Airfield Report June 2022

1. **Parachute cupboard.** Beyond economic repair. Jamie and Phil have suggested alternatives to my proposal.

2. **The rainwater collection.** The yellow container was condemned at the last meeting. Consequently there is no head of water to supply the workshop and toilets. There is an alternative supply for toilets. Possibly a header tank could be rigged over it, but would need electricity supply to run a lift pump.

3. **Clubhouse.** I've heard that this has been finished in my absence. Thanks to those who did it.

4. **Existing winch shelter**. The corrugated sheet roofing is becoming unsafe and repairing it with our limited capabilities is hazardous. It is unlikely that we will have funds to replace the container supporting it for several years. The scaffolding frame is fundamentally sound, so should we remove the entire shelter or have the roof repaired? **Est repair cost £500 materials + 1 day specialist hire + scaffolding?**

5. **Safe storage.** The yellow container has been declared out of bounds and space is urgently needed for safe storage of airfield equipment (particularly petrol filled mowers with hot exhausts covered in dry grass which are are presently stored next to the diesel tank). Is there an unused trailer we can use?

6. **Gate sign** As far as I am aware there has been no progress on artwork. Preparatory groundwork can be done if sizes are known.

7. **New winch shelter.** Awaiting instructions to proceed.

8. **Ridges on the east side of the airfield** have been the cause of two potentially serious injuries in 20 years. So low risk of medium consequences on an assessment matrix (i.e. requiring mitigating action) **Estimated remedial cost £3k** (See below - copy of mitigation notice posted 11/2010.)
   NB: Web site appears to lack notes for visiting pilots.

9. **Criteria for airfield serviceability**
   Our airfield lies on free draining chalk downland. While overnight rain might render it unusable at 08:30, it can subsequently be OK by midday. If serviceability is based on the early condition of the field, mud on the hangar apron and at the launch point, then we may scrub unnecessarily. Earlier attempts to mitigate using perforated plastic matting ultimately failed because we cannot now locate them. With landlord's permission (and associated funds) we could re-surface the worst areas with aggregate. **Cost £300?**

10. **Need copies of present tenancy, rent and grass cutting agreements** Information required as I have been co-opted to investigate possibility for modification of the Lease. These were requested from Chair/Treasurer at last meeting

Continued

Airfield Hazards Map - as displayed 11/2010

There are a number of ridges across the eastern side of the airfield so if possible avoid landing in the area marked in red on the airfield map. If you have to land in this area, be prepared to delay touchdown if you are approaching a ridge.

If landing uphill you are advised to use sufficient airbrake to be able to avoid any hidden ridges that may become visible at the last minute.

