

## MINUTES OF A COMMITTEE MEETING

Date Sunday 8<sup>th</sup> January 2023 commencing 9.45 am  
Venue EGC Clubhouse Ridgewell Airfield

### Those Present

John Whitwell (Chairman), Tony Brook (Treasurer), Dave Hertzberg (CFI) Steve Jessup (Secretary) Will Burry, Callum Hitchings. Vince Earl

### Apologies

None as all committee members present

Minutes taken by Steve Jessup

### 1. Minutes of committee meeting 27.9.2022

These were agreed

### 2. Flight Logging

JW said that the main purpose of the meeting was to decide on the way forward for our flight logging system as it needed to be more flexible with regard to administration so as to make it future proof and to relieve the input workload that currently falls on just one person.

This was part of the general need to future proof all critical operation procedures by having both a lead and at least one deputy for all of them.

JW had had long discussions with Allen Cherry who currently administers the system; Allen had done extensive research into possible alternatives with pros and cons as compared to our current system and had produced a paper detailing this. The paper was circulated to all present and all read it prior to further discussion.

JW and CH had also done some research on the subject principally looking at those used at Wattisham (Q logger which had replaced their previous GlideX which they found deficient) and Rattlesden who like us had a bespoke system It was observed that the latter worked well from the members point of view but required considerable work behind the scenes.

After much discussion it was generally thought that other systems seemed rather more complex and expensive than necessary for our small club and that in general the existing system, which had been designed for us by Allen, worked well, if used correctly, but was unfortunately very prone to input error at the launch point by those not very IT orientated.

We currently run, at the launch point, a dual system of written recording and computer recording of flights. Most input errors occur in the computer system and there is later (by Allen) an onerous process of reconciling the computer to the manual sheets. The computer system was also subject to frequent breakdown through technical and operational issues mainly relating to charging of the batteries.

Once the two had been reconciled the data was then input into the accounts part of the system. This could be done manually or by inputting data directly from the corrected computer system. The server for

the system was currently at Allen's house but he has carried out considerable work to develop a smaller server unit for the club house which has been successfully trialed. Only Allen currently has access to the system for administrative and operational use. Allen may (or may not) be willing to continue with these functions but would welcome assistance with the task. It seemed that volunteers to assist would fall into two categories

1. Administrators

These would be expected to become familiar with the database and be able to maintain and amend it as necessary CH and VE volunteered for this role

2. Input Assistants

This group would do the routine input to the system from the manual flight logs. SJ said he would be happy to assist.

There would probably be the need for a training session for volunteers

Decision

1. **We would dispense with the Launch Point Computer and revert to recording all flights in written form on the current pads.**
2. **The server would be relocated to the clubhouse (JW/AC)**
3. **Remote Access to the system to be arranged for volunteers from among the membership to assist Allen (JW/AC)**
4. **A formal agreement to vest the intellectual rights to the system in the club should be agreed (Action JW)**
5. **Need for training to be assessed (JW/AC)**

3. **Dave Jones/Simulator**

The committee sadly noted the death of Dave Jones, life member and stalwart of the club. There was a joint wish that some form of memorial to him be created. A decision on precisely what this was to be needed some further thought by the committee and wider membership. One of Dave's many legacies was the simulator and this was a possible candidate for his memorial. A discussion of making the simulator fit for purpose and in particular getting it operational for a planned memorial day. This developed into wider issues of encouraging more use.

Decision

1. **Charging for simulator use to be discontinued for all club members (JW/TB)**
2. **Prepare report/risk evaluation about how the simulator cabin can be made more stable (SJ)**

4. **Trailer parking**

CH suggested that all trailers be moved to the compound to ease congestion in that part of the field

Decision

**Agreed (JW to advise membership)**

5. **Ecological Issues**

A member has expressed concern about amount of cutback to the verges of airfield. It was noted that we are responsible for a large amount of land and this includes the wildlife on it yet we have no policy in this regard. It was however recognized that operational use of the airfield was the first priority

### Decision

**JH to meet the member concerned and walk the airfield as a precursor for discussion at a future meeting (Action JW)**

#### 6. KRX

This aircraft is currently at Wattisham for the winter and the opportunity existed for this to be valeted including cut and polish by a member there (Glynn) who does such work. Cost £100

### Decision

**Agreed (Action CH)**

#### 7. Aircraft Cushions

There was concern that the impact resisting cushions on all our aircraft (including the K13 pending acquisition from Rattlesden) were getting old and were in need of replacement to ensure their effectiveness. Also, they did not fit very well and could not be secured. DH offered to assess requirements and obtain the replacements

The new cushions would be cut to size for each glider and then would need covering and have Velcro tape stitched to them. JW was aware of a person in Rayleigh who might be able to cover the cushions.

### Decision

- 1. New seat cushions will be purchased for all club gliders (Action DH)**
- 2. Suitable upholsterer to be identified to cover the cushions (JW)**

#### 8. Trial Lessons

TB said 11K worth of TLs had been sold for coming year already. He wanted views on how these should be spread over flying days.

### Decision

**To be put on agenda for next meeting**

#### 9. CH offered to move/hide tyres that contained hubs so that they are not used as wingtip weights

### Decision

**Agreed (Action CH)**

#### 10. Tractors

WB said that he would like to fit a tow hitch to the front of the green tractor so that it could be used to tow the winch. This was because the blue tractor was now effectively defunct.

It was noted that there was some market for tractors for restoration and that JW was aware of someone who might be interested in purchasing the blue tractor.

### Decision

**Agreed to fit tow hitch to green Tractor (Action WB)**

**Agreed in principle to sell blue tractor if opportunity arises (Action JW)**

#### 11. Water Heater

A new electric water heater was needed for the toilet although this would be fitted in the container and the water piped across. WB was awaiting a gap in his workload to do this.

**Decision**

**Approved at budget of £500 (WB to Action)**

**12. Parachute Packing**

DH undertook to find out if Graham Fell is still packing Parachutes (Post meeting note – He is)

**13. The meeting closed at 2.15 pm**