PORTSMOUTH NAVAL GLIDING CENTRE

Minutes of the Committee Meeting held 27 SEP 11

Attendees:

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

The General Manager opened the meeting at 1940hrs.

De	Detail Action				
1					
	1. Errors in previous minutes discussed and amended.				
2	Matters Arrising				
	 N7 Refurbishment bill discussed and approved for payment. 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. Congratulations to Cat Stevens for successfully gaining his Assistant Category Instructor Rating. Mini Bus brakes have now been fixed. 				
3	3 Safety				
	N3 Incident				
	 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 	CFI			

 the locked position after landing. 7. Committee agreed that the club would pay the excess and not look to recover any proportion from the club member concerned. 8. N3 at Tim Dews awaiting a new canopy from Schleicher. VH – Airprox 	CFI
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9. The Tug and a glider combination were involved with a near-miss in combination with an unidentified third party aircraft close to the airfield. The proximity was estimated to be less than 100 yeards, although the tug pilot never saw the opposing aircraft. The glider pilot released.	
10. The tug pilot has been debriefed accordingly. All necessary	
paperwork had been completed in liaison with BN tower. 11. CFI's comments: This incident could have been avoided if the 'POWER FLARM' device was fitted to the tug. He will ensure this	
is completed as a priority.	
	CFI
4 Chairman Points	
Charity Registration	
12. PNGC was originally given until the end of October to register as	
a charity. Deadline imposed by SMT. The requirement has been modified to: Must have applied for registration by the end of October.	GM / Chair
13.CDRe Martin Westwood has taken over as the lead on this subject on behalf of Chairman RNGSA.	
14. Wilson Solicitors have been appointed to assist – the same ones successfully used by RAFGSA. All legal costs will be born by PDev, agreed by Peter Lewis. The fee is to be agreed in advance.	
15. The charitable organisation is to be set up to have a board of trustees as opposed to a Sole Managing Trustee as at present.	
16. The CCF now appear to have HMS Bristol back online for	
accommodation, thus the hope is 2012 will provide a much more prosperous flow of cadets into PNGC.	Chair
5 General Managers Points	
Hanagarage	
17. N Hangar to be taken on by PNGC, expected to be for a pepper-	
corn rent. It contains power and should be taken on by 1 Nov.	
18. We are likely to continue to store trailers in J hangar and move	GM
MT to N Hangar.	
6 Operations	
Tug Pilots	
19. As of 1 Nov (insurance policy renewal), PNGC's insurance policy will preclude pilots over 70 from flying PNGC tugs. This will not	TugMaster

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. 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. RNGSA Hire of Aircraft 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 Biccester Regional Competitions this year. 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. CFI 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. CFI 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. CFI Motor-Glider Operations 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. CFI / TW 26. 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 a diverse effect on glidi					
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	Abigale Salter	Full Time Education	Jun Spec	N/A		
	Barrie Melvin- Witt	Rtd AC Engineer	Special	AC Eng (tug)		
	Nick Barnes	Basic Instructor	Special	N/A		
	Roger Smithers	Aeronautical Eng	Special	MG Eng		
	Lucy Moore	CCF Cadet	Jun Spec	N.A		
	Steve Blundell	Fleetlands Apprentice	Jun Spec	AC Eng		
Train	ing Plans					
In	structors					
		tt to continue Ass Ca Cats who are SLMC	υ.	• • •	1G	
W	inter Training					
	 Re-run bronze training programme. Ridge soaring mini-expeds to Parham in preparation for the Mynd exped next year. 				nd c	CFI
Fι	iture Courses					
6.	 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 Early indications suggest that FAAOA only able to provide 10-12 students for 2012. 				at C	CFI
Finar	lce					
	Statement of Accounts 7. See included finance sheet					
Fl	Flying Accounts					
 Still a huge amount of debt within the club, some of which is over a year old. Credit card system should arrive shortly. Monthly statement to be sent out to all members that have anything other than a zero balance. 				er		
Engineering						
Gliders						
	N11 ARC already KPE to be brought	completed. t forwards to Novem	ber		ļ	AEO
L						

3.	ugs 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. We are likely to loose towing abilities for around 3 weeks in March due to VH's three-yearly CofA work being carried out.	
Grou	Ind Equipment	
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.	
2.	Manhole covers and protruding objects need to be smoothened to avoid further damage to grass cutting equipment.	GM
	3. Weed killing spray nozzle broken. Tony World to Fix	GM
AOB		
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	
	Bar Ceiling despirately needed painting. Nathan offered to organise.	NL
	Paint had been bought for the outside of the building. Tony to co- ordinate painting party.	TW
4.	The toilet / boiler house roof structure was leaking badly. Stuart to fix – Tony to co-ord.	TW

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

The meeting was closed at 22:00