

**PORTSMOUTH NAVAL GLIDING CENTRE**  
INSTRUCTORS MEETING 16 February 2008

**Present:**

John Hale, Tony World, Gerry Holden, Siggie Ingason, Dave Ingledew, Bill Roebuck, Peter Waugh, Richard Lovett, Keith Morton, Andy Hepburn, Steve Morgan, Alan Clark, Mark Holden, Graham Tucker, Ben Bennett, Phil Moore, Martin Heneghan, Henry Freeborn, Richard Croker. Also Attending: George Gifford & Paul Sargent.

**Apologies for Absence:**

Paula Aitken, Keith Walton, Barrie Elliott, Andy Durston, Geoff Clark

**Approval of last Meeting Minutes:** Proposed by B. Bennett, seconded T. World.

**Matters Arising:** none

	<b>Item</b>	<b>Action</b>
1	The CFI, John Hale, opened the meeting at 1800hrs welcoming those attending.	
2	<b>The Navy Effect</b> The CFI summarised PNGC progress since departure of Navy from Daedalus in 1996. Good times, although become detached from RNGSA. Now with new owners and HPASU, we have struggled to survive over last few years. Navy support now essential for survival. Future looks good.	
3	<b>The Future</b> Navy support should be welcomed as an opportunity for revival. Whilst the Navy Effect will mean a greater service presence, it is recognised that civilian personnel have been the core of the club management, and would probably remain so. We are working towards a new period of change, but one that will help to secure our future, and reduce the petty carping of those who do not want us on the airfield. Changes should be seen as an investment.	
4	<b>Record Keeping</b> In readiness for a NAVY QA inspection in April, and in the future, we need traceable documentation of member's qualifications, and a revision of our Club Rules. Registers of qualifications for the following (maybe more) will be introduced: <ul style="list-style-type: none"> <li>• Tractor driving (Glider retrieving)</li> <li>• Cable Retrieving (Winch)</li> <li>• Winch Operators</li> <li>• Tug Pilots</li> <li>• Caterers</li> </ul> Members will be qualified only after signing that they have read & understood the relevant document, and also by a trainer signing them up as competent. There will be a transition period where existing operators may continue, but they should be signed up ASAP as having read the relevant document(s). New operators will be required to be fully signed off before practising.	John Hale Gerry Holden  Tony World  Paul Sargent John Hale
5	<b>Winching</b> The CFI thanked Paul Sargent and George Gifford for attending in their capacity as Winch Master & Deputy. Paul explained that all winch operators should be on the new register within one month. Manuals have now been written for Winch Cable Retrieving, and for Driving the winch. The CFI emphasised the need for training to have a minimum effect on normal operations, and that if possible formal lectures should be avoided. We should endeavour to get to a position where any registered trainer should be capable of fully signing off a member on the day.	Paul Sargent George Gifford

6	<p><b>CRB</b> To protect all children &amp; vulnerable adults. The CFI explained that we should be guided by the BGA in respect of this. Generally the matter is under review.</p>	PNGC Committee
7	<p><b>Launch Rates</b> So far this year we have doubled the number of launches compared to same period last year. 40 launches per day is target. However, some slippage on time of first launch. Need to aim for 1000hrs. Rules say 0830hrs for Duty Instructor arrival. Also note we can launch before 1000hrs, do NOT need to wait for 1000hrs for GA.</p>	Instructors
8	<p><b>DUTY INSTRUCTORS</b></p> <ul style="list-style-type: none"> <li>• Setup winch to minimise risk of cable dropping onto obstructions. Use grass either side of the runway. Compass rose placement diagram is only a guide.</li> <li>• Duty Instructors prime role is to supervise flying, NOT from the bus.</li> <li>• Rostered Instructors should not normally fly solo, unless covered by another instructor, or no pupils left.</li> <li>• Ensure log-keeping is happening. (Put up a roster on the Log Cabin side)</li> <li>• Use a Duty Pilot if possible.</li> <li>• Switch Log-Cabin radio on.</li> <li>• Use R/T phrases: “LAUNCH IN PROGRESS” &amp; “HOLDING LAUNCHES” to advise other traffic.</li> <li>• Minimise occupation time of the runway.</li> <li>• Ensure all money is in safe, computer off, and all on charge at day end.</li> </ul>	Instructors
9	<p><b>Instructor Re-validations</b> All BI's and the following need checks before end of Sept 2008. Please call us, we may not call you. Paula Aitken, Graham Tucker, Nigel Clark, Geoff Clark, Andy Durston, Henry Freeborn, Keith Walton, Barrie Elliott.</p>	Instructors
10	<p><b>Easter Course 5<sup>th</sup> to 11<sup>th</sup> April 2008</b> Course CFI: Gerry Holden. Course Admin: Richard Croker. Tugs: Phil Moore. All Instructors were reminded that they were expected to volunteer to assist with courses as part of their commitment. Thanks to the following who have offered to help: Peter Waugh, John Bradbury, Tony World, Siggi Ingason, Bill Roebuck, Richard Lovett, Dave Ingledew, Ben Bennett (Tuesday only).</p>	Instructors
11	<p><b>SAR (CHC)</b> This is NOT Bristows anymore, they have gone. Present crew is a transition crew until about end of March. So far all going well. No new rules for PNGC (yet?), and the ‘special tarmac’ seems to be not so special anymore!</p>	Instructors
12	<p><b>Accidents</b> (Points from recent CFI conference) Four main points (relative to PNGC) which I would like you to circulate:</p> <ol style="list-style-type: none"> <li>1. A quarter of all accidents are due to the inability of pilots to land properly <b>AT THEIR OWN AIRFIELD!</b> At PNGC there are still (not new) pilots who are inconsistent with performing fully held off landings. I want all instructors to step up the gas on this and sort such pilots out please. Also watch for shallowing approaches, with small airbrake settings.</li> <li>2. Remember pilots <b>HAND ON RELEASE</b> when taking up slack on winch launches. Release if wing is going down, too late if it touches.</li> <li>3. Remember the Safe Winch Leaflet. In particular 5 seconds for the transition phase, and safe airspeed awareness.</li> <li>4. Visiting Instructors must not fly with pupils at PNGC without CFI / DCFI approval, and medical evidence. Also visiting pilots must not fly at PNGC unless briefed &amp; supervised by a Full Cat Instructor.</li> </ol>	Instructors

13	<p><b>Sundry Items</b></p> <ul style="list-style-type: none"> <li>• All pilots below Silver C with cross country ambitions should have annual field landing checks.</li> <li>• There was much general comment from the floor regarding the problems created by us flying close to sunset, when GA want to return. It was felt that the edicts of the HPASU have created an unsafe situation here.</li> <li>• The log cabin locker is still to be repaired. It is proposed that keys for this and a cleaning cupboard in the hangar, should be held by the Gate House. Varying views emerged as to whether this would work. The proposal to permanently install loggers in suitable aircraft seems sensible.</li> <li>• Remember that the third (&amp; more) flights taken on a day can now have the soaring minutes removed. See Log Cabin notice.</li> <li>• Simulated aero-tow launch failures ( a few hundred feet) are now to be charged at £7.00 (as opposed to the rate for 1000 feet). Need to use Rate Exceptions on the Log computer.</li> </ul>	Instructors
14	<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>• Tony World is going to try to get more gate passes.</li> <li>• Keep trailers away from the front of the hangar.</li> <li>• All solo pilots are required to be trained as cable retrievers &amp; winch operators.</li> <li>• A bid is in place with the RNGSA for a Duo Discus (Turbo). Oct/Nov delivery.</li> <li>• NOTAMS to be checked by Duty Instructor.</li> </ul>	

**Date of next meeting: To be announced in future.**

**The meeting finished at around 2000hrs. The CFI thanked members for attending & Tony World for the use of his premises.**

**PS: An additional note to remind all instructors of the limitations of BI's. The relevant limitations here are:**

- The BI rating specifically excludes the **supervision of flying.**
- The BI privileges may be exercised only while under the **supervision of a higher rating.**

**This means that BI's must not hold the radio at the launch point, or supervise flying, unless a higher rated instructor is also there actively supervising him or her.**