

PORTSMOUTH NAVAL GLIDING CENTRE

Minutes of Committee Meeting – 28th February 2012

The meeting was opened at the PNGC Clubhouse at 19:30.

Present: Vice Chairman/General Manager: Tony World (TW)
 Treasurer: Chris McCulloch (CMc)
 Chief Flying Instructor: Lt Andy Durston RN (AD)
 Full Members' Representative: WO1 Cat Stevens RN (CS)
 Special Member's Representative: Gerry Holden (GH)
 Membership Secretary: Chris Moore (CM)
 Minutes Secretary Designate: Lloyd Brown (LB)
 Ordinary Members' Rep Designate: Martin Heneghan (MH)

	Item	Action
1	<p>APOLOGIES</p> <ul style="list-style-type: none"> Apologies were received from Captain David Durston RN and Phil Moore. 	
2	<p>MINUTES OF THE PREVIOUS MEETING</p> <ul style="list-style-type: none"> It was agreed that the minutes were an accurate record of the previous meeting and they had been signed accordingly. 	DD/TW
3	<p>MATTERS ARISING</p> <ul style="list-style-type: none"> FLARM is to be fitted to the Grob rather than VH It is understood MCA are to pass the airfield to HCA Inspection has shown that birds are entering the hangar via spaces around the door to which flashing will be fitted The club still requires funding for instruments and the CFI is progressing the issue The Safety member reported that the risk register had been completed in respect of Q hangar N3 is now equipped for spinning Zenith left Daedalus recently so an alternative source of bus servicing, possibly in house, is needed The John Deere tractor is to be prepared for sale, now being surplus to requirements. 	<p>TW/AD</p> <p>AD</p> <p>NL</p> <p>NL</p>

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4	<p>SAFETY MATTERS</p> <p><u>FLYING:</u></p> <ul style="list-style-type: none"> The CFI expressed concerns that BN A/G operators were sometimes failing to give adequate information on power/glider traffic and he would raise this in appropriate quarters. This could on occasions be exacerbated by glider battery performance, particularly the K21s and he would request Paul Carder to address the issue <p><u>NON-FLYING:</u> None</p>	AD
5	<p>GENERAL MANAGER/CHAIRMAN POINTS</p> <p>The GM reported that:</p> <ul style="list-style-type: none"> the New Constitution is being completed by the lawyers for onward transmission to the accountants N hangar has been almost vacated by the existing tenants and will be rented to PNGC wef 1 Apr 12 at a rent of £6k pa. MT will move from J hangar to N hangar and J hangar may be offered to glider trailer owners as a dry storage area <p><u>On behalf of Capt Durston RN the GM read the following statement:</u></p> <p><u>Licence.</u> PNGC Chairman has written a couple of times to seek line management support from the RNGSA Chairman for planned renewal of the MOD operations licence under the Tripartite Agreement with MCGA. This renewal had been delayed while the Airfield Operating Manual was re-written to accommodate the new commercial airfield operations management structure put in place by HCA (formerly SEEDA); a task that has now been completed so the ball is firmly now in MOD's court. No reply or acknowledgement has been received from RNGSA, but has been tabled as an Agenda item at the forthcoming RNGSA Committee meeting. Without the MOD licence, PNGC cannot operate.</p> <p>The focal point remains MOD/Defence Estates, and this has absolutely nothing to do with non-public funding or other charitable enhancements to the efficiency of the Armed Forces. The licence is for the core RN requirement to fulfil Defence Council directives to the Service and is the fundamental basis for RN Fleet Command to discharge its instructed remit for AT and Sport. Thus, PNGC is not able to underwrite the MOD licence risks either; these are for the Crown, irrespective of whatever else is done to mitigate or offset by non-public enhancements or</p>	TW

	<p>augmentation. To this end, the RN is funding the legal work for transferring the charitable business, and because it is in MOD's interests to do so.</p> <p><u>Charity Registration.</u> This remains the CNBCP's submission of Dec 2010, despite change of post-holder, and PNGC is doing all that it can to hurry the process. The work to form a Board of Trustees in lieu of a Sole Managing Trustee is to incorporate those risks that currently fall to the Service Charity (authorised Service Fund). It does not incorporate MOD risks of the operating licence and the work is progressing though an established, suitable solicitor, funded by the Royal Navy in recognition of the Service activity provided. None of this affects the MOD needing to underwrite residual risks outside the charitable element of PNGC operations.</p> <p><u>CCF.</u> This has been cancelled by the Fleet HQ, unexpectedly and without forewarning or communication. The rationale is unclear, but understood to be funding-related, despite all but the barest minimum of supervision costs were borne by the schools and parents. Previous courses were highly successful, and thanks should go to all those who were involved in arranging.</p> <p><u>FAAOA.</u> The Association will again fund the places in full, while Navy Recruiting sorts itself out and declines to sponsor the places. The point was made to, and accepted by, the Association (R.Admiral S Lidbetter) that the courses provide good service orientation to recruit not just potential aircrew, but more widely, including in current recruitment shortage categories.</p>	
<p>6</p>	<p>OPERATIONS</p> <p><u>CFI POINTS:</u> The CFI reported that:</p> <ul style="list-style-type: none"> • VH would now remain on a CofA and should be equipped for night flying and ZZ would operate on a permit • a number of Olympics Airspace briefings would held and would be mandatory for those intending to fly during the Olympics • restricting the airframe allocation for winter flying had proved valuable in terms of insurance rebates and a similar plan would be produced for next winter. There were few complaints considering the abnormally high amounts of winter flying this year. All gliders would be fully insured from 1 Apr 12 • night gliding had taken place successfully and would hopefully become a permanent feature with members reaching night solo standard • The rewritten rule book had been published • RNGSA would place a higher demand for PNGC gliders this year with several a/c on loan on occasions but this was to be expected with the RN financing the purchase of these a/c. The 	<p>AD/CS</p>

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	<p>load was being shared equally across the 3 RINGSA clubs</p> <p>OTHER OPERATIONS: The GM reported that:</p> <ul style="list-style-type: none"> • Vigilance would be essential regarding the possibility of licensing the airfield which could well be to the detriment of gliding 	
7	<p>TRAINING PLANS</p> <p>The CFI reported that:</p> <ul style="list-style-type: none"> • a BGA Instructors' training course would be held in Sep 2012 • ab-initio courses would be held at Easter and in the first week of August. There are 6 FAAOA on each course and 6 others on the Easter course. Instructors had been nominated for the Easter course 	
8	<p>CAPABILITIES</p> <ul style="list-style-type: none"> • <u>DUTIES:</u> Nil 	
9	<p>FINANCIAL</p> <p>The Treasurer reported that:</p> <ul style="list-style-type: none"> • Accounts were in accord his report which is attached • It was agreed that fuel stocks would be included in future accounts at cost price • The CFI confirmed the purchase of 3 'chutes would now happen in Sep 12 with a re-pack pro tem • Sales of air experience vouchers were much increased although few were being utilised at present. It would take approx 8 full flying days to clear the current backlog • It was important that a budget meeting be held in the near future • The significant increase in fuel costs mean that aerotow charges will increase by 50p for a 2,000ft tow and pro rata for other tows wef 1 Mar 12. Winching charges are unaffected 	<p>CMcC</p> <p>AD</p> <p>CMc/AD/TW</p> <p>AD</p>
10	<p>EQUIPMENT</p> <ul style="list-style-type: none"> • The winch gas filler valve/tap has been repaired • One Range Rover is u/s with transmission issues and needs repair. • CS reported that N29 and N7 would be online by 1 Apr 12 and that N16 requires some attention to cables • The CFI reported that VH will be offline on Wednesdays for the next month 	<p>NL</p>

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11	<p>FAAOA FEEDBACK</p> <ul style="list-style-type: none"> The minibus is to be checked for course use 	NL
12	<p>TRI-SERVICE/RNGSA FEEDBACK</p> <ul style="list-style-type: none"> Nil to report – next RNGSA meeting in Mar 	TW
13	<p>DIARY</p> <ul style="list-style-type: none"> The AGM will take place on 17 Mar 12 at 1900 for 1930 and the Sec will obtain an agenda and send to all members Family and Friends Day proposed for 23 Jun 12. NS could help with planning but may not be available on the day. A Dinner-Dance was suggested for April; TW agreed to approach the ladies through Mandy to seek their ideas and help. There will be a Portsmouth and Southsea Air Day on 18 Aug 12. 	<p>TW/AD/LB</p> <p>NS</p> <p>TW</p>
14	<p>COMMUNICATIONS</p> <ul style="list-style-type: none"> The CFI reiterated his concern at the lack of trainees particularly from the younger age groups. This is apparently a national problem and the CFI proposed with full agreement that a sub-committee should be formed under the chairmanship of Gerry Holden to review all aspects of obtaining and retaining new members, particularly serving and young people 	GH
15	<p>MEMBERSHIP</p> <p>The Membership Secretary reported that:</p> <ul style="list-style-type: none"> The classification of members as 'entitled' or 'non-entitled' for CC purposes had been clarified and on that basis PNGC currently has 167 entitled members and 98 non-entitled. Some anomalies exist in respect of club membership fees payable by those attending 1 week courses. After discussion it was agreed that 'civilians' would pay a £30 one week membership fee in addition to course fees, and this could be offset against full membership should they subsequently join the club 	

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15	POLICY <ul style="list-style-type: none">• Nil to report	
16	RNGSA ISSUES <ul style="list-style-type: none">• Nil to report	
17	AOB <ul style="list-style-type: none">• PM will retire at the AGM and MH will take over as Ordinary Members representative• Committee meeting minutes had not appeared on the website since August. The CFI agreed to rectify.• CS reported that Scout flying on Friday nights was booking well and it was agreed volunteers should be encouraged	AD CS

The meeting closed at 2115

Date of Next Meeting:

3 Apr 12 at 1930 in PGNC Clubhouse

L W BROWN
Minutes Secretary
PNGC

Minutes Agreed to be correct by:

Chairman

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TREASURERS REPORT

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