

# PORTSMOUTH NAVAL GLIDING CENTRE

Minutes of the Committee Meeting held 27 SEP 11

## Attendees:

<b>Present</b>	General Manager (Chair)	Tony World
	Chief Flying Instructor	Andy Durston
	Treasurer	Chris McCulloch
	Full Members Representative	Cat Stevens
	Special Members Representative	Gerry Holden
	Junior Special Members Representative	Nathan Liddle
	(Membership Secretary)	Chris Moore)
<b>Apologies</b>	Chairman	David Durston
	Secretary	Rob Hines
	Full Members Representative	Nick Lambert
	Ordinary Members Representative	Phil Moore
	(Safety Officer)	Martin Heneghan)

The General Manager opened the meeting at 1940hrs.

Detail	Action
<p><b><u>1 Previous Minutes</u></b></p> <p>1. Errors in previous minutes discussed and amended.</p>	
<p><b><u>2 Matters Arrising</u></b></p> <p>2. N7 Refurbishment bill discussed and approved for payment.</p> <p>3. Aerobility are likely to engage with us in the future purely in respect of gliding as they have decided to base their power activities at Blackbush. They thanked Andy and Tony for their hospitality.</p> <p>4. Congratulations to Cat Stevens for successfully gaining his Assistant Category Instructor Rating.</p> <p>5. Mini Bus brakes have now been fixed.</p>	
<p><b><u>3 Safety</u></b></p> <p><b>N3 Incident</b></p> <p>6. N3's rear Canopy became detached in the early stages of flight. Cause as yet unknown. Technical failure difficult to prove although independent witnesses saw the locking mechanism in</p>	CFI



<p>affect any other aspect of our flying operation and those over 70 will be permitted to continue flying motor-gliders and gliders provided they are named on the insurance policy.</p> <p>20. The CFI and Tugmaster have spoken to the individuals which have been affected and thanked them for their enormous contributions to the club over the years.</p> <p><b>RNGSA Hire of Aircraft</b></p> <p>21. The CFI expressed his disappointment at the way in which the RNGSA handled the request and use of aircraft for the Inter-Service and Bicester Regional Competitions this year.</p> <p>22. He reiterated that all aircraft hire is subject to the rules of PNGC, as the owners and insurers of the equipment, without exception. The committee were in agreement that the aircraft need to be properly managed and accounted for as expensive assets within the club.</p> <p>23. The RNGSA are to be sent an invoice for the periods of glider hire for 2010 and 2011 as they will not transfer funds without this paperwork.</p> <p><b>Duties</b></p> <p>24. It was felt that a number of people were flaunting the duty system, and there was no recourse. The committee agreed to implement a warning system (details to be agreed) in time for 1 Apr 2012.</p> <p><b>Motor-Glider Operations</b></p> <p>25. The aircraft has completed around 140hrs since April, with a forecast of just short of 300hrs in the maintenance year. This demonstrates a huge success, and it appears to have had little or no adverse effect on gliding rates.</p> <p>26. Tony said that as one of the Motor-Glider Instructors, he was finding it difficult to satisfy the demand. This is likely to get worse. Therefore it was requested that another motor-glider instructor could be identified. This would not be a quick process due to training requirements, but would be investigated.</p> <p><b>Glider Rotation</b></p> <p>27. Active management plan to be introduced over the winter to ensure we maximise the 30 day insurance rebate system.</p>	<p>CFI</p> <p>CFI</p> <p>CFI / TW</p> <p>CFI / AEO</p>								
<p><b><u>7 Membership</u></b></p> <p><b>Approvals:</b></p> <p>Current Totals: Full: 111    Special: 51    Jun Spec: 7    Ordinary: 25</p> <table border="1" data-bbox="316 1780 1154 1885"> <thead> <tr> <th>Name</th> <th>Occupation</th> <th>Memb</th> <th>Area</th> </tr> </thead> <tbody> <tr> <td>Robert Douglas</td> <td>Marketing consultant</td> <td>Special</td> <td>Coms</td> </tr> </tbody> </table>	Name	Occupation	Memb	Area	Robert Douglas	Marketing consultant	Special	Coms	<p>Mem Sec</p>
Name	Occupation	Memb	Area						
Robert Douglas	Marketing consultant	Special	Coms						

Abigale Salter	Full Time Education	Jun Spec	N/A	
Barrie Melvin-Witt	Rtd AC Engineer	Special	AC Eng (tug)	CFI
Nick Barnes	Basic Instructor	Special	N/A	
Roger Smithers	Aeronautical Eng	Special	MG Eng	CFI
Lucy Moore	CCF Cadet	Jun Spec	N.A	
Steve Blundell	Fleetlands Apprentice	Jun Spec	AC Eng	AEO
<p><b><u>Training Plans</u></b></p> <p><b>Instructors</b></p> <ol style="list-style-type: none"> <li>Richard Lovell-Butt to continue Ass Cat training (Back injury)</li> <li>Encourage all Full Cats who are SLMG pilots to become BGA MG Instructors.</li> </ol> <p><b>Winter Training</b></p> <ol style="list-style-type: none"> <li>Re-run bronze training programme.</li> <li>Ridge soaring mini-expeds to Parham in preparation for the Mynd exped next year.</li> </ol> <p><b>Future Courses</b></p> <ol style="list-style-type: none"> <li>The CFI expressed concern that the cost of each course (£475) was potentially prohibitive for organisations other than FAAOA, BRNC in particular. It was suggested that we looked at the possibility of running a mixed Aero-tow / winch course to reduce the costs. Various discussions – no real conclusion. CFI to look at scenarios for next meeting</li> <li>Early indications suggest that FAAOA only able to provide 10-12 students for 2012.</li> </ol>				
<p><b><u>Finance</u></b></p> <p><b>Statement of Accounts</b></p> <ol style="list-style-type: none"> <li>See included finance sheet</li> </ol> <p><b>Flying Accounts</b></p> <ol style="list-style-type: none"> <li>Still a huge amount of debt within the club, some of which is over a year old.</li> <li>Credit card system should arrive shortly.</li> <li>Monthly statement to be sent out to all members that have anything other than a zero balance.</li> </ol>				
<p><b><u>Engineering</u></b></p> <p><b>Gliders</b></p> <ol style="list-style-type: none"> <li>N11 ARC already completed.</li> <li>KPE to be brought forwards to November</li> </ol>				

<p><b>Tugs</b></p> <ol style="list-style-type: none"> <li>3. Once ZZ online, it is expected that VH will be removed from service for around 6 months over winter 2012 for in depth maintenance and painting.</li> <li>4. We are likely to lose towing abilities for around 3 weeks in March due to VH's three-yearly CofA work being carried out.</li> </ol>	
<p><b><u>Ground Equipment</u></b></p> <ol style="list-style-type: none"> <li>1. Flail Mower clutch plates gone – being replaced. Noted that this piece of kit appeared to be costing a significant amount of money in parts.</li> <li>2. Manhole covers and protruding objects need to be smoothed to avoid further damage to grass cutting equipment.</li> <li>3. Weed killing spray nozzle broken. Tony World to Fix</li> </ol>	<p>GM GM</p>
<p><b><u>AOB</u></b></p> <ol style="list-style-type: none"> <li>1. Log Cabin Replacement – Various options discussed. Thanks to Gerry Holden for his work. Standalone trailer with pre-built structure to place on top deemed best solution</li> <li>2. Bar Ceiling desperately needed painting. Nathan offered to organise.</li> <li>3. Paint had been bought for the outside of the building. Tony to co-ordinate painting party.</li> <li>4. The toilet / boiler house roof structure was leaking badly. Stuart to fix – Tony to co-ord.</li> </ol>	<p>NL TW TW</p>

The next meeting date was agreed as 1 Nov 2011 at 1930 in the clubhouse.

The meeting was closed at 22:00