**Minutes of the Long Mynd Soaring Club Committee Meeting**

*Held at the Kings Arms on Thursday 17th October*

**Present:**

Tim Dunn, Luke Evans, Jason Smith, David Bibby, James Allcock (Scribe), Roy Dade, Phil Bibby & Andy MacDonald (attended via Zoom)

**Apologies:** Richard McCrohan, Tony Flint, Max Edwards, Dave McLeod and Dave Thomas

**Summary of Actions Arising:**

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| **Person** | **Action** | **Target Completion** |
| Andy Mac | Respond to the schools in relation to the use of sites and the possibility that feedback may lead to a numbers limit on some sites. | November meeting |
| Tim Dunn | Continue diplomacy and investigation re new HG launch above Red Hopton | N/A |
| Continue to investigate moving fence at existing Red Hopton site | N/A |
| James Allcock | Place an item on the agenda for the next meeting for Dave Thomas to consider changes in Site Guide text for Red Hopton. | November Meeting |
| Phil Bibby | Progression of new Club Constitution | End of Year |
| Progress Club Coaching Course for the Spring | N/A |
| Dave Bibby | Progress planning for the Christmas Dinner | N/A |
| Dave Thomas | Site the restored Mynd Webcam with the view that Dave T feels is best. | N/A |
| Roy Dade | Progress plans for the Mountain First Aid Course | Report at Nov meeting |
| Develop a club-wide communication re Xmas meal, First Aid course, the Coaches advice on CP XCs and the CP pilot exam training series. | ASAP |

Updates:

**Red Hopton fence query**

Tim has raised with the landowner the matter of the fence that limits safe take-off for hangies at Red Hopton. Diplomacy and discussions are continuing. Although aware that the cost of any fencing changes maybe in the order of £1K, while the number of members benefitting and the number of days the site might be used might be quite low, the committee all agreed that it was worthwhile continuing the discussions and possibly seeking a quotation for any works that maybe required. No final decision is required at this stage.

Tim has also identified an alternate HG launch site, 150 to 200 feet higher and around ¼ mile further East. There is a different landowner involved and Tim suggested that another experienced HG pilot should visit to provide an alternative opinion regarding the launch’s suitability for HGs. The Red Hopton bottom landing would still be workable for this alternate launch. This development was positively supported by the committee. ACTION TIM DUNN

It was also agreed that, at a future meeting, Dave Thomas should be consulted regarding any change in the website advice on the Red Hopton Farm site, such that the ‘sensitivities’ section relating to checking in with sites officers and limits in relation to experienced pilots only, might be reviewed. (The existing text can be seen on this page <https://longmynd.org/sites/red-hopton-farm>) ACTION JAMES ALLCOCK

Separately Tim said that he had not yet had cause to speak with the owners of LM PG2 fields regarding any issues or feedback they may have regarding training and commercial activity now being undertaken more frequently at Long Mynd. Committee members noted that Airways had been at Long Mynd several times with no known issues arising recently.

**Schools Communications**

Schools have responded to Andy in respect to which LMSC sites they wish to use for which type of training. Andy confirmed that this information has been copied to the Sites Officer (Richard McCrohan) and suggested that we leave the choice of types of training to the CFI of the school. It was agreed that we should respond positively to all schools in relation to sanctioning their choices. However, we will also state that numbers of trainees may have to be limited on certain sites if member interests prove to be compromised in any way. Andy will need to develop a different communication to the school that stated they believed they could train at any site they chose! ACTION ANDY

It was noted that Leavesley Aviation train more future members than the other schools at the moment.

**BHPA Site assessments: Wrekin and Corndon**

On reflection Andy suggested that it maybe better not to seek any site safety advice from the BHPA at this stage because it appears that we have dealt with the interest of the various commercial operations and been clear about restrictions at the Wrekin.

Roy re-emphasised that simply visiting a site like The Wrekin is not the same as gathering experience through frequent flying. He cited his own, and Danny Taylor’s, recent experience in very odd air at the Wrekin. ACTION CLOSED

**Review of the Club Constitution**

Phil provided a comprehensive update on the aspects of the constitution which he noted needs some work to bring it up to date. Andy also said that he had felt the existing documentation was a little ‘light’ in places. James A and Jackie Knight are providing input, and the timeline is to bring a draft to the committee before the year end and then to have something more complete to recommend to members for adoption at the AGM in March/April. It was felt that this project has much in common with the subject of the Club Development Plan and perhaps any plan of action would come out of this work.

Priorities include some work on a hierarchy of communication methods and some work on a foundational mission/vision for the club. There is also some work to be done on the mechanisms required to bring important decisions, such as new committee roles, in front of the wider membership for consultation/approval. ACTION PHIL BIBBY

**Club Coach Training Weekend (22nd & 23rd March 2025)**

The committee felt that Shrewsbury was the most suitable location for a Club Coaching course, and they agreed that the Coaches training course should be supported and underwritten in terms of fees/numbers. The break point in terms of numbers was agreed to be 10 participants booked in by a timeline suitable to allow for cancellation and rearrangement of diaries. ACTION PHIL BIBBY

Phil proposed that a person to help with admin of the Club Coach group would be useful to support the Chief Coach, the Chairman and any Senior Coach that may be identified. Andy confirmed that the list of Club Coaches to be ‘approved’ by the club will now also be copied to himself as well as to the Club Chief Coach, Dave Roberts. This should mean that renewal of memberships will be more seamless for Club Coaches and the five-year revalidation ‘hard stop’ letter may not be an issue if the coach is known to Andy or the Chief Coach.

James suggested that Dave McLeod but has since discussed the subject with both Dave M and Phil B. For now James has asked the BHPA office for any records they may have of attendance at previous club coach training events in our area.

Investigation of who were existing Club Coaches via the BHPA revealed ‘dirty data’ and some work needs to be done in terms of tidying up who is still a validated (and insured) Club Coach. This may be an early task for an admin nominee if one can be found.

Decisions

**Webcams**

Dave Thomas had provided an update on his work in maintaining site webcams and it was agreed that the Long Mynd camera should be pointed wherever Dave thought might best complement the cameras available through the Midland Gliding Club website. They can be adjusted in the future as necessary and should any of the MGC ones be changed/removed. ACTION DAVE THOMAS

**Club President role**

It was agreed that the Committee would benefit from having Geoff involved in a Club President type of role for the period for which he proves prepared to help. It was agreed that the appointment should be for a period of two years, renewed as the parties agree, but with Geoff being free to stand down at any point.

**First-Aid course**

It was agreed that the club should support the plan to run Jocky’s Mountain First Aid training course on the first weekend in December. The venue being considered is the Inn on the Green. Jocky needs £1,000 to train between 10 and 12 persons over two days. The committee believe that having as many members of the club with some first aid training as possible is a positive safety contribution that benefits all members and, in general terms, the project should be supported.

The Malvern Club is charging £130 per head for their course which is running 19 & 20th October. Roy proposed £50 per head for both days. Others felt that this maybe too cheap.

Andy suggested that delegates be charged £100 for both days but that we should communicate to any club members that the club will consider funding any members who attend to the tune of £50 per head after they have attended. Participants should be invited to request the reimbursement after they have attended the two days of training. It was felt that this will help ensure attendance. Roy stated that so far 7 persons have expressed interest in attending. ACTION ROY DADE

**Christmas Dinner**

Dave Bibby was able to confirm that the Kings Head is happy to provide a Christmas Dinner for club members again on the Friday of the first weekend in December. If the First Aid course is able to go ahead then Jocky has agreed to be a speaker. It was agreed that this would prove a significant added attraction. A decision was taken to pay for both Jocky and his wife Kathryn’s meals, and to give Jocky a thank you gift (eg bottle) for his contribution. ACTION DAVE BIBBY

Discussion

Andy updated the committee (in general terms) regarding the issues relating to 3rd party BHPA insurance and CP rated pilots going XC. The FSC are to meet in early November to dissect the subject in more detail.

It was agreed that in the short-term the Committee would communicate two points in relation to this matter to club members:

1. CP rated pilots who wish to go XC should get their pilot rating. They can be pointed at the winter series of Zoom information relating to the pilot exam. James will do a zoom session on Theory of Flight very soon.
2. Club Coaches should avoid finding themselves in the position of advising CP rated pilots in relation to leaving the hill until the position of the BHPA has been developed and communicated. It is anticipated that this will happen prior to the next season. Club Coaches have just £50K of insurance cover relating to their activity as Club Coaches and may find themselves involved in any issues that arise should a CP rated pilot run into difficulties having embarked on an XC flight.

ACTION ROY DADE

There was insufficient time to address the final two discussion topics. These were further discussion regarding issues around the LMSC Site acquisition fund and any need to ask visiting competitions to pay a fee for the use of club sites. They will be brought forward again at a future meeting.

**Next Meeting:** Thursday November 14th 7pm, Kings Head, Church Stretton