

PORTSMOUTH NAVAL GLIDING CENTRE

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

Minutes of Committee Meeting – 2nd October 2012

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

Present:

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

	Item	Action
1	<p>APOLOGIES</p> <p>Apologies were received from Capt. David Durston (DD) and Lloyd Brown (LB)</p>	
2a	<p>MINUTES OF THE PREVIOUS MEETING</p> <ul style="list-style-type: none"> The minutes of the previous meeting were agreed as accurate 	
2b	<p>MATTERS ARISING</p> <ul style="list-style-type: none"> Draft budget plan is being prepared - ONGOING Mini digger purchase - ONGOING The PNGC policy document in respect of charges for trailer storage is in need of review - TW has written to P Carder to update. Repairs to the Clubhouse toilets roof – builder quote of £2,750 agreed, and has 15-year guarantee. Work starts 6 November. Work has also been agreed for an electrician to provide external electrics for the caravan storage area, and properly certify this. We expect that to start soon. Work on the log cabin is progressing – ONGOING Andy Durston has sourced alternatives to the proposed 2 Oudies. Two Glider Guiders have been fitted to the Duo, one is planned for the Discus. The daily membership reciprocal arrangement sought with Parham was declined by them, as they only reciprocate with Lasham. TW/CS will continue to encourage RNGSA to heighten the profile of gliding within the RN – Ongoing 	<p>TW/CMcC</p> <p>TW</p> <p>DD</p> <p>TW</p> <p>CS/GH TW</p> <p>TW/CS</p>

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	<ul style="list-style-type: none"> • The signing of documents transferring PNGC assets and items to the new PNGC Charity awaits DD's return to sign. • Assets and Liabilities of the old PNGC have been transferred by CMcC to the new Company. • The audit of the old PNGC up to 31 Aug 12 still outstands. • Subsequent to discussion with Britten Norman about gliders crossing the final approach to land on the secondary grass, and with circuits potentially on both sides, it was agreed at the recent Instructors meeting that we would not progress circuits on both sides, however with appropriate radio calls we would retain and use the option to cross the extended runway centre line where appropriate. • The same Instructors meeting also narrowly voted to retain the present longer displaced launch point setup, although in wet winter months this will revert to the hard-standing where appropriate. • CS reported that the K21 aircraft microphones are serviceable – with the exception of a broken stalk on N3 (which will be replaced) – and that the issue is that pilots need to speak closer to them. These will be replaced eventually, but not whilst serviceable stocks are held. • No additional Tug was required for the development course last month, so none was borrowed. • CS requested transactions between charity and non-charity elements of PNGC be made readily available. Outstanding still. • Hangar O is in need of painting and GM is sourcing paint and equipment. A work party will be required. Ongoing. • A Members dist list is still required by Sarah McCulloch to publicise the 2013 Dinner Dance. 	<p>DD</p> <p>CMcC</p> <p>CMcC</p> <p>TW</p> <p>TW</p>
<p>3</p>	<p>SAFETY MATTERS ARISING</p> <p><u>FLYING:</u></p> <ul style="list-style-type: none"> • No new issues arose, and none were reported at the recent Instructors Meeting. <p><u>NON-FLYING:</u></p> <ul style="list-style-type: none"> • An audit of the fuel bowser from Airfield Management gave rise to a few points of valid mandatory action that are required, and responses necessary for some points that the validity of are disputed. 	<p>TW</p>
<p>4</p>	<p>CHAIRMAN'S POINTS</p> <p>The Vice Chairman reported that:</p> <ul style="list-style-type: none"> • We still need to press for completion of the 10-year licence. The next action is with Cmdr. Tony Radakin. 	<p>TW</p>

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5	<p>GENERAL MANAGER’S POINTS</p> <p>The GM reported that;</p> <ul style="list-style-type: none"> • HCA have requested that we relinquish J Hangar, as the building condition is not good. Trailers will move to N Hangar. • An extensive upgrade to the Clubhouse is still 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. 	NL
6	<p>OPERATIONS</p> <p>a. <u>CFI POINTS:</u></p> <ul style="list-style-type: none"> • As noted earlier, an Instructors and Tuggies meeting was held on 22 September. Decisions were made on various operational rule changes that the previous CFI had instigated. A number of these were retained, whilst several will be revoked, and members advised. • Martin Westwood completed his BI training successfully. <p>b. <u>FLYING FEES</u></p> <p>NTR</p> <p>c. <u>OTHER OPERATIONS:</u></p> <p>NTR</p>	TW
7	<p>TRAINING PLANS NTR</p>	
8	<p>CAPABILITIES NTR</p>	
9	<p>FINANCIAL</p> <p>The Treasurer reported that:</p> <ul style="list-style-type: none"> • We are not yet fully using the new account structure. • Hope to provide improved reporting in future. • Four bank accounts currently active – circa £102k balance in all. • Some known future expenditure planned for the clubhouse roof, electrics, and the purchase of a replacement glider for N16 (but that should be more than covered by the insurance claim), and we still have its trailer to sell. • Insurance is due at month-end, but we’ve not needed to pay any year to date. 	CMcC

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	<ul style="list-style-type: none"> • We don't anticipate an increase in our insurance premium despite recent accidents, but we are likely to lose the £4k profit share rebate. • It was agreed we would continue to manage glider lay-ups where appropriate to save insurance premiums. 	
10	<p>EQUIPMENT</p> <ul style="list-style-type: none"> • All a/c are serviceable except N16 (written off), and N11 which is nearing the end of it's annual CofA. Other gliders will follow a usual CofA programme through the winter. • At the Instructors Meeting, a short-list of potential replacements for the Junior (N16) were discussed, and reduced to a list of two – either the Standard Cirrus or Astir. Starting a search for these a Standard Cirrus was located at SEAC, who perform our Grob motor glider maintenance, and are now engaging in other glider work for us. They are completely refurbishing this glider, including a total re-gel. It should be ready by Christmas this year, and should be presented in near pristine body and mechanical condition. We could also negotiate a tailwheel mod as part of the purchase. A vote was requested to progress this purchase, and to put a deposit of 50% on it. This was agreed unanimously. • The Discus for operational reasons, was taken back by us before the repair to the wing was tidied to SEAC's satisfaction (it is completely serviceable). It will return to be completed in the winter, and we will also benefit from a free standard CofA. Meanwhile the RINGSA have offered to pay the full cost of repair for the Discus, as both it and N16 were in an Inter-Services competition, flown by Naval personnel. • Work on ZZ is still progressing. The cowlings are currently being made. It is hoped the aircraft could be complete by Christmas, and fly-able by March 2013 after administrative formalities are complete. • CS advised that we have agreed with Peter Stratten at the BGA to participate in a trial of FLARM in our tug. • The John Deere tractor is not working presently. We face an issue where key people are unavailable to drive MT operations at present, and need to consider who can best handle. All to consider. 	<p align="center">TW</p> <p align="center">ALL</p>
11	<p>MEMBERSHIP</p> <ul style="list-style-type: none"> • Membership stands at Full & Ordinary 197; Special 64; Family 53; Life 25; Social 16; Junior Special 14. • No new applications were received for consideration. • Mention of a medical limitation potentially affecting flight-safety for one new ab-initio pilot was advised, and the CFI took an action to investigate and act as appropriate. 	<p align="center">TW</p>

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12	FAAOA FEEDBACK NTR	
13	TRI-SERVICE/RNGSA FEEDBACK <ul style="list-style-type: none">• There was a brief discussion on the Navy-run Inter-Services competition at Merryfield from 3-11 August next summer. A Director is not yet assigned.	
14	DIARY <ul style="list-style-type: none">• Several requests for group flying are being handled, and need resourcing:<ul style="list-style-type: none">○ 15 people from HMS Sultan to fly on a Tuesday in November○ 10 flights planned for 30 Oct & 1 Nov for DES Portsmouth Command○ 15 people from HMS Excellent to fly on 15 November• The exped to Aboyne, starting 20 October, now has all places filled.• No date has yet been set for the August course in 2013.	GH
15	COMMUNICATIONS NTR	
16	POLICY NTR	
17	RNGSA ISSUES NTR	
18	AOB <ul style="list-style-type: none">• CS reported conversations with Andy Anderson, Locks Heath Scout leader. They hope to setup an Explorer Scout unit, of mixed 14-18 year olds. It is seen to be a good pool of young, interested people. They would aim to meet once a week at our clubhouse, and fly at the weekend, under supervision. DD had emailed his support earlier today. The proposal was agreed in principle, with CS to progress more detailed discussions.• Following integration of the scouts above and an understanding of numbers each weekend the committee will review other mechanisms to inspire new young members into the club, be it Naval or civilian.	CS TW

The meeting closed at 21:10

Date of Next Meeting:

Tuesday 6 Nov at 19:30 in PNGC Clubhouse

T WORLD
Vice Chairman
PNGC