

PORTSMOUTH NAVAL GLIDING CENTRE

(Company No: 08111423 / Registered Charity No: 1148381)

Minutes of Committee Meeting – 26th November 2013

The meeting opened at the PNGC Clubhouse at 19:30

Present:	Chairman	Capt David Durston RN (DD)
	Centre Manager/CFI:	Tony World (TW)
	Treasurer:	Chris McCulloch (CMcC)
	Ordinary Members' Representative:	Martin Heneghan (MH)
	Engineering Representative:	Henry Freeborn (HF)
	Special Events Representative:	Neil Shaw
	Minutes Secretary:	Lloyd Brown (LB)

	Item	Action
1	APOLOGIES Apologies were received from Gerry Holden (GH) and John Hale(JH).	
2a	MINUTES OF THE PREVIOUS MEETING The minutes of the meeting held on 14 Oct 13 were approved.	
2b	MATTERS ARISING Q Hangar is in need of painting with members' support – ONGOING Hangar socket for Log Cabin – ONGOING Provision of 'spoon' for moving gliders – ONGOING Birds in hangar – date for cherry-picker- ONGOING Financial support for Juniors – CLOSED BGA fees – CMcC will consult with RNGSA Who's-Who board – ONGOING The member who damaged 2 gliders in the hangar will be asked for a contribution - ONGOING FUG FLARM updated – TW to check - ONGOING No update on RN representation on the PNGC Board - ONGOING The Board will give guidance on the reports needed from the committee The space in O Hangar has been let to club members - CLOSED	TW GH GH HF CMcC HF TW TW DD
3	CHAIRMAN'S REPORT a. <u>BOARD ACTIVITIES:</u> NTR	

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	<p>b. <u>TRUSTEE ACTIVITIES</u></p> <p>NTR</p> <p>c. <u>FUTURE COMMITTEE STRUCTURE</u></p> <p>LB reported on the nominations for Team Leaders received to date. The committee agreed that those nominees should be requested to seek ratification of their appointment to the committee from their groups by mid-December.</p> <p>d. <u>TRI-SERVICE/RNGSA</u></p> <p>RNGSA had agreed to include in its financial plans the requirement to upgrade all air and ground radios and traffic warning devices by 2017, and to recognise PNGC as being a priority due to the nature of local airspace. TW had agreed to prepare the bid on a pan-RNGSA basis and also to investigate/propose necessary upgrades to meet both glider and tug requirements. The case for traffic warning devices, to include systems to warn of potential conflicts with power aircraft, was accepted as being an 'enabler' for gliding as a sport, therefore a coherent overall plan could be progressed as and when SEG funding might become available as well as other potential capital equipment funding sources. Other aspects of RNGSA financial planning would be reviewed to accommodate, while Temeraire had been very supportive of this approach overall.</p> <p>The suggestion to invite Admiral Lambert to become President of RN Gliding had been agreed by the Chairman on behalf of PNGC as a whole, subject to clarity of what the function and activity of the role would actually be.</p> <p>e. <u>FAAOA</u></p> <p>In response to concerns about possibly high levels of instructor loading, the Chairman stated that in future, where conflicts arise, priority would necessarily be given to RN Development Weeks over FAAOA courses in accordance with the PNGC Articles of Association and in the absence of formal MOD sponsorship of the FAAOA Courses. The FAAOA has been told that PNGC will nonetheless strive to achieve the usual pattern of two student courses in 2014. The issue will be discussed at the Instructors' Meeting in January.</p> <p>The Chairman reported that students attending FAA courses are not MOD sponsored. Accordingly, students on FAAOA courses are currently insured only to the extent of PNGC insurance</p> <p>f. <u>POLICY ISSUES</u></p> <p>The committee welcomed the Safety Management System template provided by the BGA/RNGSA and MH indicated that some local issues would need to be refined within the final version. It was emphasised that ultimate accountability for safety lies clearly with the Chairman and CFI. It was agreed that TORs for all elements of the PNGC management structure are needed.</p>	<p>LB</p> <p>TW</p> <p>TW</p> <p>MH</p>
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<p>4</p>	<p>CENTRE MANAGER'S REPORT</p> <p>a. <u>DAEDALUS ACCESS/SECURITY</u></p> <p>CG 3 and 4 will not be in use until the Spring due to the cost of fobs.</p> <p>b. <u>AIRCRAFT/ENGINEERING</u></p> <p>HF reported that he had obtained an estimate of £1,900 for cutting back the gel coat and hard waxing N3. It was agreed that TW would investigate the possibility of obtaining a grant for a full re-gel instead.</p> <p>HF confirmed that Geoff Clark wishes to reduce his hours, and after discussion it was agreed that his workload would be best reduced by outsourcing the maintenance of the 'glass' gliders while continuing to maintain the K8/K13s in house. HF will notify Geoff Clark.</p> <p>c. <u>GROUND</u></p> <p>TW reported that vehicles are serviceable with the exception of a slipping clutch on one buggy. It was agreed that this might need specialist rather than local repair. It was agreed to retain the tractors and grass cutting equipment in view of the anticipated changes and opportunities in the year ahead, particularly in the airfield management operations</p> <p>It was agreed that DD would seek to obtain possession of T Hangar, which appears to be available for lease and is well suited to accommodating the club vehicles.</p> <p>N and O hangars are part of the new development site by HCA, as briefed by Councillor Sean Woodward at the Members' Annual Meeting last month and so are expected to be returned to HCA soon for demolition to make way for the new industrial buildings on Hangars East.</p> <p>The current lease arrangements enabled PNGC to secure one of eight planned new 'temporary' hangars to be constructed on the pan area between Bellman Hangars 1 and 4. Final plans are as yet not fully certain, but the most likely design appears to be two rows of four, each 21 Meters wide and backed onto Belmans 1 and 4 respectively. PNGC anticipated occupying one at the front, adjacent to our main hangar, and with access doors on two sides to minimise damage risks during ground handling movement. This area would patently become a more dense area of air operations, and a number of questions of detail remained as yet outstanding for answers by HCA.</p> <p>d. <u>CAPABILITIES/ROSTERS/TORs</u></p> <p>TW reported that the awaited trial of Air Cadet flying within PNGC will start on 1 Feb 14 and will involve groups of 8 cadets attending for 6 consecutive weekends. Full or Ascat instructors will be required to provide 3 winch launches for each cadet and cadets will require appropriate lectures and exposure to support activities such as winch driving and retrieve. If this trial proves successful then the principle will be spread nationwide with existing Air Cadet instructors and equipment being spread among clubs supporting the scheme.</p> <p>It was agreed that CRB clearances for instructors must be obtained without delay and GH is requested to initiate the appropriate action.</p>	<p>TW</p> <p>HF</p> <p>TW</p> <p>DD</p> <p>GH</p>
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	<p>e. <u>POLICY ISSUES</u></p> <p>TW reported that Yvonne Elliott will be requested to nominate PNGC as a BGA Junior Centre to encourage young people into gliding.</p>	TW								
5	<p>CFI's REPORT</p> <p>a. a. <u>FLIGHT SAFETY</u></p> <p>b. The CFI reported that an Airprox had been filed on Sat 23rd when a GA light aircraft came close to two club gliders.</p> <p>c. b. <u>OTHER SAFETY ISSUES</u></p> <p>d. NTR</p> <p>e. c. <u>AIRFIELD ISSUES</u></p> <p>f. Upgrading of RW35/17 is also due to commence in January in anticipation of RW05/23 repairs thereafter.</p> <p>g. d. <u>COMPS</u></p> <p>h. NTR</p> <p>i. e. <u>TRAINING PLANS</u></p> <p>j. RN Development Weeks will be held 12-16 May 14</p> <p>k. 22-26 Sep 14</p> <p>l. An Instructors' Course will be held 20-28 Sep 14</p>									
6	<p>TREASURER'S REPORT</p> <p>The Treasurer provided the meeting with a balance sheet showing little change from previous months. There were no questions.</p>									
7	<p>MEMBERSHIP SECRETARY'S REPORT</p> <p>The Memsec reported by proxy that no new membership applications had been received. Membership therefore remains as:</p> <table> <tr> <td>175 Full</td> <td>33 Ordinary</td> </tr> <tr> <td>59 Family</td> <td>14 Junior Special</td> </tr> <tr> <td>13 Social</td> <td>3 Motor Glider</td> </tr> <tr> <td>48 Special</td> <td>190 Entitled from 310 members</td> </tr> </table>	175 Full	33 Ordinary	59 Family	14 Junior Special	13 Social	3 Motor Glider	48 Special	190 Entitled from 310 members	
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8	<p>DIARY</p> <p>Christmas Party 14 Dec: 1500 children / 1900 adults</p> <p>Instructors' Meeting: 18 Jan 14</p> <p>Eden Exped: 23 May 14</p> <p>Aboyne Exped: 25 Oct 14- 1 Nov 14</p>									
9	<p>COMMUNICATIONS REPORT</p> <p>The Chairman emphasised the importance of PNGC originated communications in the absence of active RN support.</p>	GH								

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<p>10</p>	<p>AOB</p> <p>HF reported that the vario and rear cockpit radio in N3 appear unserviceable.</p> <p>The Chairman suggested that the existing committee should meet together with the 'new' committee in January by way of a handover.</p> <p>The Chairman reported that after much prevarication HCA has declined to issue an operating licence to PNGC despite previous assurances. He feels that, while this is unfortunate, there are no direct implications for PNGC at this stage and operations will continue as normal.</p> <p>He closed by thanking all those concerned with progressing PNGC's fortunes as we head into a new Committee structure in the New Year. He considered that, overall, the club had positioned itself well to meet the many uncertainties surrounding PNGC in terms of finances and operations especially. The pace of airfield changes was quickening and there had been many surprise events arising, but, even in hindsight, there seemed nothing that might have been done better or differently that would have given the club a better prospect for the future than the steps that had been taken and the opportunities seized as they arose.</p> <p>In addition, there were internal changes needed and he restated his personal conviction of wishing to leave the maximum possible determination of the club within the hands of the membership and its volunteers. The role of the new Board of Trustee Directors was simply of governance and probity within the charity and company laws of the country, but it could also add a valid quotient of strategic leadership at a time of continuing changes. He envisaged what would amount to a careful balance between Management Committee and the Board of Trustee Directors including its 3 ex-officio RN representatives of the RNGSA, Portsmouth area and HQ RN aviation.</p> <p>Some of these changes included rapid pace of airfield building works (one is reluctant to call annihilation of a green lung 'development') that would commercialise areas hitherto earmarked as aviation and marine centres into speculative revenue generators; restoring a disused Runway to temporary use; resurfacing the main runway; commercial registration of some or part of the site; changed access and security arrangements; placing temporary hangars on Belman 2 and 3 pan areas; increased power aircraft activity on the western site; likely change of airfield operations management; and an ever tougher business climate.</p> <p>He expressed cautious and guarded optimism in the outlook; and mentioned his personal view that Communications (internal and external) remained an Achilles Heel. He invited the next Committee meeting in January to comprise the outgoing committee members <u>and</u> the incoming one of elected representatives from each of the 'teams' in order to ensure a seamless transition.</p>	<p>HF</p> <p>LB</p>
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The meeting closed at 2200

Date of Next Meeting: 13 Jan 14 at 1930 in the Clubhouse

D DURSTON
Chairman

29 Nov 13