL are requested to attend.

On the subject of duties, can you all ensure that you turn up for your duties or get someone to swap. It is important for us all to do our share and unfair for other to have to do other peoples share. Lets make 2007 the year that we turn this around. Duty teams on the airfield at 0830 and get things going. It can be done if we enthuse a little more.

In light of a recent communication, I have decided to relinquish the Tech Officer role from the 1st April so a volunteer is required to take up this very important role, see notice board for details.

That said, lets all have a good 2007 with the aim on safety first and do as many Kms as we have ever done at TVGC. X Country flying is really fun and exhilarating so lets go **DO IT**. Lets make the most of the freedom of skies we have before its too late.

If you need advice or have concerns on any flying/instructional matter then please come and talk to me face to face.

Have a safe and enjoyable flying year and we have to get the Yellow Bung back from Saltby so all hands to the pump.

Happy Landings, Steve Wilkinson, CFI.

Safety cont'd...

2. We are very slow to clear the landing area.
3. We position gliders at the launch point so that they trespass onto the landing area
4. We allow relatively inexperienced members to manage launches, tow gliders etc.

The latest edition of the flying rules are very clear and leave no room for doubt as to how things should be done. And I draw your attention to one important requirement: Rule 1.4 "There is to be a duty or designated pilot responsible to act as Launch Marshall for ground operations. He is responsible only to the duty instructor."

We too often fail in this requirement. Not only that, even if we have a diligent Launch Marshall present he is not always given adequate support from experienced members. There are often new inexperienced members around, keen to be involved who end up undertaking tasks without necessarily being competent to do so. Thus the launch point can only be adequately and safely managed (a) with a launch marshall and (b) with adequate experienced assistance.

Alex Bogan, Safety Officer.

NOTICE TO MEMBERS

The RAF are closing the whole airfield from **March 12th to March 17th**.

This affects the gun club and the golf club as well. We shall only lose the Wednesday flying that week 14th March. We hope to be able to use the Clubhouse during that week but **NOT** by the main entrance. Watch the notice board for further information.



MARKETING NEWS

Not Quite Alastair Campbell... "Hi Alan, can I ask you a favour?" said Vin, "would you mind looking after the gift vouchers - shouldn't be too much trouble" he went on...

"Yes, of course Vin, no problem" I said, as one does. And so my appointment as the club's new PR & Marketing guru (!) was confirmed. Not quite Alastair Campbell I know, but he probably doesn't know anything about gliding.

New Products -We are launching a couple of new 'products' (see, picking up the PR-speak already) that we hope will generate an increase in new ab-initios for the club.

Introduction to Gliding Day - This will be an informal day course aimed at the person who is seriously interested in taking up gliding or who wants a more involving experience than a simple trial lesson.

The package will offer 2 aero-tows and 2 winch launches, but will also give the attendee the chance to assist with ground handling, DI's, etc., as well as plenty of time to chat to members. In this way, he or she will get a much better idea as to how a gliding site works and gain an understanding of the ethos of our sport.

As with the trial lessons, the course will be offered as a gift package (priced at £135) and will also be available from the website. Prior booking of the course date will be required so that we can ensure instructor/glider availability.

I think that the conversion rate to full membership by attendees will be much higher that what we currently achieve from trial lesson customers.

Fixed Price to Solo Package - A logical progression for the course attendees will be the new Fixed Price to Solo Package. For a lump sum payment of £975 the package will offer one-year's membership and all winch launch and soaring fees up to the first solo flight, for up to a year. The package also includes for up to 3 aero-tows, to cover spin training.

It will give the pupil the benefit of knowing exactly what it is going to cost to learn to fly. From the club's point of view, there is a greater likelihood that the pupil will stick at it, as well as a significant cash flow benefit.

Of course, the traditional pay-as-you-go route will still be available and will be better suited to pupils who already have some flying experience.

Both of these new packages will help TVGC remain competitive against other clubs in the region.

Get 'Em in! - The Committee is very keen for us to do more flying evenings this season - they have been a valuable source of revenue in previous years. If you know of any club, society, group of friends or work colleagues, etc., that might like to join us for a flying evening, please let Peter Bellham or me know.

The club can also arrange flying days with catering, for corporate events. We have two excellent packages available 'off the shelf' but we could also put together a bespoke event if required.

I will be happy to follow up any leads you can generate for potential flying evenings and/or corporate events.

And finally... I'm sure you will join me in thanking John Wigmore for his efforts as the club's PR Officer. John has served the club over many years but has decided to step down from the committee and hang up his spin-doctors' white coat.

Alan Spencer, Marketing Officer.



EDITOR'S RETORT

As I am writing this note, the sun is shining so let's hope this is a foretaste of better weather to come during 2007.

Many of you will know that we have bought a van for towing out cables and, with extra weight in the back, there seems to be no problem in maintaining traction. It has not been finally decided what to do with the old yellow tractor but it will find a good home somewhere.

Steve Wilkinson is giving up his job as Air Tech and I am sure you will all join with me in thanking Steve for the hours and hours of work he has put in maintaining our fleet. It is not easy, particularly when faults are not recorded. The system that Steve has introduced for fault recording is there to help keep the fleet in the air, do please use it.

We have tried the experiment of making the weak link strops twice as long with a polystyrene ball in the middle. The ball doesn't seem to last long but the strops are not being lost to the same extent.

We are going to introduce an annual checking system for winch drivers to try and prevent any winch related accidents.

The dynamene cable is very good but it does occasionally fail and does form loops on the winch drums quite easily. A card similar to the one Steve has introduced for annual flying checks is being designed.

We have had another instance of an anonymous letter being sent to our Chairman with a gripe about everything. We don't know who has written the letter, it could even be a disaffected former club member. Whoever it is does not appreciate the hard work that is put in to maintaining the club and keeping us flying. Fortunately, letters of this sort are rare and the vast majority of members adopt the sensible approach if they have any queries or problems rather than hiding behind the anonymous pen!

Have a good 2007 and look forward to seeing as many of you as possible at the annual dinner.

Ian Johnson, Editor.