

PORTSMOUTH NAVAL GLIDING CENTRE

Minutes of the Committee Meeting held 12 Oct 2010. PNGC Clubhouse

Present:	Chairman	David Durston
	Vice Chairman (General Manager)	Tony World
	Secretary	Rob Hines
	Special Members Representative (& DCFI)	Gerry Holden
	Ordinary Members Representative	Phil Moore
	Full Members Representative	Cat Stevens
	Treasurer	Chris McCulloch
	Junior Members Representative	Nathan Liddel
Apologies:	Full Members Representative	Nick Lambert
	Chief Flying Instructor	Andy Durston
	Membership Secretary	Claire Durston

1	<p>APPROVAL OF PREVIOUS COMMITTEE MINUTES AND MATTERS ARISING / OUTSTANDING.</p> <p>1. The previous Meeting's Minutes were approved.</p> <p>2. (1.2) TORs for Clubhouse works to be issued – (funding yet to be allocated)</p> <p>3. (1.4) Vectis acquisition of N25 is no longer viable. The aircraft is to be kept operational and advertised for sale.</p> <p>4. (1.5) Caravans – No agreement by GVA. Private equipment not well enough controlled within the Hangar charging policy. Hangar Bosun needed.</p> <p>6. (1.6) Bus Plan completion outstanding (and last 5.3)</p> <p>8. (1.8) Direct Debit system to be evaluated</p> <p>9. (2.4) Web section on safety needs clear and separate structure</p> <p>10. (4.3) Costings for road surface to be obtained, now that the asbestos hangar has been removed safely and a hardcore temporary surface had been laid (no cost to PNGC)</p> <p>11. (4.4) Approval in principle for Q Hangar roof repairs to be progressed. Costings being ascertained</p> <p>12. (5.2) Charities registration outstanding (Working paper circulated for this meeting))</p>	<p>GM / Chair</p> <p>CFI</p> <p>All</p> <p>GM/Treas</p> <p>GM/Treas</p> <p>MH / CFIGM</p> <p>GM</p> <p>GM</p> <p>Chair / GM</p>
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2	<p>SAFETY MATTERS</p> <ol style="list-style-type: none"> 1. CCF MOD risk profile to be included as its own separate section in the Safety management Plan. 2. Hangar management arrangement needed. hangar Bosun required – all to identify possible volunteers. 	<p>MH</p> <p>All</p>
3	<p>CHAIRMANS POINTS / UPDATE</p> <ol style="list-style-type: none"> 1. The Jul meeting for cancelled due to personnel u/a 2. Congratulations to Tony World for his highly prestigious national Torch Trophy award for exceptional services to gliding. 3. Recent successes were noted; 3 new instructors qualified; a new glider had been bought, and the grass contract had paid for the new tractor already. 4. HPA had ceased flying ops. Airfield cover was reduced to 0900 – 1700 Mon – Fri only. From 22 Oct PNGC would coordinate traffic when it is in operation; primarily at weekends. The departure of HPA was a very great loss in practical terms, and a number of implications immediately arose, particularly regarding the implied termination of the Agreements between government departments. MCA assurance had been received of PNGC’s operation continuing. 5. Useful visits by key leaders in Defence Estates and SEEDA had also been held. RNIO justification would be needed for renegotiation of the operating lease. MCA was broadly supportive, but had a new problem to manage. It is an important time for cohesion at the airfield as the new MP got to grips with planning issues with the new Local Economic Partnerships (LEPs) 	
4	<p>GENERAL MANAGERS POINTS</p> <ol style="list-style-type: none"> 1. No volunteer had been identified to take on the role of Bookings Manager. The current incumbent was under increasing and unavoidable pressures to stand down; while his devotion to the task continues. Committee members would trawl again, but ultimately if the role ceased, significant operating losses would accrue. <ol style="list-style-type: none"> a. Trawl for replacement. b. Investigate offloading the task by web automation 2. Aim to establish next year’s programme by Dec. 3. Rick Lovett had agreed to take on the role of courses manager. Phil Moore’s contribution had been greatly appreciated and he remains engaged through a wider role within the FAAOA. 4. Repairs to the motor glider (blowing cylinder head) were approved within the 150 engineering work. 	<p>All</p> <p>GH / CFI</p> <p>CFI</p> <p>Treas</p>

5	<p>FINANCE</p> <p>1. The financial status of PNGC was reported. Capital transactions for the Duo Discus were reported as being complete.</p> <p>2. Reporting of in-year outturn (2nd Qr) was welcomed, but forecasting to end of year would help regulate spending in each of the established expenditure categories. Few of these were linear, as seasonal adjustments needed ‘intelligent’ reporting if spending and charges were to be regulated efficiently.</p> <p>6. A working paper dated 1 Sep 10 had been received on 24 Sep from the offices of the Sole Managing Trustee and circulated prior to the meeting as invited. A copy is attached to these Minutes, with emphasis is on its status as a working paper. It was generally received with very great disappointment. After a lengthy and wholly unproductive series of engagements with Fleet HQ and NBC, in which no practical support whatsoever had been forthcoming regarding CC application. PNGC had turned to RNGSA to assist with driving a more coherent position across different factions of the staff. RNGSA had then approached NBC staff for a status review of the RN gliding clubs to achieve the coherence sought between the clubs and the various HQ elements. Nearly a year had passed, and this result merely produced a partisan, financially orientated view about risk management without regard for operating, safety and other risks which had long been omnipresent for PNGC.</p> <p>The proposal to form a Board of Trustees and apply separately for Charity status from outside the Armed Forces ‘excepted’ provision appeared to entail operating and management risks for which closer proximity to the RN was needed to cover the risks facing PNGC amid disbanding of the Regional Assembly and SEEDA; termination of the Tripartite operating Agreement; lease negotiations, and revised arrangements with MCGA. It was not clear where any drive for excepted charities >£100k were directed to register, as the RN Temporary Memorandum directing this had been withdrawn and expertise on other Service regulation was not readily available to the Committee. It is manifestly a complex area, but the bottom line from this narrow financial perspective seemed to be a need to understand why PNGC needed to register at all as a charity if it remained ‘excepted’ as a Service Fund or why SF status should be ended. Clarification would be sought through RNGSA chairman.</p> <p>[pmn – achieved. Letter to HQ attached for info.]</p>	Treas
6	<p>EQUIPMENT</p> <p>1. The Fordson tractor was reported as being in fundamentally working order, but required a battery. ON this basis, approaval was given to rectify this and bring it into a saleable condition, and then to dispose by sale.</p>	NL / GM
7	<p>FAAOA</p> <p>1. Student numbers and dates to be established by CFI, after establishing resources and schedules for next year</p>	CFI (PM)

8	<p>DIARY</p> <p>2. A coherent programme was now on the web and further moves to improve the efficiency were in hand.</p>	CFI
9	<p>ANY OTHER BUSINESS</p> <p>1. Purchase of up to 4 new parachutes was approved, coincident with the new aircraft acquisition and the exhaustion of all other avenues to acquire from Yeovilton and Wyvern. The specific details were to be established by survey (Dave Howell) and scheduling to gain the maximum life (CFI). Approval for expenditure to wash the current holding (reported as ca £25 each) was given.</p> <p>2. Difficulties with Britten-Normal locking taxiway gates without forewarning or regard for other users would be addressed through SEEDA / GVA. (pmn - a courtesy note sent to the B-N CEO in the interests of cooperation)</p> <p>3. Reaffirmation of agreement to sell Tug aircraft G-FO was based on the heavy draw of engineers' time against progressing the Supermunk ZZ rebuild programme. 100h checks to be completed first to maximize sale returns.</p> <p>4. Flying young people needed great care, particularly with regard to parachute fitting. The issues was more prevalent now that MOD programmes for CCF were accommodated. CMcC requested to investigate and report the issues and suitability of current arrangements. (see also Item 2.1 above)</p> <p>4. Approval for the Duo Discus purchase was queried by CS. His wider point of ensuring traceability of all decisions was well made and accepted, particularly where the need to act and react promptly to market opportunities arose. Care needed to be taken to ensure traceability and validity of all decisions, particularly as operational pressures were making it extremely difficult achieve a quorum of military reps. Where this occurred, RN committee agreements could be achieved electronically, but emphasis needs to be placed on choosing times when individuals could attend.</p>	<p>GM/CFI Treas</p> <p>CFI / GM</p> <p>Treas</p> <p>Sec / Treas</p>
10	<p>DATE OF NEXT MEETING</p> <p>DONM – Fri 3 Dec 2010 (Sub to conf) Clubhouse</p>	Sec
	<p>ATTACHED – Letter RNGSA to SMT</p>	Sec



David Durston
 Captain
 24 Oct 10