

# PORTSMOUTH NAVAL GLIDING CENTRE

Minutes of Committee Meeting – 08 May 2012

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

**Present:**

Chairman	David Durston (DD)
Vice Chairman/General Manager:	Tony World (TW)
Treasurer:	Chris McCulloch (CMc)
Chief Flying Instructor:	Trevor Barnes (TB)
Full Members' Representative:	'Cat' Stevens (CS)
Special Member's Representative:	Gerry Holden (GH)
Membership Secretary:	Chris Moore (CM)
Ordinary Members' Rep Designate:	Martin Heneghan (MH)
Junior members' Rep	Christopher Gibson (CG)
Special Events Rep	Neil Shaw (NS)

**Apologies** Secretary: Lloyd Brown (LB)

	Item	Action
1	<b>APOLOGIES</b> Apologies were received from Lloyd Brown, Secretary.	
2	<b>MINUTES OF THE PREVIOUS MEETING</b> The minutes of the last meeting were approved, except item 7, which listed members selected for instructor training and did not intend to indicate that they were yet trained or qualified.	LB
3	<b>MATTERS ARISING</b> (X-Ref to last Minutes) (2.1) FLARM is to be fitted to the Grob rather than VH (2.2) CMcC to chase (2.6) Draft Budget Plan to be developed and presented to C'ttee (2.7) Extant Instruction. Notify to members via web (3.2) Up to £5k approved, reporting back to the Committee (3.3) Meeting with Atlas helicopters was needed to resolve issues (6.1.2) MOD still unresponsive. RINGSA Chairman informed as the accountable authority for PNGC meeting MOD(N) requirements. (6.1.5) Disquiet remains significant and was represented.	TB / CS CMcC CMcC/TW NL TW/NL TB TB

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	<p>(10.2) £500 approved for crash truck.</p> <p>(15.3) Not approved to reduce winch fees (from £5.50 to £4.00 to stimulate introduction level flying) until compensatory fees assessment was provided with utilisation data to ensure cost neutrality of any change. On the basis of evidence submitted so far, an additional 57 launches per week would be necessary and this was considered by the Committee to be unlikely to be realised. Other arguments highlighted the rent burden being expected to increase soon and the likely losses of £7-10,000 pa that the CFI's proposal would risk incurring unless compensatory measures were taken. However the majority vote favoured the principal, caveated by needing a business plan assessment first. To report next meeting.</p> <p>NS to provide usage data. TB to reassess and propose. TW and CMcC to assess business impact.</p>	<p>CMcC</p> <p>TB / NS CMcC / TW</p>
4	<p><b>SAFETY MATTERS</b></p> <ul style="list-style-type: none"><li>Recent incident highlighted the domain of MOD risk, highlighted also to the RNGSA Chairman. Worryingly, HQ seemed to have a scant understanding that these could not necessarily all be covered by PNGC non-public liability cover, whatever the trustee or charity arrangements. Golf buggies to replace diesel tractors for aircraft movements. £2500 approved.</li><li>Loggers' cabin to be left attached to tow vehicle.</li><li>Training chart to be maintained for vehicle drivers. (Other risk mitigation measures for vehicle driving were already in place (age, UKDL, etc)</li><li>Lack of support for safety matters from RN units remained of concern, including relating to safe custody of minors in nearby establishments, including especially HMS Collingwood. This remains as yet unresolved despite writing at Command level (1* and 2*).</li></ul>	<p>CMcC</p> <p>NL / TB</p> <p>NL / TB</p>
5	<p><b>CHAIRMAN POINTS</b></p> <ul style="list-style-type: none"><li>Progress towards substituting the SMT structure with a Board of Trustees is moving at the pace of the Solicitors, Charities Commission and, ultimately, Companies' House.</li><li>Risks of not succeeding in this transformation appear now to be low, which has come as a relief since in the normal course of events, gliding would be hard to meet charities criteria were it not for the Services' needs for Adventure Training and all that gliding represents to Service goals.</li><li>The MOD operating licence, essential to be issued by MCGA at inter-department government level remained crucial to PNGC's future viability. Only RNGSA can press the case further for PNGC</li></ul>	
6	<p><b>GENERAL MANAGERS POINTS</b></p> <ul style="list-style-type: none"><li>N Hangar required some self-help work on assuming tenancy. \$6k rent agreed.</li></ul>	

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	<ul style="list-style-type: none"> <li>Crash Gate 3 was expected to be opened within about 4-5 weeks.</li> <li>Arrangements as previously briefed, including at the AGM, to reduce access and crossing risks for the runway in use. Passes will be issued to members against a returnable deposit.</li> </ul>	MemSec (CM)
7	<p><b>OPERATIONS</b></p> <p><u>CFI POINTS:</u> The CFI reported that:</p> <p>An Instructors meeting and, later, a tug pilots' meeting were scheduled to address a number of issues arising</p> <p>Friday evening Scouts flying would continue and develop. Warmly welcomed by the Committee for various reasons including the lack of interest by RN HQ for the (free to the RN) CCF (RN) scheme; and it provided a local amenity which had rates reduction benefits to PNGC.</p> <p>Schemes to introduce the activity to RN Phase 2 trainees were in place for 30 Jun and 1 July. Supporting assistance would be welcomed.</p>	
8	<p><b>CAPABILITIES</b></p> <ul style="list-style-type: none"> <li><u>DUTIES:</u> Nil raised</li> </ul>	
9	<p><b>FINANCIAL</b></p> <p>The Treasurer reported that:</p> <ul style="list-style-type: none"> <li>Accounts were in as in the report which is attached</li> <li>G-VH required design support authority for new Certificate of Airworthiness. £1000 approved.</li> <li>G-ZZ would go onto the LAA register in due course.</li> <li>Main issues included improving the management of individuals' flying account balance.</li> <li>Capital expenditure was needed for new 'golf' buggies to improve safety; N7 re-work and painting; acquiring a new digger to level the grass runways (safety); and a replacement logger cabin (safety). A new business plan was needed as soon as it could be developed.</li> <li>The SF Examination was planned for later in May by Peter Nichols, with special exemption in place by the SMT.</li> </ul>	<p>CMcC</p> <p>CMc/NS/TB /TW</p> <p>CMcC</p>
10	<p><b>EQUIPMENT</b></p> <ul style="list-style-type: none"> <li>One Range Rover is u/s with transmission issues and needs repair.</li> <li>Duo Discus to go to Syaston</li> <li>The 'Junior' glider had unserviceable air brakes.</li> <li>Vehicle hitches to be covered (safety item)</li> </ul>	<p>NL</p> <p>TB</p> <p>CS</p> <p>NL</p>

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11	<p><b>FAAOA FEEDBACK</b></p> <ul style="list-style-type: none"> <li>• Training Course management anomalies, especially regarding safe custody of students at Collingwood remained an outstanding and unresolved issue.</li> <li>• Some misleading 'observations' by the FAAOA arose as a consequence of the minor, but potentially serious, accident during the Easter course.</li> </ul>	
12	<p><b>TRI-SERVICE/RNGSA FEEDBACK</b></p> <ul style="list-style-type: none"> <li>• (pmn) Next RNGSA meeting 3 Aug. Central focus on the RN hosting the Inter-Services Gliding Competition 2013 at Merryfield.</li> </ul>	
13	<p><b>DIARY</b></p> <ul style="list-style-type: none"> <li>• Friends and Families Day 27 June.</li> </ul>	
14	<p><b>COMMUNICATIONS</b></p> <p>Nil report</p>	GH
15	<p><b>MEMBERSHIP</b></p>	
16	<p><b>RNGSA</b></p> <ul style="list-style-type: none"> <li>• RNGSA</li> </ul>	
16	<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>• Rear of hangar unacceptably untidy. All tools to be cleared out and removed unless essential. Onus of self-help on members was ineffective and the hangar was becoming abused. Hangar workparty would be sought.</li> </ul>	TW / CS
17	<p><b>DONM</b></p> <p>26 June 12. PNGC Clubhouse (Briefing / Meeting room)</p>	LB

  
D H DURSTON  
Captain RN  
Chairman

## STATEMENT OF THE BOOKS

Excludes property assets and Grant liability

DATE: 30-Apr-12

	This Month	Last Month	Last Year
<b>AT BANK</b>			
Current Account	£67,131.50	£50,242.91	
Cater Allen Account	£33,210.43	£33,210.43	
Online payments	£360.32	£338.90	
Barclays	£1,202.05	£6,729.30	
<b>TOTAL AT BANK</b>	<b><u>£101,904.30</u></b>	<b><u>£90,521.54</u></b>	<b><u>£108,027.02</u></b>
<b>LIABILITIES</b>			
Advance Paid Flights      Excl. VAT liability	£6,305.00	£6,142.50	
Flying Account Balance	£10,267.17	£20,773.52	
V.A.T. Control	£208.93	£1,228.28	
Other	£0.00	£0.00	
Insurance	£0.00	£0.00	
Unpaid invoices	£0.00	£0.00	
<b>TOTAL LIABILITIES</b>	<b><u>£16,363.24</u></b>	<b><u>£25,687.74</u></b>	<b><u>£5,129.47</u></b>
<b>NON PROPERTY ASSETS</b>			
Invoiced Receivables	£792.32	£1,023.08	
Unbanked monies	£0.00	£0.00	
<b>TOTAL NON PROPERTY ASSETS</b>	<b><u>£792.32</u></b>	<b><u>£1,023.08</u></b>	<b><u>£2,476.27</u></b>
<b>SUMMARY</b>			
At Bank	£101,904.30	£90,521.54	£108,027.02
Less Liabilities	£16,363.24	£25,687.74	£5,129.47
<b>Immediately Available</b>	<b>£85,541.06</b>	<b>£64,833.80</b>	<b>£102,897.55</b>
Add Non Property Assets	£792.32	£1,023.08	£2,476.27
<b>Working Balance</b>	<b><u>£86,333.38</u></b>	<b><u>£65,856.88</u></b>	<b><u>£105,373.82</u></b>

Allocation of funds

ZZ fund remaining                      £825.89