

# PORTSMOUTH NAVAL GLIDING CENTRE

Minutes of Committee Meeting . 26th June 2012

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

**Present:** Vice Chairman/General Manager: Tony World (TW)  
 Treasurer: Chris McCulloch (CMc)  
 Chief Flying Instructor: Trevor Barnes (TB)  
 Full MembersqRepresentatives: WO1 Cat Stevens RN (CS)  
 L/H Chris Gibson RN (CG)  
 Ordinary MembersqRepresentative: Martin Heneghan (MH)  
 Junior MembersqRepresentative: Nathan Liddle (NL)  
 Minutes Secretary: Lloyd Brown (LB)

	Item	Action
1	<p><b>APOLOGIES</b></p> <p>Apologies were received from Captain David Durston RN, (DD) Gerry Holden (GH), John Hale (JH) and Neil Shaw (NS)</p>	
2	<p><b>MINUTES OF THE PREVIOUS MEETING</b></p> <ul style="list-style-type: none"> <li>It was agreed that the minutes were an accurate record of the previous meeting and they had been signed accordingly, except the list of those attending should have included Chris Gibson (CG) as a Full MembersqRep and should have shown Nathan Liddle (NL) as the Junior MembersqRep.</li> </ul>	LB
3	<p><b>MATTERS ARISING</b></p> <ul style="list-style-type: none"> <li>Power Flarm is to be fitted to FUG (see also 10.1)</li> <li>The grant bid for instruments has been authorised</li> <li>Draft budget plan is being prepared for committee</li> <li>Notify members Range Rover 2 not to be used and fault rectification required</li> <li>Mini digger still being sourced</li> <li>The Crash Truck is online and thanks were passed to those who worked on this project</li> <li>A business plan assessment has been carried out on the issue of aerotow, winching and air experience flight charges. The new rates, which are cost neutral, have been published</li> </ul>	<p>TB/CS</p> <p>TW/CMcC</p> <p>NL</p> <p>TW</p>

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4	<p><b>SAFETY MATTERS</b></p> <p><u>FLYING:</u></p> <ul style="list-style-type: none"> <li>The CFI reported that there had been three incidents/accidents, all of which have been detailed elsewhere. The committee agreed with the CFI's recommendation that no excesses should be levied against the individuals concerned as each event was seen to be a normal operating risk. Insurance claims totalled some £30k, but the GM was hopeful that there would be no significant increase in premium for future years in light of PNGC's good claim record. It was however suggested that the replacement wings fitted to FUG are inferior to those damaged, and it was agreed that TW would seek to have the old wings re-fitted once they had been repaired</li> <li>The CFI re-iterated the recently published instruction that visitors must not cross the runway to view air experience flights and that the log cabin now marked the earliest point at which powered aircraft should commence their take off run</li> <li>The CFI also briefed the committee on the matter of the insecure wings on the privately owned Libelle glider following maintenance, which only became apparent during an airstest. It transpired that the professional maintenance organisation had failed to insert brushes causing serious oscillations in flight. The CFI confirmed that he had discussed the matter with our SRE, a Senior engineer at RAFGSA and BGA personnel, and they advised that the matter would be dealt with on an informal basis, thus no formal report was submitted.</li> </ul> <p><u>NON-FLYING:</u></p> <ul style="list-style-type: none"> <li>There were no Health and Safety issues to report</li> <li>The committee was delighted to hear that Izzy Moore is now fully recovered and was flying last weekend</li> </ul>	TW
5	<p><b>GENERAL MANAGER/CHAIRMAN POINTS</b></p> <p>The GM reported that:</p> <ul style="list-style-type: none"> <li>The MCA have granted PNGC a three month licence extension by which time it is anticipated PNGC will achieve full charity status, after which PNGC will be granted a formal licence. MCA, HCA and PNGC will then enter a tri-partite agreement</li> <li>When PNGC achieves charity status it will be necessary to form a separate trading company to enable activities such as fuel sales to continue outwith the charity. It is anticipated that the Trustees of PNGC will act as the Board of the trading company. Appropriate insurance will be required. Any profits made by the trading company will pass directly to PNGC. Hangarage will remain within club activities</li> </ul>	

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6	<p><b>OPERATIONS</b></p> <p>a. <u>CFI POINTS</u>: The CFI reported that:</p> <ul style="list-style-type: none"> <li>• 120 Phase 2 trainees would attend PNGC 30/6-1/7 and support was in place to facilitate this important activity</li> <li>• Scout flying on Fridays continues, weather permitting</li> </ul> <p>b. <u>FLYING FEES</u> Covered in Matters Arising</p> <p>c. <u>OTHER OPERATIONS</u>:</p> <ul style="list-style-type: none"> <li>• The CFI proposed to the committee that VH should be loaned to the Inter Services Comps at RAF Wittering from 17-26 Aug. This led to protracted discussion regarding the merits of PNGC losing BI and club aerotows for 2 consecutive weekends. A vote was taken and a compromise was passed whereby VH would be released 17-24 Aug and for the 25/26<sup>th</sup> if possible. This would be facilitated if Andy Farr would loan the Rotax Falke to PNGC for 25/26<sup>th</sup>. The CFI and GM would check this possibility</li> <li>• It was discussed and agreed that those using club vehicles for their sole use at comps and other occasions would be required to contribute 60p per mile for <del>avet</del>use</li> <li>• It was agreed that the GM would compile a list of individuals who should be invited to the Inter Services VIP Day. The names would be forwarded to Chris Bryning for action</li> </ul>	<p>TW/TB</p> <p>TW</p>
7	<p><b>TRAINING PLANS</b></p> <p>The CFI reported that:</p> <ul style="list-style-type: none"> <li>• Mike Wood and Richard Lovewell-Butt will train as AsCat in September</li> <li>• The ab-initio course planned for August would take place and the required instructors would be re-categorized in the near future. GH will verify student numbers asap</li> </ul>	<p>GH</p>
8	<p><b>CAPABILITIES</b></p> <p><u>DUTIES</u>: Nil</p>	
9	<p><b>FINANCIAL</b></p> <p>The Treasurer reported that:</p> <ul style="list-style-type: none"> <li>• Accounts were in accord his report which is attached</li> <li>• The Service Fund Examiner's recommendations were accepted in full and a note to this effect had been sent to the Trustee, whose regulations have all been complied with</li> <li>• There were detailed discussions regarding the possibility of obtaining VAT refunds in respect of fuel sales and air</li> </ul>	

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	<p>experience membership. The Treasurer will research and report to the next meeting</p> <ul style="list-style-type: none"> <li>The GM will talk to Pete Dalby re selling fuel to visiting aircraft during Portsmouth Airday</li> </ul>	<p>CMcC</p> <p>TW</p>
10	<p><b>EQUIPMENT</b></p> <ul style="list-style-type: none"> <li>Work is proceeding satisfactorily on the new log cabin</li> <li>All aircraft are serviceable</li> <li>The standalone Power Flarm will be fitted in FUG. Two new Power Flarms will be purchased for VH and ZZ with the grant authorised in 3.2</li> <li>The GM expressed his annoyance that the significant leak occurring from the Calor Gas LPG tank valve making the equipment unusable had not been reported by members. Calor Gas had now rectified the fault</li> <li>The GM also regretted the state in which the bus had been left following operations on a recent Wednesday afternoon/evening</li> </ul>	
11	<p><b>MEMBERSHIP</b></p> <ul style="list-style-type: none"> <li>It was noted that PNGC now had 161 Entitled Members out of a total membership of 311</li> <li>There were 7 applications for Special Membership. Four were approved and 3 were carried forward for further action</li> </ul>	<p>JH</p>
12	<p><b>FAAOA FEEDBACK</b> Nil</p>	
13	<p><b>TRI-SERVICE/RNGSA FEEDBACK</b> Nil</p>	
14	<p><b>DIARY</b></p> <ul style="list-style-type: none"> <li>There will be a Portsmouth and Southsea Air Day on 18 Aug 12</li> <li>The Ab-initio course will take place in August</li> <li>There will be a Development course in September</li> <li>Members are requested to opt-in to the Dinner-Dance planned for 2<sup>nd</sup> Mar 2013 via the poster in the bar</li> </ul>	
15	<p><b>COMMUNICATIONS</b> Nil</p>	
16	<p><b>POLICY</b> Nil</p>	

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17	<b>RNGSA ISSUES</b> Nil	
18	<p><b>AOB</b></p> <ul style="list-style-type: none"> <li>• CS had received correspondence from a full member expressing dissatisfaction with the way launch charge changes had been notified. It was agreed that communication could have been better and the GM would clarify</li> <li>• It was agreed that the leaking roof in the clubhouse toilets is in desperate need of repair. The GM agreed to obtain quotes</li> <li>• The committee expressed its thanks to all those involved in the very successful Families' Day on 23<sup>rd</sup> June</li> <li>• MH stated that 2 new energy absorbent cushions are required</li> <li>• The CFI has obtained new ballast weights</li> <li>• The committee expressed its thanks to those responsible for the upgrading of clubhouse facilities</li> <li>• The CFI advised the committee of the appointment of Barry Elliott as Tugmaster following Andy Durston's resignation</li> <li>• The CFI will clarify the situation regarding booking of the Grob</li> <li>• The Secretary will re-publish the fees for trailer parking for the various membership categories</li> <li>• The GM stated the urgent need for working parties to address the serious problem of birds nesting in the hangar causing damage to aircraft below and for works associated with making asbestos risk areas safe</li> <li>• A new drop plate for the 4WD towball will be purchased locally</li> </ul>	<p>TW</p> <p>TW</p> <p>MH</p> <p>TB</p> <p>LB</p> <p>TW</p> <p>TW</p>

The meeting closed at 2230

Date of Next Meeting:  
31 Jul 12 at 1930 in PGNC Clubhouse



D DURSTON  
Chairman  
PNGC

*T. Woods FCMA CGMA  
Vice Chairman*

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DATE:	30-Jun-12	This Month	Last Month	Last Year	
<b>AT BANK</b>					
Current Account	£67,654.38	£62,180.04			
Cater Allen Account	£33,210.43	£33,210.43			
Online payments	£570.62	£97.82			
Barclays	£5,822.83	£3,663.04			
<b>TOTAL AT BANK</b>	<b>£107,258.26</b>	<b>£99,151.33</b>	<b>£108,027.02</b>		
<b>LIABILITIES</b>					£825.89
Advance Paid Flights	-£6,043.33	-£5,475.00			
Flying Account Balance	-£17,073.40	-£20,773.52			
V.A.T. Control	£227.63	£208.93			
Other	£0.00	£0.00			
Insurance	£0.00	£0.00			
Unpaid invoices	£0.00	£0.00			
<b>TOTAL LIABILITIES</b>	<b>-£22,889.10</b>	<b>-£26,039.59</b>	<b>-£5,129.47</b>		
<b>NON PROPERTY ASSETS</b>					
Invoiced Receivables	£853.15	£1,023.08			
Unbanked monies	£0.00	£0.00			
<b>TOTAL NON PROPERTY ASSETS</b>	<b>£853.15</b>	<b>£1,023.08</b>	<b>£2,476.27</b>		
<b>SUMMARY</b>					
At Bank	£107,258.26	£99,151.33	£108,027.02		
Less Liabilities	-£22,889.10	-£26,039.59	-£5,129.47		
<b>Immediately Available</b>	<b>£84,369.16</b>	<b>£73,111.74</b>	<b>£102,897.55</b>		
Add Non Property Assets	£853.15	£1,023.08	£2,476.27		
<b>Working Balance</b>	<b>£85,222.31</b>	<b>£74,134.82</b>	<b>£105,373.82</b>		