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| | <p>would be available and Andy Durston will liaise with Doug Smith at Yeovilton regarding possible acquisition of Service parachutes.</p> <p>The monitoring of the Club's business plan is on track The new motor glider is being well used and rules for it's operation are being drawn up for inclusion in the Club's procedures. Alan Clark will be in overall charge of the management. Barrie Elliot will be CFI Motor Gliders. It is important that we log the movements of the private motor gliders for inclusion in the Club's overall movements.</p> | Andy Durston |
| 2 | <p>SAFETY MATTERS ARISING</p> <p>A) Flight Safety. At the last Airfield Safety Meeting John Hale obtained the agreement of the other airfield users to our system of allowing our tugs to land short of the white cones.</p> <p>B) SHEF and other safety issues. Martin Heneghan has carried out a risk assessment in respect of J hangar and will monitor recommended work.</p> <p>Problems are being frequently encountered regarding the hangar doors on Bellman 1. In trying to close a partially jambed door recently using a tractor Tony World had a narrow escape when a large section of metal sheeting became detached and fell. We plan to hire a 'cherry picker' so that the doors can be inspected and loose materials at the top can be removed. We also need to change the roller bearings on the doors.</p> | |
| 3 | <p>CHAIRMANS POINTS</p> <p>The Chairman welcomed Nathan Liddel and provided a brief update on the key issues that continue to require significant effort to address in securing the long-term future of PNGC at Daedalus. In doing so, he was keen to emphasise that he is confident of a successful outcome, although there remained uncertainty about exactly how plans would shape up. The wider co-operation across the aviation community was proving very helpful as SEEDA plans continue to develop amid commercial and other interests in the site. Amid many challenges, he did not want to lose focus on the overview that it was an up-beat time for PNGC and a time for creating inertia.</p> <p>He reported 3 main issues of particular strategic interest, all of which were being well gripped:</p> <ol style="list-style-type: none"> a. Accommodation and title interest with associated risk of exposure to full commercial charges. b. Access to, and use of, the airfield c. Registration under the revised Charities Act before Oct 09. <p>For the first, (a), much welcome help had been received from GVA and DE in securing the use of 'J' hangar. This supported the new Business Plan well by</p> | |

allowing more aircraft to be kept rigged in Belman 1, thus improving flying rates to assist with (b). Care needed to be exercised by all, under the direction of the DI, to ensure safety of access and use, given the poor state of repair of this building.

Owners and all PNGC airfield users in aircraft of all types were asked to ensure that their flight movements were recorded as a mechanism to ensure a true picture was portrayed in any future negotiations for use of the field. (Action TW/PM)

Tony World/Phil Moore

For the time being, Belman 1 would remain in use as there was no option for Belman 4. The benefits of a possible change-over were well marked, but for as long as an option for the Hangars East site remained, it was inappropriate to pursue such a line.

For (b), the key feature was to get movement rates back up towards the contracted provision of 16,500 pa. The CFI was asked to ensure that DIs exercised good leadership for brisk starts and making the most of the opportunities we have. The new Motor Glider would help further, particularly during the week. (Action JH)

John Hale

For (c), extensive considerations have been made and some exceptionally helpful advice received from the MOD official appointed to advise on the criteria needing to be achieved for qualification. As amplified by Tony World, who had given much time and professional expertise to this difficult issue, PNGC has circumstances that differ very greatly from other RNGSA Clubs and cannot afford to be complacent.

RNGSA had already approached HMCE offices and been rejected amid complex interactions between the Charities Commission and the IR offices. The Chairman expressed hope that it would not impede PNGC, but was cognisant of the RNGSA role with regard to charitable status. He briefed the intended new business structure, by which the current unincorporated risks would be best covered and legitimate tax opportunities maximised. It entailed updating PNGC's Constitution and forming a charitable trading body. A 'first cut' was briefed but this would be assessed by the MOD Advisor for viability before wider circulation for approval or ratification.

This intended arrangement would also create a suitable entity to which title interest could be devolved for the purposes of securing suitable leases if necessary in future. It would also address the Sole Managing Trusteeship held by the Commodore HMS Nelson. The Service Fund auditor would continue to be engaged fully in transition arrangements. Charitable activities, mainly those supporting the efficiency of the

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| | <p>Service, would be clearly defined and linked to our accounts.</p> <p>Any activities that fell outside the Charities Act criteria would be operated under a subsidiary arrangement, with associated tax benefits being realised at the end of each Financial Year. Overall it was complex, but the Chairman thanked Tony World for his professional engagement as a Chartered Management Accountant in helping to steer PNGC through a range of less viable options.</p> | | | | | | | | | | | | | |
| 4 | <p>GENERAL MANAGERS POINTS</p> <p>Tony World stressed that we should be as welcoming as possible to our visitors. There are occasions when our AG radio work leaves something to be desired.</p> | Andy Durston | | | | | | | | | | | | |
| 5 | <p>OPERATIONS</p> <p>The CFI advised that the recent JSAT course had been very successful and good feedback had been received</p> <p>There was discussion regarding the fees to be paid for the hiring of our gliders for the forthcoming expedition to Ocana. Andy Durston will speak to the Treasurer of the RNGSA regarding this.</p> | | | | | | | | | | | | | |
| 6 | <p>TRAINING</p> <p>There will be an ASS CAT Course on the 14th.September being part of the Development week.</p> <p>The Chairman suggested that we set up a Training Log to cover all aspects of training. This will be considered further.</p> | | | | | | | | | | | | | |
| 7 | <p>FINANCE</p> <p>The Treasurer produced the usual statement of the Clubs' books:-</p> <table border="0"> <tr> <td>At Bank</td> <td>£51,386.26</td> </tr> <tr> <td>Insurance claims outstanding</td> <td>£ 9,800.00</td> </tr> <tr> <td>Flying Account Balance</td> <td>£ 2,716.20</td> </tr> <tr> <td>Invoices Outstanding</td> <td>£ 1,302.76</td> </tr> <tr> <td>Advance paid flights</td> <td>£ 3,591.00</td> </tr> <tr> <td>Immediately available</td> <td>£42,026.73</td> </tr> </table> <p>The Treasurer observed that whilst there had been a reduction in the cost of fuel for us no reduction in our prices was envisaged as costs could quite likely rise again.</p> <p>Discussion turned to the two new vehicles, the minibus and the 4/4. Richard Croker has been tasked with setting up a system to run and administer these vehicles. Hiring charges for the vehicles would probably be of the order of 50p.per mile (wet rate). Rules for hire would be published but the system would need to be self policing. Doubt was expressed as to the long term viability of the 4/4 as its likely use was considered minimal. Consideration may be given to disposing of it. Both vehicles will be used by the Ocana expedition and a suggested rate will be 20p.per mile.</p> <p>(Chairman's points) In future, reporting against the Business Plan was essential to tracking PNGC's activity and trends</p> | At Bank | £51,386.26 | Insurance claims outstanding | £ 9,800.00 | Flying Account Balance | £ 2,716.20 | Invoices Outstanding | £ 1,302.76 | Advance paid flights | £ 3,591.00 | Immediately available | £42,026.73 | |
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| 8 | <p>amid many significant challenges and keeping charges to members at an absolute minimum. In particular, subsidiary elements needed to be cost neutral in order not to burden the Centre as a whole. A keen eye needed to be kept on lease costs and liabilities, pending the outcome of current negotiations.</p> <p>FAAOA FEEDBACK Phil Moore had advised of the poor quality of the students attached to the last course and been advised that hopefully better candidates would be selected in future.</p> | Peter Waugh/Chris McCulloch |
| 9 | <p>TRI SERVICE & RINGSA FEEDBACK It is hoped to set up regular weekend courses for RN personnel starting on the 3rd.June with six students from Collingwood.</p> | |
| 10 | <p>COMMUNICATIONS The Chairman thanked Cat for his enthusiastic and helpful efforts in setting up displays. Regrettably, the organisations into which we tapped were not yet able to make the most of PNGC's assets so we needed to do more to help ourselves. He had established a filming package and its distribution, the shooting of which would get under way imminently. He had also secured access to graphics, but needed artistic help in putting together the designs.</p> <p>There would also be a better defined focus on youth groups, including Naval cadets (initially CCF) which he intended personally to champion, starting with an imminent meeting with RN planning staff towards offering places in 2010.</p> <p>Overall, Communications remained a critical weakness in PNGC's capabilities. Some progress had been made with Collingwood's designated Gliding PTI, but there was as yet no web-site or suitable links. Funding (of a 'grass roots' nature) remained an issue and probable obstacle to progress for service personnel. While the current plan for a couple of designated courses was a good start, the aspiration was for a more frequent and regular set of opportunities ideally making best use of the minibus to ferry personnel from the nearby base(s)</p> | |
| 11 | <p>ANY OTHER BUSINESS Concern was expressed again regarding the jamming of the hangar doors on Bellman 1 and a weekend working party was proposed to carry out the repairs already discussed. Considering a change to Bellman 4 is not really viable given the stage of present negotiations. Neil Shaw reported that the work for the Families day was progressing and was on track. Phil Moore proposed to increase the Course joining fee to</p> | |

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| | £25. We should consider setting up bursaries within the Club to aid student pilots. This might be financed by adding one penny to flying fees. We are to make a list of all privately owned items kept on PNGC premises. This will be produced for the Chairman This will be effectively the approval mechanism. The hangar bosun will be tasked with this. Each month the Membership secretary should prepare a brief, factual statement about trends and changes in membership numbers | John Trevell Kevin Hills |
| 12 | DATE OF NEXT MEETING 30 th .June 2009 | |
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DIARY OF EVENTS 2009

PNGC GLIDING COURSES

April 11th – 18th.

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

June 13th - 14th. (FAAOA weekend Course)

June 19th. Marie Curie Event

June 27th. Families Day

July 11th. -- 12th.(FAAOA weekend Course)

August 15th. -- 22nd.(FAAOA & PNGC week Course)

September 5th.-- 6th.(**FAAOA weekend Course**)

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