

# PORTSMOUTH NAVAL GLIDING CENTRE

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

## Minutes of Committee Meeting – 8th April 2013

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

**Present:**

Vice Chairman/CM/CFI:	Tony World (TW)
Special Members' Representative:	Gerry Holden (GH)
Ordinary Members' Representative:	Martin Heneghan (MH)
Special Events Representative:	Neil Shaw (NS)
Membership Secretary:	John Hale (JH)
Minutes Secretary:	Lloyd Brown (LB)

	Item	Action
1	<p><b>APOLOGIES</b></p> <p>Apologies were received from David Durston (DD) and Cat Stevens (CS). The Secretary was instructed to contact Nathan Liddle (NL) to confirm he has left the Committee voluntarily</p>	LB
2a	<p><b>MINUTES OF THE PREVIOUS MEETING</b></p> <ul style="list-style-type: none"> <li>The minutes of the previous meeting were accepted by the Committee as an accurate record</li> </ul>	
2b	<p><b>MATTERS ARISING</b></p> <ul style="list-style-type: none"> <li>DD has provided clarification of the acronym CNBCP as Commodore Naval Base Command Portsmouth CLOSED</li> <li>Budget preparation ONGOING</li> <li>Mini-digger purchase ONGOING</li> <li>Clubhouse refurbishment ONGOING (see para 5)</li> <li>Q Hangar repaint ONGOING</li> <li>A manager of Friday Scout flying is required ONGOING</li> <li>DD has indicated that he considers further action is required in respect of perceived bullying. The Committee did not support further action CLOSED</li> <li>TW reported that the caravan hook-ups would be installed at the end of this month CLOSED</li> <li>The issue of using light signals from the log cabin will be addressed at the next Instructors' meeting ONGOING</li> <li>The new batteries and chargers are being used CLOSED</li> <li>TW indicated PNGC membership fees do not meet the HMRC Gift Aid criteria CLOSED</li> </ul>	<p>TW/CMcC</p> <p>TW</p> <p>TW</p> <p>TW</p> <p>TW</p>

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3	<p><b>SAFETY MATTERS</b></p> <p><u>FLYING:</u></p> <ul style="list-style-type: none"> <li>• TW expressed his concerns at the increased levels of GA operations particularly when associated with the poor standard of airmanship exhibited by many visiting and Lee based pilots. He has had detailed and frank discussions with the relevant airfield and aircraft operators on the matter and it was agreed that a log should be kept in the log cabin so that details of occasions when safety is compromised can be recorded by Duty Instructors to establish and evidence the extent of the problem</li> <li>• TW and others expressed concern at the state of the grass surface which is heavily rutted and pot-holed and agreed that damage to gliders and occupants is a real possibility. TW agreed to discuss the concerns with the airfield manager and seek a solution which should ideally be grading of the surface. Members are to be reminded of the necessity for a correctly flared landing. Any further deterioration may require runway-only operations</li> <li>• Discussions regarding the operation of vehicles on the airfield are taking place following a number of complaints from pilots. Members are requested to be vigilant and obey speed restrictions, particularly when crossing runways and when on the Eastern taxiway</li> <li>• It was reiterated that instructors should notify the DI when planning a simulated cable break in order that an appropriate launch clearance can be given by the DI. TW will remind instructors</li> </ul> <p><u>NON-FLYING:</u></p> <ul style="list-style-type: none"> <li>• The CFI reported that there had been a visit from an RN officer from Yeovilton for safety liaison purposes</li> </ul>	<p>TW</p> <p>TW</p> <p>TW/MH</p> <p>TW</p>
4	<p><b>CHAIRMAN'S POINTS</b></p> <ul style="list-style-type: none"> <li>• There was no Chairman's report</li> </ul>	
5	<p><b>CENTRE MANAGER'S POINTS</b></p> <ul style="list-style-type: none"> <li>• The CM indicated that a work party needs to be organised to repair and repaint the clubhouse externally. LB agreed to seek support for this project over a couple of weekends once the weather improves</li> <li>• The CM also reported that negotiations are in hand with HCA for PNGC to be granted in the first instance a 3 year operating licence; as soon as that is granted application will be made by the RN to extend this to a period of 10 years</li> </ul>	<p>LB</p> <p>DD</p>

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6	<p><b>OPERATIONS</b></p> <p>a. <u>CFI POINTS:</u></p> <p>The CFI welcomed Neil Shaw(NS) as a tug pilot</p> <p>The CFI explained that with the advent of EASA regulations in 2015 he thinks it prudent to send three instructors on an aerobatic instructor training course with PNGC support later this year. Two would be instructor only and the third would be an instructor/examiner. They should then be able to train other instructors and PNGC should benefit from grandfather rights at the advent of EASA rules. He also mentioned that as there is no BI rating in EASA the future of BIs is currently uncertain</p> <p>The meeting was briefed on the plan for the TA to practise its skills by providing the materials and building a take-off strip to the east of 23/05, dimensions approx. 4m x 300m. This should happen at the end of this flying season</p> <p>The CFI also explained the intention to provide three or four readiness pans abeam each end of 23/05 so that gliders can be ready for immediate departure when a tug is available. PNGC may have to provide the necessary materials</p> <p>b. <u>FLYING FEES:</u> See para 11</p> <p>c. <u>OTHER OPERATIONS:</u></p> <p>The CFI indicated his satisfaction with the Easter course with the reservation that the tug should have been available earlier on some mornings. He will highlight this to tug pilots</p> <p>The contribution of Dave Howell to the course in adverse weather conditions was noted and the Secretary was instructed to write to him offering the Committee's thanks</p>	TW  LB
7	<p><b>TRAINING PLANS</b></p> <p>The CFI advised the Committee that he intends to offer Sarah McCulloch Ascat training in September</p>	
8	<p><b>CAPABILITIES</b></p> <ul style="list-style-type: none"><li>• NTR</li></ul>	
9	<p><b>FINANCIAL</b></p> <ul style="list-style-type: none"><li>• No financial report was available</li></ul>	
10	<p><b>EQUIPMENT</b></p> <ul style="list-style-type: none"><li>• TW reported that the Cirrus has not arrived on time and that in the circumstances he will not approve FUG being maintained by the same workshop until the Cirrus is delivered</li><li>• The fire tender/log cabin combination is normally first out/last in to the hangar causing the NBPS to run low and affect computer</li></ul>	

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	<p>operations. After discussion it was agreed that a caravan type socket would be fitted externally to the hangar, at the closest point to the propane tank, and the power cable to the log cabin would be hard wired to the cabin and unreeled to plug into the bus or this new socket</p> <ul style="list-style-type: none"> <li>• It was also agreed that GH would research the provision of a 'spoon' to allow gliders to be moved more easily in the hangar</li> </ul>	<p>GH</p> <p>GH</p>
11	<p><b>MEMBERSHIP</b></p> <ul style="list-style-type: none"> <li>• The Membership Secretary requested guidance on the fees to be charged to reciprocal and BGA day-members when flying FUG. After discussion it was agreed that the hourly rate for such users would be £75 ph rather than £60 charged to PNGC members</li> <li>• There were 2 new applications for Special membership and 1 for Junior membership. All were approved and the skills brought by the new Special members were welcomed (motor mechanics and DIY)</li> <li>• It was agreed that part-year memberships would not qualify for a reduction/rebate but a rebate would be considered in the event of medical conditions causing a change of membership status</li> <li>• JH confirmed that work logs close at the end of February each year with work credits for March being allowed in the subsequent year</li> </ul>	<p>JH</p> <p>JH</p>
12	<p><b>FAAOA FEEDBACK</b></p> <ul style="list-style-type: none"> <li>• FAAOA have expressed their pleasure with the provision of courses particularly the Easter course recently completed</li> </ul>	
13	<p><b>TRI-SERVICE/RNGSA FEEDBACK</b></p> <ul style="list-style-type: none"> <li>• NTR</li> </ul>	
14	<p><b>DIARY</b></p> <ul style="list-style-type: none"> <li>• 22-26 Apr: 1x8 RN Development Course</li> <li>• Scout flying will take place May-July</li> <li>• 11/12 May RN Liverpool University</li> <li>• 13-16 May RN Portsmouth 4x10</li> <li>• 10/11 Jun Yvonne Elliott 2x15</li> <li>• 12 Jun Flying/BBQ/Bar</li> <li>• 26 Jun RN 1x10 (nurses)</li> <li>• 29/30 Jun RN 2x20</li> <li>• 6 Jul Families Day (Aerotow/winch)</li> </ul>	
15	<p><b>COMMUNICATIONS</b></p> <ul style="list-style-type: none"> <li>• NTR</li> </ul>	
16	<p><b>POLICY</b></p> <ul style="list-style-type: none"> <li>• NTR</li> </ul>	

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17	<b>RNGSA ISSUES</b> <ul style="list-style-type: none"><li>• TW reported that the Inter-Services Regional Championships have been cancelled due to poor support, particularly from the RAF. Flying at PNGC, previously cancelled, will now take place over the planned dates</li></ul>	
18	<b>AOB</b> <ul style="list-style-type: none"><li>• NTR</li></ul>	

The meeting closed at 2130

Date of Next Meeting: 13 May 13 at 1930 in PGNC Clubhouse

A WORLD  
Vice Chairman PNGC