

PORTSMOUTH NAVAL GLIDING CENTRE

(Company No: 811423 / Registered Charity No: 1148381)

Minutes of Committee Meeting – 4th September 2012

The meeting was opened at the PNGC Clubhouse at 19:45.

Present: Vice Chairman/GM/CFI: Tony World (TW)
 Treasurer: Chris McCulloch (CMcC)
 Full Members' Representative: W/O1Cat Stevens
 Ordinary Members' Representative: Martin Heneghan (MH)
 Special Members' Representative: Gerry Holden (GH)
 Junior Members' Representative: Nathan Liddle (NL)
 Special Events Representative: Neil Shaw (NS)

Minutes Secretary: Lloyd Brown (LB)

	Item	Action
1	APOLOGIES Apologies were received from L/H Chris Gibson (CG)	
2a	MINUTES OF THE PREVIOUS MEETING <ul style="list-style-type: none"> The minutes of the previous meeting were agreed as accurate 	
2b	MATTERS ARISING <ul style="list-style-type: none"> Power Flarm has been fitted to FUG -CLOSED Draft budget plan is being prepared -ONGOING Range Rover 2 is now serviceable - CLOSED Mini digger purchase - ONGOING The PNGC policy document in respect of charges for trailer storage is in need of review -ONGOING Repairs to the Clubhouse toilets roof – builder visiting to provide estimate this week – ONGOING Work on the log cabin is progressing – ONGOING Andy Durston is sourcing alternatives to the proposed 2 Oudies The daily membership reciprocal arrangement has been agreed with Bicester. A similar agreement will be sought with Parham The GM reported that access via CG3/CG4 has been postponed TW/CS will continue to encourage RNGSA to heighten the profile of gliding within the RN 	TW/CMcC TW DD TW CS/GH TW/CMcC TW TW/CS

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<p>3</p>	<p>SAFETY MATTERS ARISING</p> <p><u>FLYING:</u></p> <ul style="list-style-type: none"> • The CFI reported that there had been two incident/accidents, both at the Inter-Services Competition • The first involved CS flying the Duo Discus when, probably due to a premature release by the wing tip runner, the aircraft struck a runway light. Minor repairs are almost complete. The incident was formally reported and the Committee agreed that no contribution is required from CS. • The second involved Cdre Martin Westwood (MW) flying Junior N16. During a field landing the aircraft struck cables and was written off. Studies of the trace indicate pilot error, and Cdre Westwood is undertaking retraining in field landings. No contribution is required from MW as no excess is payable in the case of write-offs. • The GM has established that there will be no rise in next year's insurance premium although there could be a loss of £4k-£5k in profit commission. The insurance payout for N16 should be £12k and some items may be salvageable from the wreck. <p><u>NON-FLYING:</u></p> <ul style="list-style-type: none"> • There were no Health and Safety issues to report 	
<p>4</p>	<p>CHAIRMAN'S POINTS</p> <p>The Vice Chairman reported that:</p> <ul style="list-style-type: none"> • He will be signing documents this week transferring PNGC assets and items in the name of DD to the new PNGC Charity • Assets and liabilities of the old PNGC will be transferred to the new Company via CMcC • There is to be an audit of the old PNGC up to 31 Aug 12 • The only items transferred which remain grant status are the small diesel bowser and the Duo Discus • CS wished it minuted that members should be aware that much of the property now owned by the PNGC Charity had been provided by the RN • Trevor Barnes was stood down as CFI by the PNGC Chairman (DD), as is his prerogative. TB subsequently resigned his club membership. TW had been asked to backfill the post and is now CFI • No reasons for TB's departure had been made public by the Chairman, and the Committee accepted that confidentiality might be necessary and in everyone's best interest • Committee members did wish to express their disappointment that they were given no separate indication of this decision, meaning that some had only learnt of this significant development on being challenged by club members 	<p>TW</p> <p>TW/CMcC</p> <p>CMcC</p> <p>LB</p>

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	<ul style="list-style-type: none"> While acknowledging that some aspects of TB's interpersonal skills might have caused offence to some, the Committee wished to register great appreciation and respect for his significant achievements in respect of PNGC operations and wish him well for the future 	
5	<p>GENERAL MANAGER'S POINTS</p> <p>The GM reported that;</p> <ul style="list-style-type: none"> He has written to instructors seeking their views on a suitable replacement for N16. This specific requirement should be considered in the wider context of providing a balanced fleet in the medium to longer term Although the Junior had been particularly fit for purpose there are problems sourcing a good second hand example and in the future availability of spares It was suggested that the views of members should be sought but the Committee was divided as to whether this was necessary, it being felt that the instructors were best qualified to support this decision process It was agreed that with the winter season approaching there is time to consider the fleet issue carefully before making a purchase An extensive upgrade to the Clubhouse is planned for the coming months with the rest of the rear part of the building being re-glazed and redecorated and improvements made to the shower and toilet facilities. Following that refurbishment the front of the building including the bar will be similarly improved. Support from club members by way of work parties will be essential 	
6	<p>OPERATIONS</p> <p>a. <u>CFI POINTS:</u></p> <ul style="list-style-type: none"> The CFI reported he had been in discussion with BN regarding the issue of gliders crossing the final approach to land on the 'secondary' grass in the event of congestion on the main landing area. It was agreed that the CFI would discuss this with the instructors to consider the options including using right and left hand circuits simultaneously as necessary The CFI reported that the positioning of the launch point is to standardised The CFI requested CS to check the aircraft microphones for serviceability although CS is of the view that sloppy use of the equipment is the probable cause of the poor quality R/T <p>b. <u>FLYING FEES</u> NTR</p>	<p>TW</p> <p>TW</p> <p>CS</p>

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	<p>c. <u>OTHER OPERATIONS:</u></p> <ul style="list-style-type: none"> • TW reported that BN has applied to licence the aerodrome. They deem this necessary under CAA regulations in order to fulfil their Islander flight test programme • TW has been assured by CAA representatives that they will do everything possible to allow winching to continue unhindered in the event of a licence being issued. Meetings between CAA/BN/PNGC will continue • Discussions continue between the RN and MCA with the objective of obtaining a 10 year licence for PNGC • It is understood that BN have parted company with Sandown although the reasons are unclear 	
7	<p>TRAINING PLANS</p> <p>The CFI reported that:</p> <ul style="list-style-type: none"> • There will be an ASCAT course from 8-14 Sep with 3 attending. MH will be supporting the course and an additional glider should be provided by Yeovilton • There will be a Development Course starting on 11 Sep • BI training continues for 4, from Sep 14th-16th • There will be significant demand on VH so TW will attempt to borrow an additional tug 	TW
8	<p>CAPABILITIES</p> <p><u>DUTIES:</u></p> <p>The CFI reported that he had written to 2 club members who had failed to appear for rostered duties pointing out the inconvenience this causes . Further repetition could lead to review of membership</p>	
9	<p>FINANCIAL</p> <p>The Treasurer reported that:</p> <ul style="list-style-type: none"> • Accounts are in accord with his report which is attached • This will be the last month accounts appear in this form as following the formation of the PNGC Charity the whole financial structure will alter with new bank accounts etc • CS requested transactions between the non-charity and charity elements of PNGC be made readily available • Hire fees for VH and the 4x4 used for the Inter-Services have been received 	CMcC
10	<p>EQUIPMENT</p> <ul style="list-style-type: none"> • All a/c are serviceable except N16 (written off) • Hangar O is in need of painting and the GM is sourcing paint and equipment. A work party will be required 	TW

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	<ul style="list-style-type: none"> The belts on the cutter are to be replaced by the manufacturer 	
11	<p>MEMBERSHIP</p> <ul style="list-style-type: none"> NTR 	
12	<p>FAAOA FEEDBACK</p> <ul style="list-style-type: none"> A report on the August course which went well has been submitted 	
13	<p>TRI-SERVICE/RNGSA FEEDBACK</p> <ul style="list-style-type: none"> TW and CS will be attending an RNGSA meeting on 28 Sep 	
14	<p>DIARY</p> <ul style="list-style-type: none"> CMcC highlighted the 2013 Dinner Dance and it was agreed that a reminder posting on the website is necessary Bookings have been made for the Aboyne exped 	CMcC/TW
15	<p>COMMUNICATIONS</p> <ul style="list-style-type: none"> HMS Sultan has a Freshers Week w/c 10 Sep which Richard Croker will attend 	
16	<p>POLICY NTR</p>	
17	<p>RNGSA ISSUES NTR</p>	
18	<p>AOB</p> <ul style="list-style-type: none"> GH reported that the new log cabin build is on budget but further money may be required to refit the Airband radio and the LED light in accord with BGA requirements Committee members relayed members' concerns regarding the notification of the fitting of CCTV in the Clubhouse. The GM stated that the equipment would only be fitted in the event of further items going missing The Treasurer stated that no purchases can be made on behalf of PNGC except in accord with current Club regulations; the new PNGC structure will devolve budgets to departmental heads as soon as possible 	

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The meeting closed at 2205

Date of Next Meeting:
2 Oct 12 at 1930 in PGNC Clubhouse

D DURSTON
Chairman
PNGC