



Essex Gliding Club

AGM April 7th 2018
Held at Clare Golf Club 17:00

Welcome from Chairman

Apologies, Alex Harris, Dave Clark, Steven Hitchcock, Chris Reed, Ben Spencer.

Minutes Of Previous Meeting.

Matters arising from minutes.

Promised radio course/s to be organised.

No winter talks/lectures, this to be addressed during this year for those wanting/needing further training in any gliding subjects.

Minutes adopted: Steve J, 2nd Tony B.

Chairman's Report – Mike .

General description of the clubs current situation and aims for the future, more details during the meeting. An effort should be made for more advertising and perhaps enlarging the catchment area to include Braintree and other areas.

Cathy advised that most villages have their own web sites & facebook which could be used.

Tom Turner may be able to advertise EGC at Duxford – Mike H will ask.

After four burglaries we now need new batteries for all vehicles. Agreed that all batteries would be fitted with quick connect/disconnect fittings and that all batteries should be removed from vehicles at end of flying and placed in the container for safe storage & recharging. Allen to look for a suitable charging system.

The open day has been moved back to the 2nd of June to allow more preparation time in view of the bad winter weather and our late return to flying at Ridgewell.

Shortly all club aircraft and several private ones will have radios fitted – everyone flying these aircraft should be familiar with the radio operation and above all – USE THEM ! Operating manuals are available on our members area web site or seek advice from Allen.

A number of tasks need completing on the airfield and work days will be advised in due course, as much help as possible would be appreciated.

Data protection – no immediate need to panic however our data storage should be checked and any data held that is not appropriate or necessary should be deleted.

EU pilot licence requirements deadline now 2020, latest ½ mil charts now available.

Transponder – required above FL100 – check if doing XC and expecting to go above FL100.

Adoption of report : Dave H, 2nd Brian M.

Treasurer's report – Allen Cherry.

Allen provided in-depth reports with regard to outgoings and income.

Club membership needs to be increased to help with our fixed charges and also provide more flying income. Various ideas from members to help achieve this with Dave H volunteering to evolve a strategy for encouraging new members and how to keep them.

Copies of accounts & flying records available upon request.

Adoption of report: Will B, 2nd Rob S.

CFI's report Dave Hertzberg.

We had a reasonable soaring year. One issue was the instructor shortages that we suffered particularly with the basics. This resulted in at times trial lessons being flown ahead of the members. We have taken steps to address this issue by having greater liaison between Bernard and the production of the rota. We are also in the process of training some more BI/IFP pilots. Please accept our apologies if you were affected by this.

On a sad note this was the first season that I can recall when we did not have a first solo. We nearly got there but weather, thieving parasites and a holiday home in Spain got in the way.

Let us hope that this never happens again

Congratulations to Kevin King on his instructor rating. Steve Jessup on his Silver and Callum on his Bronze and silver height. Allen and Jago on their 5 hours and anyone else I have forgotten.

During the coming season if anyone wishes to benefit from any special/individual training then please contact either Alex or myself.

Also lets try and use the good days (Assuming we have any!) If Wednesday is going to be duff and Thursday is looking good then if at all possible then why not fly on the good day?

And lets have more ad hoc days. When a good day comes up then why not use it? We are running three courses this year. Try and think of them as extra flying weeks. The field will be open for everyone to fly.

We need to move away from being shackled by routine.

It has been a fairly open secret that last season was going to be my last as CFI.

When I joined this club I was in my mid twenties and my sole ambition was to fly the K13 round the circuit from take off to landing without the instructor touching the controls.

Nobody was more surprised than I was when I went solo. I regarded those people who flew the K8 as supermen. Instructors were gods who inhabited another universe.

I never dreamt that one day I would be able to soar the glider do aerobatics or have the confidence to be an instructor let alone a full cat and eventually the CFI.

Being the CFI of the club that I love has been a huge privilege. Without the Essex Gliding Club my life would have been very different and being part of a group where I felt that I belonged changed my life.

During my time as CFI we have developed 6 instructors and gone over to a virtually all glass fleet. Also I am particularly proud that we have never had a major accident whilst I was CFI.

If I ever upset anyone by a telling off then please remember it was not personal.

I would like to thank Brian Murphy who had the confidence in me to appoint me as CFI. I know at the time I was not a universally popular choice.

I would like to thank Mike for his support as chairman particularly during a rather unpleasant situation that I had to deal with a few years ago.

Thanks also go to all of the instructing team for their huge efforts over my time in charge. Special thanks must be given to my good friend Bob Cassels who acted as a sounding board and gave huge support during our shared journeys to the club.

And also thanks to Jo who has put up with me spending half my life at the club and the other half thinking or talking about it.

I take great pleasure in being replaced by Alex. It has been immensely satisfying over the years to watch and at times be amazed at his progress. To be rendered redundant by someone that you sent solo is a huge buzz.

Do not be put off by his age. Years are immaterial it boils down to whether or not you are good enough.

When a club changes CFI then the club changes as well. This is right and proper. Please give Alex the support that he will need to lead the club going forward. Remember any changes that he makes will be for the benefit of the club.

Hopefully you have all read his mail about how he wants to run training in the future.

Basically what the club has done is swapped a dinosaur for a mammal to be CFI. After 30 years instructing my ideas are outmoded and it is good to join the 21st century.

As most of you know Alex and I are swapping roles and so I am now his deputy. I will still be preparing the rota and will probably bear the brunt of the Wednesday instructing.

It was really a nice feeling to award the CFI'S Cup for the last time to Cathy. She is a longstanding member of the club who has always made a contribution to our activities.

When I first started instructing I could fly the demos and stop the pupils killing themselves but what I could not do is teach. I found it frustrating that I seemed unable to get the results out my students that I wanted.

When Cathy first came to the club I took her on her first flight and I can still recall our first conversation which was about how much we both hated working in insurance. I lost her cheque and had to get a replacement (Twice) For some reason we gelled and I found that I was finally teaching a student effectively. This experience made me analyse what I was doing and I think helped me become a competent teacher. She has also put up with me as a syndicate partner for more years than I care to remember,

Thanks and goodbye.....

Presentation by Mike Harris and thanks as follows:-

Dave

Just a note to say thank you for your years of service as CFI you have done a great job and been a massive help to me when things have occasionally become tough. So many students have benefitted from your instruction and experience, you always keep it safe and under control.

Alexander I know will also benefit from your counsel and guidance in the DCFI role. Incidentally thank you for your kind words on his behalf that you gave last night.

Your speech was heart felt I know and amazingly well delivered, which I know for you has always been difficult.

You are a most valued member and have been for a long time an effective and equally valued committee member, and for the moment we will miss you at committee.

I trust that you will enjoy the quaich, it is traditionally used for a farewell drink. So farewell from the CFI role but not from active participation in the club.

Cheers

Mike

Technical Officers Report – Vince Earl

Club fleet status:-

PW6 KRU – All OK, new instrument panel & radio (front & rear) fitted, all working correctly.

PW6 KRX – ARC to be done sometime in May by John G. New instrument panel & radio (front & rear) fitted, all working correctly. Hopefully back in service for the open day, 2nd June.

K13 EOE – Radio to be fitted.

Astir FBN – To be sold, now out of ARC.

Astir JCW – Rewiring to be done, already has ARC to cover this season.

Marianne JXB – Currently undergoing ARC, no problems expected.

Pawnee – Andy Davies report, see Pawnee operation and discussion.

Adoption of report: Ralph H, 2nd Hugh M.

Sale of Club Assets Update – Mike H.

Sale of land progressing well, expected completion before the end of this year.

Astir FBN to be sold, price and conditions of sale TBA.

Planning Application Progress Report – Steve J.

The environmental survey prompted the need for a Newt survey, this has been arranged for the 16th of April. Further progress on planning application depends upon the results of the Newt survey. Should traces of Gt Crested Newts be found then this might trigger a further survey which would entail a considerable cost, maybe in the order of £3000 - £4000. It is hoped that no significant traces are found and the planning application can proceed.

Pawnee operation and discussion – Andy Davies.

It has been found that under sports & recreation use the Pawnee does not need a strut inspection.

Radio now fitted to the Pawnee which should assist the tug pilots and make for safer flying.

Currently the Pawnee has no problems other than needing a new pair of main wheel tyres.

Pawnee refuelling – A system for safe refuelling must be instigated as soon as possible, all those directly involved with the Pawnee should discuss with Andy D & Mike H to evolve a practical and safe refuelling method.

CASC application update – Steve J.

Nothing much to report at the moment, still in progress after answering some HMRC queries.

Waiting for HMRC to advise if CASC status has been granted.

Safety review – Hugh M.

BGA main safety drive this year is on winch launching.

They are stressing very heavily on Landing straight ahead whenever possible in preference to a low level and potentially dangerous abbreviated circuit.

EGC accident reporting, two books, red & black, reside in the caravan club house.

Red book – for logging serious accidents i.e. a glider crash

Black book – for logging minor accidents i.e. cut finger/s requiring plaster, non serious.

Airspace incursion – Tony B.

Tony had an airspace incursion over Wattisham recently and attended a CAA Incursion Course and kindly gave us a short talk on his experiences & dealing with the CAA.

This proved very helpful and informative. The main points to note are that any incursion into restricted air space of any kind can be seen. Even crossing the boundary and immediately exiting will be logged. Two main areas of concern at Ridgewell, our height restriction of 3200 ft AGL would be much safer if kept to 3000 ft max AGL. Secondly, Stansted air space starting just beyond the village of Ridgewell, keep well clear of this area at all times.

Child protection update – Steve Rhenius.

Our club child protection policy is in place, available on our web site.

Steve and Cathy are approved as “Evidence checkers” and anyone with any concerns over child protection and/or adults, please consult with Steve or Cathy.

Open Day Discussion – Mike H.

The open day delayed until the 2nd of June to allow more preparation time due to our late return to our airfield this year.

As many members as possible will be required to operate the open day successfully, so please keep Saturday 2nd of June free, with Sunday 3rd June as back up if bad weather on the Saturday.

Introduction of new committee member and ratification of present committee make up.

No change in the committee with the exception that Alex Harris, now CFI, changes place with Dave Hertzberg, now Deputy CFI.

A.O.B.

Brian Murphy suggested that if possible an article in a recent Sportability magazine could be placed on our web site. The article has a write up of a Sportability group visit to Ridgewell last year.

Dave Jones expressed the need to speed up our launch rate which would assist in helping membership, a point acknowledged by all members present.

John Whitwell asked about target adverts for facebook as successfully done by Rattlesden.

Cathy, who looks after our facebook entries thought this should be possible.

Closing remarks and presentation of Trophies/Awards.

CFI Award presented by Dave Hertzberg to Cathy

Chairman’s awards to:-

Andy Davies, Tug engineer & maintenance.

Allen Cherry, Dave Jones, Dave Hertzberg, Steve Jessop and Ann Regeli

Congratulations to all.

Meeting closed at 19.30 hrs.

Minutes by Bernard Parry

EGC Secretary