

Portsmouth Naval Gliding Centre

Instructors Meeting

30th October 2010 17:30

Present :

Full Cats

Andy Durston
Trevor Barnes
Alan Clark
Geoff Clark
Ben Bennett
Tom Edwards
Martin Heneghan
Gerry Holden
Tony World
Keith Walton

Ass Cat Instructors

Steve Morgan
Bill Roebuck
Neil Shaw

Basic Instructors

Kevin Hills
Siggi Ingason
Rick Lovett
Chris Moore
Cat Stevens
Mike Wood

Tug Pilots

Phil Moore
Paul Groves

1. STANDARDISATION

The CFI outlined that there were several areas that he wished to standardise:

1. Low energy shallow approaches needed to be monitored along with the use of airbrakes on the base leg.
2. CFI will raise at the next CFI Conference Balloon landing and low cable break teaching.
3. Winch launch accidents continue to rise; instructors to monitor carefully all winch launches and debrief or retrain any errors identified.
4. WULF checks were to be used as the pre-landing check mnemonic.
5. Training record card are to be written up.
6. Logstar to be annotated for any check flights that are required.

2. AIRSPACE

There had been several reported cases from Lee of infringements to Solent airspace. Not all of these were gliders. CFI reminded all instructors of the need to remain clear of controlled airspace. CFI had held discussions with Solent and one area that is concern to them is flying along the line of the airspace and this should be activity discouraged.

Solent now have a listening watch transponder frequency of 0011 which should be used by Grob pilots whenever practical, ensuring that pilots are tuned into the frequency

3. AIRFIELD MANAGEMENT

It has now been confirmed that HPASU will leave on 25th March 2011 they will however from 1st November 2010 only operate a Monday – Friday manned operation.

PNGC will assume operational responsibility at weekends though the airfield will only be open for resident aircraft and any aircraft arriving on gliding business with the express permission of PNGC CFI who will issue a PPR number.

It was emphasised that RT had to be kept clear and concise. There has been a tendency for several instructors to be somewhat *waffling*.

Duty pilot will be reintroduced after Christmas. CFI had completed the Terms of Reference. The Duty pilot will be published on the roster sheet.

4. WINTER LECTURE PROGRAMME

The CFI confirmed that winter lecture programme will commence in February / March and he asked for volunteers to put themselves forward for Wednesday evening lectures. He stated that the focus would be on Cross Country and Competition Flying.

5. EQUIPMENT

A review of the centres Tugs and Gliders had been carried out and identified that the Super Cub G-BCFO will be sold along with N25.

The Cub has now been taken off line and would not fly again at Lee. This decision had been made to allow Chris Adams and his team to concentrate on the completion of ZZ.

N25 would remain on flying cover until sold.

It was agreed to install a fixed radio into the winch.

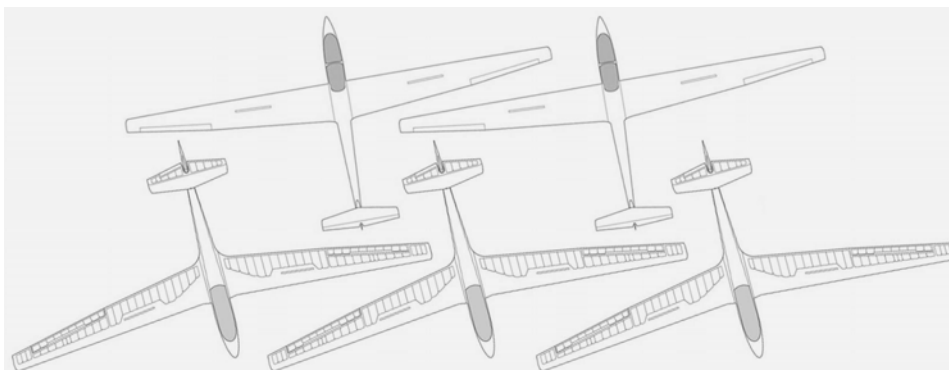
6. CARE OF EQUIPMENT

Any un-serviceability must be reported to CFI at the earliest opportunity so that plans for repairs can commence.

Daily inspections must be signed off in the logbook.

Gliders and tugs must be washed down at the end of each flying day. Extra buckets, sponges etc had been purchased.

CFI is to produce a hangar stacking plan to enable easy access to all equipment. In the main right hand side Grob and 2 seaters. First line nose in first. Left hand side Private Motor Gliders, Tug and single seaters.



7. 2011 FORWARD PLANNING

Asset Utilisation vs Club Members Flying

The CFI explained that we are keen to utilise all of our assets as much as possible. Glider booking during the week would be encouraged as would flying at Lee mid week.

The Discus and Duo Discus would be permitted to be used away from Lee at weekends also.

Expeds

Several Expeds would be pencilled into the diary instructors were asked to put their names forward to either lead or attend these expeds.

7. Eden
8. Aboyne
9. Keevil
10. Yeovilton
11. Germany
12. France – Alps / Flatlands / Both depending upon demand

Courses and Resources

There would be an Easter and Summer as usual. Weekend courses for CCF, Scouts and FAAOA.

Persons over the age of 14 were able to drive vehicles after adequate training provided they drove within, but not on the peritrack.

There is likely to be an opportunity for Instructors to become CCF Recall Officers, able to claim around £70/day for week-long CCF Courses.

Geoff Clark will lead on the Scout Flying, no reimbursement will be made though for this flying.

8. LICENCES / RATING

There had been several changes to licences:

1. The old PPL is likely to need to be converted to JAR, but clarification is being sought.
2. A NPPL SEP rating should now have been transitioned to a SSEA rating
3. R/T licence now expires after 5 years if no Power Licence is held
4. Air to Ground is a non expiring licence.

9. AOB

The BGA Inter Club League is for both Novice and Pundits and PNGC would look to become involved in this in 2011 season.

There are no logbooks at the launchpoint. It was agreed that a logbook would be included in the membership pack.

It is important when joining up members that they are placed in the correct membership category. This will be reviewed again once the duty pilot role is in place.

Trial lesson students will receive a rebate on their account being the difference from air experience rate –v- club rate if they join up on the day of their flight.

Maps will be placed on the bus tables showing airspace.

The Bus and Logcabin should be positioned in-line NOT Staggered. Ensure the vehicles are placed not too close to the runway.

Parachute store has been moved to the corner of the hangar and the existing store will be demolished. CFI pointed out that he was keen to receive constructive comments but had felt that comments regarding this move of store had been negative and obstructive. The sink and fire hose would be moved and reinstalled elsewhere prior to the old stores being demolished.

The club needs a Hangar Boson and all instructors were asked to lobby members to fill this important role.

The hangar floor would not be marked with glider numbers, instead the stacking policy previously discussed would be adopted.

It is the intention once ZZ is complete for the tugs to reside in Q hangar.

Service personnel who regularly fly will have priority in leaving their gliders in the hangar rigged. Those who do not fly regularly will be asked to derig their aircraft.

It is the responsibility of the P1 to ensure that the Paying Pilot + Height is given to the tug pilot. This must not be left to DI.

CFI would arrange for pockets to be refixed to all gliders so they can carry small airspace maps.

Meeting ended at 19:15

Next meeting: 1730 20th February.