

PORTSMOUTH NAVAL GLIDING CENTRE

Minutes of the Committee Meeting held on 9th February 2010 at the New Clubhouse.

Present:	Chairman	David Durston
	Vice Chairman	Tony World
	Secretary	Alan Turner
	Full Members Representative	Cat Stevens
	Events Co-ordinator	Neil Shaw
	Junior Members Representative	Nathan Liddle
	Treasurer	Chris McCulloch
	Special Members Representative	Gerry Holden
	Ordinary Members Representative	Phil Moore

Apologies :	Chief Flying Instructor	Andy Durston
	Membership Secretary	Claire Bradley
	Finance Manager	Peter Waugh
	Ordinary Members Representative	Nick Lambert

ITEM	ACTION
<p>1. REPORTS.</p> <p>1. The Secretary had been advised by Safety Officer Martin Heneghan that an updated Emergency Pack for the Duty Instructor had been placed in the log cabin. This pack included the actions to be taken by the DI in the event of any incident or accident at Lee. It also included the latest BGA forms for an accident and also a form for an incident/accident report.</p> <p>2. Tony World reported that the list of privately owned assets in the hangar was still in preparation.</p>	<p>Tony World</p>
<p>2. APPROVAL OF LAST COMMITTEE MEEETING MINUTES AND MATTERS ARISING.</p> <p>1. The last Committee Meeting's Minutes were approved.</p> <p>2. Tony World advised that there is still no news yet from Boarhunt Garage of a suitable vehicle chassis for the new log cabin. This cannot be planned, so to ensure safety of the existing cabin while waiting for what could be a long time the Secretary will investigate provision of adjustable stands for the old log cabin from a suitable local firm.</p> <p>3. Tony World advised that the CFI was drafting suitable TOR's for Alan Clark to oversee the work to be carried out at the new Clubhouse.</p> <p>4. Cat Stevens advised that the keys for the hangar workshop are still to be cut.</p> <p>5. Tony World advised that the replacement parts for the Grob Motor Glider Carburettors are now available for fitting.</p>	<p>Tony World</p> <p>Alan Turner</p> <p>CFI/Alan Clark</p> <p>Cat Stevens</p> <p>Tony World</p>

<p>3. CHAIRMANS REMARKS.</p> <p>1. Main management emphasis was on progressing regularity of business in anticipation of the Naval Command HQ - led management review agreed the preceding week through the RNGSA for all Clubs.</p> <p>2. PNGC's current position remained consistent in pressing for registration as a Service Charity while the review was in hand, and that any chance to Sole Managing Trustee (SMT) status would only result from considered advice. The SMT, as authorising authority for PNGC as a Service Fund remained the Cdre, HMS Nelson, with tenure through RNEO and DE based on continued compliance.</p>	Chris McC										
<p>4. GENERAL MANAGERS REMARKS.</p> <p>1. Tony World advised that he was liaising with fencing contractors regarding re-positioning of the MCA fence line. Compromises were proving difficult amid many constraints, but the aim of keeping access to the car park area behind the clubhouse and taxiway access were likely to be met within SEEDA and MCA plans.</p> <p>2. The contracts for the grass-cutting should be in place this week for a three year term. A roster for grass-cutting was needed 31 Mar 10.</p> <p>3. Road signs to the airfield will be provided for the Marie Curie event at the old slipway entrance and Cherque Farm adjacent to the Airfield entrance.</p> <p>4. The Police will be asked to clear the cones to the end of Runway 35 to allow occasional use of 17/35 for landing practice.</p> <p>5. The sale of N25 continues as previously agreed for £10k with an initial payment of £5k. Vectis will insure and maintain the glider and make it available to use by us for courses for two weeks of each year for the next two years by which time they should complete the purchase.</p> <p>6. Exxon agreed to reduce fuel charges price by 6.55p.per litre w.e.f. our next delivery.</p>	<p>Tony World</p> <p>Tony World</p>										
<p>5. OPERATIONS</p> <p>1. There will be an Instructors meeting on the 27th.February. This will include consideration of re-instating the Duty Pilot role.</p> <p>2. The CFI is considering the idea of dual tows for a number of possible efficiency reasons, which were generally supported if feasible.</p>	Andy Durston										
<p>6. CAPABILITIES.</p> <p>1. Tentative plans for Sea Scouts training was put on hold for the time being pending CRB clearances.</p>											
<p>7. FINANCIAL</p> <p>a. Accounts statement of the Club's books:-</p> <table data-bbox="312 1854 845 2033"> <tr> <td>At Bank</td> <td>£73,587.96</td> </tr> <tr> <td>Flying Account Balance</td> <td>£ 5,920.84</td> </tr> <tr> <td>Invoices Outstanding</td> <td>£ 2,438.17</td> </tr> <tr> <td>Advance paid flights</td> <td>£ 4,216.10</td> </tr> <tr> <td>Immediately Available</td> <td>£ 47,013.80</td> </tr> </table>	At Bank	£73,587.96	Flying Account Balance	£ 5,920.84	Invoices Outstanding	£ 2,438.17	Advance paid flights	£ 4,216.10	Immediately Available	£ 47,013.80	
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<p>b. £6,000+ had been received from the RNGSA in respect of last years further development courses and student bursaries. The Insurance account has yet to be received and is estimated at about £5k.</p> <p>c. Utility of the Grob Motor Glider was slightly better than envisaged at the outset, with capital being slowly recovered, indicating that charging rates were correct.</p> <p>d. Under the directed reporting mechanisms, Profit and Loss statements for the first three Quarters of the current FY showed a managed surplus against the projected estimates of £13,286 and the forecast of outturn based on the averages was estimated at £28,357.</p> <p>e. The 'pilot' year of managing financial data in this way showed clear benefits in being able to manage to tight margins and keep charges to a practical minimum,</p>	
<p>8. EQUIPMENT.</p> <p>1 N3 is now serviceable. Re-gel coating of 805 continues. N28 is being dismantled for its Annual Inspection airworthiness inspection. E& is next in the plan. Engineering arrangements are now generally working well and the status of aircraft well promulgated.</p> <p>2 Tug FO has a cracked cylinder and piston (kindly presented by Phil Moore for all to see). CFI authorisation for up to £1k was ratified. Chris Adams is doing the work, but there may be further unknown defects. It is required soonest to release VH for its annual maintenance prior to the April Course. Work on ZZ was agreed to assume a lower priority, and a later completion date is likely.</p> <p>3 The John Deere tractor is undergoing maintenance.</p> <p>4 The winch is having a radiator leak repaired.</p> <p>5 The old bowser should now be cast for MOD disposal through Fleet HQ MTO. transfer of any equipment to the replacement LWB bowser was agreed because both vehicles are MoD owned. Computer equipment for fuel dispensing was a club asset to be removed prior to casting (CFI).</p> <p>6 Richard Croker will be asked to transfer the operations and maintenance responsibility of the Mazda 4/4 to Henry Freeborn.</p> <p>7 Tony World will shortly use the Minibus for a private journey and will pay the Club the appropriate rate.</p>	<p>CFI Cat Stevens</p>
<p>9. RNGSA FEEDBACK</p> <p>1 A number of EW recorders have been purchased, but 2 designated for PNGC will be retained for the moment by RNGSA, at our request, pending assurance of suitable custody arrangements. They are available on request from the RNGSA Competition Secretary.</p> <p>2 CRB checks will not accrue an administration charge if conducted through Service channels and clearly represented as Volunteers.</p> <p>3 The outline management review was agreed at the RNGSA meeting.</p> <p>4 Chris Moores has taken on a central Communications role, which was much welcomed.</p>	<p>Cat Stevens / CFI</p> <p>Hon Sec (desig)</p> <p>Gerry Holden / CFI</p>

<p>10. COMMUNICATIONS</p> <p>1 Rob Hines would be asked to talk to Crofton School.</p> <p>2 Gerry Holden reminded the meeting that he had the power point presentation disc for use as required.</p> <p>3 A suitable 'Phot-ex' was needed, by which to get suitable airborne photographs depicting PNGC aircraft in a RN and Portsmouth context.</p> <p>4 Service photographers could be made available, and Cdre Lambert had assured proper support for large graphics once the material had been produced to a suitable standard. The aim is to make gliding appealing to Service personnel; current images are limited in this regard.</p>	<p>Gerry Holden</p> <p>Gerry Holden</p> <p>Gerry Holden / CFI</p>
<p>11. DIARY</p> <p>1 The Diary is up to date as promulgated on the website</p>	
<p>12 ANY OTHER BUSINESS</p> <p>1 On Wednesday 10th.March Phil Moore will attend a gliding planning meeting at the FAAOA.</p> <p>2 The Chairman led a discussion on identifying a substantial number of successes in the past year, which should be outlined at the AGM. In particular, he felt that the security of tenure had been made considerably more secure in that time in terms of estates, finances, relationships and objectives. While there were very many issues to be negotiated, the future of PNGC was bright and getting better.</p> <p>3 The Secretary advised that he had had a request from Martin Heneghan for a lorry load of topsoil and a large bag of grass seed to fill the various holes on the airfield. This was agreed.</p> <p>4 Particular thanks were voted for Alan Turners contribution as Hon Sec through a turbulent and challenging time. He would be replaced in the role as a matter of planned succession by Lieutenant Rob Hines.</p>	
<p>13 DATE OF NEXT MEETINGS</p> <p>Annual General Meeting: Sat 27 Mar 2010 Committee Meeting: 30th.March 2010.</p>	



D H DURSTON
Captain
Chairman