

PORTSMOUTH NAVAL GLIDING CENTRE

Minutes of the Committee Meeting held on the 21st.April 2009 at the new Clubhouse

Present: Chairman	David Durston
Vice Chairman	Tony World
Secretary	Alan Turner
Chief Flying Instructor	John Hale
Ordinary Members Representative	Phil Moore
Full Members Representative	Cat Stevens
Special Members Representative	Gerry Holden
Events Co-ordinator	Neil Shaw

Apologies: Full Members Representative	Nick Lambert
Full Members Representative	Andy Durston
Finance Manager	Peter Waugh
Treasurer	Chris McCulloch
Junior Members Representative	Andy Payne
Membership Secretary	Kevin Hills

1 APPROVAL OF PREVIOUS COMMITTEE MEETING MINUTES AND MATTERS ARISING

The previous Meeting 's Minutes were approved.

Work continues on the anonymous reporting system

The list of dormant debtors has been received by Tony World but is lacking in detail as to the causes of dormancy positions. Andy Durston has the expertise to extract the required information and will work with Tony . This will lead to the setting up of a debtor monitoring system to avoid past problems.

Tony World continues to look into the question of fire training and first aid. He will liaise with Peter Waugh regarding first aid training and Tom Edwards on fire fighting.

We are obtaining the use of J Hangar for storage of our M/T equipment.

Cat Stevens is still organising the working parties from Collingwood for the hangar repairs.

Feedback from David Howells has indicated that the likely costs for the purchase of replacement parachutes will be between £1400/£2000. The Secretary will enquire of Peter Waugh as to whether Grant monies will be available for these.

John Hale
Tony
World/Andy
Durston.

Tony World

Cat Stevens

Alan
Turner/Peter
Waugh

2 SAFETY MATTERS ARISING

a) Flight Safety.

Problems have arisen regarding the requirement for G/A aircraft to land beyond the white cones in that the LFA have approached the HPA complaining that our tugs are exempt from this rule. This is to avoid the necessity of having to turn the tugs on the runways and backtrack in crosswinds. The matter will be raised at the next Airfield Safety Meeting but our proposals are that the cones be removed and the rule be that G/A Aircraft be required to land above the bus roof. The CFI and

John Hale

Tug master Barrie Elliott will be involved in these discussions.
 The continued presence of the Dead End sign on Runway 10 will be raised also.
 Disappointment was expressed that the LFA were evidently prepared to go behind our backs to the HPA without talking to us first.
 b)SHEF and other Safety Issues.
 Little to report here other than that we should involve Martin Heneghan as Committee Safety Officer to oversee all H&S issues of the Club. T World to approach him.

3CHAIRMANS POINTS

In his remarks the Chairman highlighted the start of the new financial planning year in which a number of significant challenges would arise. Among many issues, these would include:-

1. Implementing the changes of the Charities Act and the quest to retain our charitable status.
2. The expiry of current lease extensions and the risk of exposure to market forces for accommodation and hangarage.
3. Commercial interest in the area in which we have a key interest(Hangars West)
4. Revised arrangements for any new leases, or possible demise of title if interest was to be re-acquired by MOD for PNGC use.
5. Airfield operations.
6. Development of the airfield in line with public consultation guidelines.

He drew attention to the agreed Business Plan and the mechanism introduced for budget allocation and setting. This had been 'best assessment' bases on historical trends and known future factors, but future meetings would focus less on the Balance Sheet and more on progress against the Plan. Accurate budget formulation and expenditure tracking was the key to holding prices at the lowest possible level.

He welcomed the Motor Glider purchase and thanked Tony World for his energies in securing the asset, while emphasising the essential requirement for clarity in its 'ownership ' and management.

He re-stated the need to increase the number of aircraft movements to help secure the long term tenure of PNGC, and that in general terms it would continue to be important to ensure brisk leadership and timely starts to flying days and to fly as much as possible.

Hangar allocations now included J Hangar which would be used as a temporary expedient to free up more space in Belman 1. Belman 4 was still not an option for PNGC use. He explained that it was in PNGC's interests to assist SEEDA in considering other possible commercial tenants, but that this was a temporary position was absolutely clearly understood by DE and others involved in securing PNGC's future position. He also explained the MOD position on the option regarding title and some of the complex linkages to other programmes.

The Chairman welcomed the progress on the Clubhouse and felt that this was being managed well, with patience paying off. It remained hugely important to retain a stance of maximum co-operation with other airfield users as we re-establish PNGC's social focus.

Future developments would need to embrace more youth groups such as Naval and Air Cadets. He stressed the need to get to grips with CRB swiftly, starting with

Peter Waugh

Tony World/John Hale.

John Hale to discuss.

<p>identification of designated posts, and then who by name, would need to be CRB checked through the RNGSA approved mechanisms before October 09</p> <p>Communications remained the Achilles Heel, and more support was likely to be needed for Gerry Holden.</p>	Peter Waugh
<p>4OPERATIONS</p> <p>CFI's points.</p> <p>The Easter Course had just taken place. The weather had been particularly poor. It was also felt that the quality of students attending had been had been well below standard and indicated poor selection. One student had requested to leave the course early. Phil Moore will take matters up with the FAAOA. The Course run by Halton will take place between the 18-23 May. A/G Cover will need to be organised. Our aircraft will be used but Halton will supply a tug.</p> <p>The New Grob 109 has arrived and been enthusiastically received by members. It has been agreed with Tim Dew that he will carry out the first 50 hours check with our engineer (Geoff Clark) attending so that he can carry out subsequent checks .</p>	Phil Moore
<p>5TRAINING</p> <p>The A/G Course is still running to sort out those remaining instructors still untrained.</p>	
<p>6CAPABILITIES</p> <p>Little to report here other than that the Wednesday group was functioning better now with two instructors usually on hand.</p>	
<p>7FINANCIAL</p> <p>Neither financial officer being in attendance no figures were available, The Business plans continue to be monitored by Peter Waugh. It was noted that at the end of October this year the leases of our facilities on the airfield will run off with probable changes in terms</p> <p>8EQUIPMENT</p> <p>Access to J hanger is imminent and the vehicles will be moved on Saturday 25th.April.</p> <p>The rollers on the doors to Bellman 1 are in urgent need of refurbishment so that they can in future be fully opened.</p> <p>We will organise working parties to lift one door at time to remove the rollers which will be refurbished by an engineering company on the airfield..</p>	
<p>9TRI SERVICE & RNGSA MEETING FEEDBACK</p> <p>Peter Waugh was liaising with the BGA regarding the child protection procedures which would apply to anyone involved in any training capacity with anyone under the age of 18 or any vulnerable adult. The Secretary will liaise with him to establish the up to date position</p> <p>The question of confidentiality of information at the launch-point was also raised. A key will be provided for Kevin Hills so that membership applications etc. can be posted in the log cabin safe to which Kevin will have access rather than being left in the tray.</p>	Alan Turner/Peter Waugh
<p>10DIARY</p> <p>The Diary had been updated and is attached</p>	
<p>11COMMUNICATIONS</p> <p>Gerry Holden is working on the creation of a publicity CD for the Club incorporating videos, photographs etc. of Club activities.</p>	

<p>12POLICY It was agreed that our current pricing policies should be adequate.</p>	
<p>13ANY OTHER BUSINESS The post of Junior Members representative was discussed. Andrew Payne wishes to withdraw and Nathan Liddel is to be approached to take over. The Secretary will liaise. Tony World reported that the long outstanding insurance claim in respect of VH was nearing settlement at £9800 less the excess of £250. The mini-bus was now operational. We need to be sure that it is driven by qualified drivers only. Also if used by other proposed it is to be charged for properly.</p>	Alan Turner
<p>14DATE OF NEXT MEETING 26th.May 2009</p>	

PORTSMOUTH NAVAL GLIDING CENTRE

DIARY OF EVENTS 2009

PNGC GLIDING COURSES

April 11th – 18th.

May 18th – 22nd. (RAFGSA Halton to run a Navy Course)

June 13th - 14th.

June 19th. Marie Curie Event

June 27th. Families Day

July 11th. -- 12th.

August 15th. -- 22nd.

September 5th.-- 6th.

OTHER FUNCTIONS.

RNGSA Meeting 9th.January.

Collingwood Freshers 13th.January.

British Gliding Association Conference 24th.January.

Sultan Freshers 29th.January

Instructors Meeting 28th.February

PNGC Dinner Dance 27th.March

PNGC Annual General Meeting 28th.March

Collingwood Freshers Fayre 28th.April

Fleet Headquarters Tresentation 14th.May

RNGSA Expedition Ocana 27th.May - 23rd.June

Yeovilton Air Day 11th.July

Inter Services Competition Keevil 1st -9th August