

PORTSMOUTH NAVAL GLIDING CENTRE  
(Company No 08111423/Registered Charity No. 1148381)

**Minutes of Committee Meeting – 24<sup>th</sup>.June 2014**

The Meeting opened in the PNGC Clubhouse at 19.30

<b>Present:</b>	Chairman	Capt. David Durston RN (DD)
	CFI	Tony World (TW)
	Finance Representative	Alan Turner (AT)
	Safety Representative	Martin Heneghan (MH)
	Air Engineering Representative	Henry Freeborn (HF)
	Ground Engineering Representative	Simon Gutman (SG)
	Estates Representative	Sarah McCulloch (SmcC)
	Admin.Representative	Siggi Ingason (SI)
	 Attending	 Martin Westwood (MW) Jerry Lee (JL)

	Item	Action
1	<p><b>APOLOGIES</b></p> <p>With all present there were no apologies for absence. The Chairman advised the meeting that Minutes Secretary Lloyd Brown had been obliged to resign from post due to family commitments. The Chairman expressed his thanks for the excellent work done for the Club and Committee by Lloyd. This was warmly endorsed by the Meeting.</p>	
2a	<p><b>MINUTES OF THE PREVIOUS MEETING</b></p> <p>The Minutes of the meeting held on the 19<sup>th</sup>.May were approved.</p>	
2b	<p><b>MATTERS ARISING</b></p> <ol style="list-style-type: none"> <li>1. Provision for a spoon for moving gliders – Target: July meeting</li> <li>2. BGA fees – CmcC remains in consultation with RINGS. Chairman will also refer the position to the board. Target July Meeting</li> <li>3. Bird netting in Hangar – Target September Meeting</li> <li>4. New PC for Office/Equipment room Target July Meeting</li> <li>5. Steam Cleaner – Target July Meeting</li> <li>6. The possibility of the vacation of the pan area and removal of the trailers to the area east of Q hangar together with the relocation of the bowsers and gas tank await surface preparation within the Lease Break clause arrangements by HCA.</li> <li>7. A standard Information pack should be made available for use by organisations wishing to fly at PNGC .</li> <li>8. The findings of the CAA regarding the airprox incident of November 13 should be highlighted to RCAM.</li> <li>9. The problem of too few members making themselves available to assist with Club activities, maintenance and work will be addressed in a number of ways; rostering and notification; workback scheme</li> </ol>	<p>HF/SG</p> <p>AT/CMcC</p> <p>SmcC</p> <p>SI</p> <p>TW</p> <p>SmcC/SG</p> <p>TW</p> <p>TW/MH</p>

	<p>and identifying members against skills areas</p> <p>10. The proposed replacement of the petrol buggies remains ongoing as the gas powered vehicles under consideration were no longer available.</p>	<p>SI / TW</p> <p>SG</p>
3	<p><b>DEPARTMENT REPORTS</b></p> <p>A synopsis of the Chairman's direction and guidance is attached. The overall message is of continuing growth in confidence, but a need to fly as much as possible in justification.</p>	
4	<p><b>SAFETY</b></p> <ol style="list-style-type: none"> <li>1. Monthly meetings are taking place as a preliminary with a view to change to quarterly in due course. It emerges that RCAM's list of airfield users is incomplete. Two sub committees have been formed and review groups. No change in airfield operation are envisaged at this time.</li> <li>2. Feedback included:</li> <li>3. Fleetlands are concerned about infringements generally.</li> <li>4. Britten Norman seek that no gliders are in the circuit when they are operating. (rejected)</li> <li>5. There seems to be a lack of communication regarding general operations in particular with visiting aircraft. (agreed)</li> <li>6. Reconsidering Prior Permission requirements?</li> <li>7. The disused runway 17/35 is to be reinstated and a bid to keep it in permanent use is under consideration by HCA and RCAM. A discussion paper regarding this and a meeting planned for Thursday this week.</li> <li>8. The problem of vehicles, pedestrians crossing the runways and thresholds remains an issue.</li> <li>9. As far as our visitors are concerned our view is that the duty B.I. Will be responsible for their admission and conducting to and from the launch point. PNGC should set up picket fenced areas for visitors.</li> <li>10. Following a recent breaching of Fleetlands Zone and our own by a helicopter it is necessary to establish the recognised routes for rotary wing aircraft.</li> <li>11. The surface of the airfield is generally considered to be unsatisfactory. There are a number of holes to be filled. The matter will be raised with Gerard Wackrow who is a consultant with HCA land management.</li> <li>12. There are a number of issues regarding signs which need to be raised with RCAM (pmn – DD has already written to RCAM ask for re-location of roadway signs on 23 Undershoot.</li> </ol>	<p>MH</p>
5	<p><b>AIR ENGINEERING</b></p> <p>HF reported that work on the new tug ZZ was proceeding well with engine ground runs having taken place. The cowlings have still to be produced. Paul Groves may be employed although an alternative manufacturer is also under consideration. An interim inspection is to be carried out and a type certificate to be obtained. When due the test flight will be carried out by</p>	



	<p>The disposal of the old log cabin and 'hay wain' was discussed. This is being arranged.</p> <p>New springs and surface for the trampoline are being obtained .We can fit these ourselves and costs are £120, which were approved. This will be needed for the families day function.</p>	ALL
8	<p><b>GROUND EQUIPMENT</b></p> <p>Report attached.</p> <p>SG advised that the work on the coach seats had been done and the final set should be fitted by the weekend.</p> <p>The work on the 4/4 at Eden cost £50.</p>	SG
9	<p><b>FINANCE</b></p> <p>Balance sheets &amp; Profit &amp; Loss Accounts attached.</p> <p>AT advised the meeting that the debt control.regarding the Club account was in hand. Whilst the total debts were £3459, £2832 was outstanding in respect of the RAF Cadet scheme so the residual figure of £627 is not excessive and is being dealt with. The Chairman expressed thanks to AT on behalf of the Committee for these excellent results.</p>	AT
10	<p><b>CFI</b></p> <p>The CFI reminded the meeting that Basic Instructor qualification would cease to exist after April 2015 and thereafter a Passenger Carrying rating would be introduced. This rating would be organised by the CFI who will design a course appropriate to this Club.</p> <p>We have been made aware that RCAM have suggested that we use the mini-bus to transfer visitors to and from the launch point. This is not yet agreed and should be resisted by DIs until otherwise notified by suitable PNGC instruction.</p> <p>RCAM had sought an 'out of hours' indemnity certificate from PNGC. The Chairman gave clear direction, consistent with that agreed with HCA national director, that PNGC has no agreement with RCAM, and so any such local agreement was not authorised. Any such enquiries should be directed to DD, but the position is well documented with HCA already.</p> <p>The RAF wish to run another 'trial' for cadet training and seems to be a method of using up their surplus funds still held as a result of Keevil not participating in the original scheme. A problem would be getting sufficient instructors to come forward and we would suggest using BI's.</p> <p>The CFI went on to discuss costs and has drawn up revised charges/fees. TW was asked to ensure good explanations and clarity of reasoning before implementing. The Committee agreed the proposed charges and the effective date of 1 Jul 2014.</p> <p>Details are attached.</p>	<p>TW</p> <p>TW</p> <p>TW / DD</p>
11	<p><b>DIARY</b></p> <p>Review all fees - April 1015</p> <p>Families Day - 11/7/2015</p>	

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**ANY OTHER BUSINESS**

SmcC Called for contributors to the PNGC Face-book Page.

MH asked what the position was with the winch.

SG advised that there had been a problem at the weekend with one of the carburettor butterfly valves jamming, but this seems to have been corrected and the unit should be available for use on the following Wednesday.

(Subsequent to the meeting a crack on the R/H drum rim was noted so we are at present operating on one cable).

Pmn: this has been repaired and returned by TW

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**DATE OF NEXT MEETING**

29<sup>th</sup>.July 2014 - 19:30 hrs, PNGC Clubhouse Briefing Room



D H DURSTON  
Captain Royal Navy  
Executive Chairman, PNGC Ltd

Attached:

1. Chairman's overarching statement of topical issues
2. Revised Lease area
3. Section reports
4. Revised Club fees



PNGC

### Tenure at LOS

Meetings held with HCA Regional Director and his staff, at which assurances were provided of long term tenure, but I am not yet satisfied that these assurances are robust enough to transcend the inevitable transfer of site ownership to commerce in due course. Ideally, I am looking for a Repairing Lease on an agreed transparent, cost-plus basis. This is based on MOD having ceded title interest to HCA of more than 6 acres of prime development land where PNGC is now situated.

Based on assurances at HCA National Director level, I have made clear the intention not to move anything, except as agreed under the Break Clause contract of the lease held personally in my name. (This was necessary at the time because neither the erstwhile Trustee, Commodore Thompson, nor RINGSA Chairman, Rear Admiral Lambert would take this on and the new Company had not at that time been sufficiently well formed as to be able to hold a lease). This affects some land areas on the Western site, which will be reduced to help generate further (HCA) investment in aviation on the Western site, and the move from O Hangar to U Hangar, when the latter is brought to an acceptable condition. For the time being, occupants of O Hangar will be able to use U hangar under current lease arrangements, although this cannot necessarily be guaranteed in the very long term.

The Belman, Q Hangar and Clubhouse remain unchanged. Trailer parking will be re-directed, after suitable ground preparation by HCA.

N Hangar is to remain in full use until instructed, and all vehicles are to remain moveable at short notice. Once a satisfactory long term assurance has been issued, PNGC has indicated that it will do all it can to assist, which will entail vehicles moving to a section of the Belman hangar. A much greater level of care is needed to ensure clean and tidy working and avoidance of oil spills. Drip trays are always to be used.

The lease transfers to PNGC Ltd, and the land in front of the Clubhouse will remain within the new lease up to the edge of the taxiway, however, picket fencing (previously agreed) should be judiciously positioned to allow for passing aircraft.

Licensed Operations continue as previously established, but there remain outstanding difficulties in holding this at government level. These may become intractable when HCA sells on, which is why a robust mechanism is being sought.

The Navy's support is currently vested through the RN Infrastructure Organisation (RNIO) and the corresponding Defence Infrastructure Organisation (DIO), but this is to be transferred within MOD to be held by Fleet Contracts. This should provide good overview by the RN Aviation desk (also an ex-officio member of the PNGC Board of Directors).

Main Runway re-surfacing is moving ahead shortly; the General Manager and CFI is party to the arrangements to ensure continuity of operations.

Security arrangements (Site) are being grasped at top level within the HCA. PNGC has made clear its stance that West gate access based on ANPR can be made to work for permanent pass holders only, but the barrier system would need to be changed to prevent 'tailgating.' Our visitors would and should be expected to enter via Argus gate only.

We should consider scope for improving web-cam monitoring of our key assets.

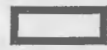
Safety meetings are to be held monthly, led by RCAM. Of particular note, is that this is NOT an authorised forum for agreeing any changes whatsoever to the Airfield Operating Manual. This is because the AOM is a core part of the licence agreement, including implied contractual terms, such as launch rate and suchlike. Any such putative changes need proper referral to the Board of Directors or its authorised ops sub-committee.

Overall – as ambassadors of PNGC, it is worthwhile going an extra mile to promote safe and efficient operations at PNGC, and to resolve any differences we might have with other users in a supportive and constructive manner. The more we sort out among ourselves, the better placed RCAM will be to hold airfield registration and licensing at the lowest possible level. I want to make sure that we all understand that clearly.

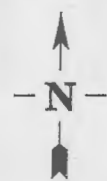


ing Bellman 1 site and associated lease areas.

ent.



Lease Areas - 2.334 Hectares



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**REPORT TO PNGC COMMITTEE FROM SAFETY DEPARTMENT**

**24<sup>th</sup> JUNE 2014**

<b>Ref</b>	<b>Item</b>	<b>Status</b>	<b>Comments</b>
01	Runway Crossing	A	Reduce the need to cross
02	Security incursions	A	HCA/RCAM need to review
03	Safety Incidents	A	One is too many
04	Airfield surface	A	Landing areas in a poor state
05	Airfield signage	A	Obstruction to landing on 23

**PNGC AIRCRAFT STATUS**

23rd June 2014

Aircraft	ARC Due or next check	Comment	Status
TUG G-BAVH	50 hour/6 month	Certificate of Airworthiness expires 03.04.2015.	G
TUG G-BVZZ	Initial Issue of CoFA	Nose cowlings to be manufactured. Ground runs complete. Licensed Engineer to check controls & rigging before plane is put back on.	R
Grob 109B G-CFUG	50 Hour/6months	Next Annual due 20.04.2015	G
ASK21 G-CKDF N7	Annual 11.03.2015	New accelerometers required.	G
ASK21 G-PNGC N3	Annual 30.01.2015	New accelerometers required.	G
ASK13 G-CFSD N28	Annual 29.01.2015		G
ASK13 G-CFGR N29	Annual 25.05.2014	Annual inspection T.H.C.O.	R
DUO DISCUS C-CKPE	Annual 04.02.2015		G
ASK8 G-DDJB N11	Annual 21.11.2014		G
DISCUS G-CHLN 805	Annual 16.02.2015	Glider to be rigged post canopy repair.	G

**REPORT TO PNGC COMMITTEE FROM :- Admin DEPT June 2014**

<b>Ref</b>	<b>Item</b>	<b>Status</b>	<b>Comments</b>
1	Logkeeping roster	<u>Amber</u>	Proposal:- Implement policy to freeze flying account of people until they do their duties.
2	Membership details Roster and other data	<u>Green</u>	Create extract program to update website from Logstar
3	Membership Car registration process	<u>Green</u>	On track. Process being implemented in Logstar including renewal process.
4	Contact Major Paul Gellender to promote PNGC	<u>Green</u>	Completed
5	Site access for visitors	<u>Amber</u>	Both Airfield Management and PNGC need to introduce better controls.
6	Proposal to purchase new PC for club members	<u>Green</u>	Supplied PC to replace old PC. Data to be transferred from old PC to new PC
7	Personal Management db		Review Requirements before proceeding
8	Club Secretary Appointment	<u>Green</u>	Neil Shaw will take up the position of Club Secretary for the minute taking.
9	Communications Person to be found	<u>Amber</u>	To be discussed with John H – If required
10	photo-shoot of Junior members for S&G	<u>Amber</u>	Still on task list – to be done.
11	Child Protection Policy	<u>Amber</u>	Implementation of policy requires. We need to identify a person who will take on this role.
12	PNGC should follow BGA guidance on Child Protection Policy and not develop own process / policy	<u>Amber</u>	

**PNGC Ground Engineering Status**

18 May 2014

Asset	Owner	Maintainer	MOT & Tax	Comment
Winch	Paul Sargent	Paul Sargent	N/A	Next service planned Jan 2015
Winch Racks	Simon Gutman	Simon Gutman	N/A	N/A
Yellow Tractor 1	Stuart Pollard	Paul Sargent/Stuart Pollard	N/A	Next Service planned '15
Yellow Tractor 2	Stuart Pollard	Paul Sargent/Stuart Pollard	N/A	Next Service planned '15
Tractor	Paul Sargent	Paul Sargent	N/A	Next Service planned '15
Geny Flat Mover	Paul Sargent	Paul Sargent	N/A	
John Deere	Paul Sargent	Paul Sargent	N/A	Now reported as running, full service planned for '15
Wiper	Paul Sargent	Paul Sargent	N/A	Wiper need testing for correct operation, see point at 27:00 not from after 2010 service history.
Scope	Paul Sargent	Paul Sargent	N/A	Service planned for '15
Log Cabin	Simon Gutman	Simon Gutman	N/A	Need to fitting cabinet
Fork Truck	Richard Martin/TJ	Paul Sargent/Stuart Pollard	N/A	Service planned for '15
Range Rover 1	Mike Burrows	Paul Sargent/Stuart Pollard	N/A	Current Review, Next Service planned Jan 2015
Range Rover 2	Simon Gutman	Paul Sargent/Stuart Pollard	N/A	in reserve bus can be used if required but passengers are not to be carried. Wash required
Buggy 1	Paul Sargent	Paul Sargent	N/A	Next Service planned Feb 2015
Buggy 2	Paul Sargent	Paul Sargent	N/A	Next Service planned Feb 2015
Mini Bus	Paul Sargent	External: Paul Sargent to manage	Paul Sargent	Next Service planned March 2015
Mercedes 4x4 Pickup	Paul Sargent	External: Paul Sargent to manage	Paul Sargent	Next Service planned March 2015
Cover Mower	Iba	Iba	N/A	
Bowler (18, 0.8L)	Dave Hill	External: Simon Gutman to manage	N/A	Servicing under investigation
Bowler (smaller 0.6)	N/A	N/A	N/A	To be written to Iba
Bus	Inventory Required	External: Simon Gutman to manage	N/A	The clutch slips and needs refilling, initial external refit should be complete before families day External refit is waiting on the supply of the aluminium. Steve Boone (a coach builder by trade) has volunteered to do the work. The exhaust pipe requires
Bus Generator	Kevin Hill	Kevin Hill	N/A	
Air Tow Ropes	Simon Gutman	Simon Gutman	N/A	We are down to 2 serviceable ropes. A new batch of rope has been purchased and new tow ropes should be available before 1st July
Ground Tow Ropes	Simon Gutman	Simon Gutman	N/A	Ropes now fitted to 3000 baggies and 2000 yellow tractors
Tables	Martin Hemminger	Martin Hemminger/Dave Hemminger	N/A	See Separate Owner
5 Ton Tractor No.1	Iba	Iba	N/A	Current location R hanger to be confirmed
5 Ton Tractor No.2	Iba	Iba	N/A	Now running, 3rd drive is U2 sp, use the hand brake, but can be moved.
Fire Extinguisher	Simon Gutman	External: Simon Gutman to manage	N/A	All the PNGC Extinguishers are out of 6.4lb and require testing
Hand Chain	Iba	Iba	N/A	Hand chain multiple MOT and Oup arranged by DTG in 2014

Key:   Serviceable in current block   Serviceable with known issues   Decommissioned or withdrawn

**NOTES** Owners are expected to:  
 Keep a general eye on the vehicle condition  
 Take time to clean it once a month, inside and out  
 Check routine items such as fuel, radiator, brake fluid, tyre pressures, etc.  
 Report any damage or operational problems to the maintainer in a timely manner

Maintainers are expected to:  
 Arrange for the servicing of vehicles at suitable intervals either internally or by external engineers as appropriate  
 Undertake minor repairs within their skill level in a timely fashion  
 Arrange for major repairs beyond their own skill level with other's or external engineers as appropriate

Owners are not expected to:  
 Undertake any servicing or repair work unaided

# Balance Sheet

Profit & Loss

## Portsmouth Naval Gliding Centre As at 30 June 2014

	30 Jun 2014	30 Jun 2013
<b>Assets</b>		
<b>Bank</b>		
PNGC Barclays current	85,718	85,499
PNGC charities account	33,210	33,210
PNGC Lloyds current	1,033	106
PNGC Lloyds online payment	47	26
<b>Total Bank</b>	<b>120,009</b>	<b>118,842</b>
<b>Current Assets</b>		
Accounts Receivable	3,666	11,569
<b>Total Current Assets</b>	<b>3,666</b>	<b>11,569</b>
<b>Fixed Assets</b>		
Aircraft	60,000	60,000
Aircraft equipment	16,449	16,449
Depreciation account	(13,063)	-
Gliders	259,500	259,500
Miscellaneous assets	33,482	33,412
Motor vehicles & equipment	51,851	49,151
Winch	38,000	38,000
<b>Total Fixed Assets</b>	<b>446,220</b>	<b>456,512</b>
<b>Total Assets</b>	<b>569,895</b>	<b>586,923</b>
<b>Liabilities</b>		
<b>Current Liabilities</b>		
Accounts Payable	2,208	24,196
Members payments on account	31,132	23,090
Rounding	-	-
Sold trial lesson vouchers	8,836	8,098
VAT	(3,483)	(881)
<b>Total Current Liabilities</b>	<b>38,693</b>	<b>54,503</b>
<b>Non-Current Liabilities</b>		
Grant authority liability	52,000	52,000
Loan	(7,600)	-
<b>Total Non-Current Liabilities</b>	<b>44,400</b>	<b>52,000</b>
<b>Total Liabilities</b>	<b>83,093</b>	<b>106,503</b>
<b>Net Assets</b>	<b>486,802</b>	<b>480,420</b>
<b>Equity</b>		
Conversion balance	474,373	474,373
Current Year Earnings	(5,391)	6,048
Retained Earnings	17,820	-
<b>Total Equity</b>	<b>486,802</b>	<b>480,420</b>

# Profit & Loss

Profit & Loss

## Portsmouth Naval Gliding Centre 1 September 2013 to 20 June 2014

	20 Jun 14	20 Jun 13	20 Jun 12
<b>Income</b>			
<b>Flying and membership income</b>			
Flying fees	34,820	43,131	-
Membership fees	7,645	12,384	-
Trial lessons	9,165	10,812	-
<b>Total Flying and membership income</b>	<b>51,629</b>	<b>66,327</b>	-
<b>Total Income</b>	<b>51,629</b>	<b>66,327</b>	-
<b>Gross Profit</b>	<b>51,629</b>	<b>66,327</b>	-
<b>Plus Other Income</b>			
Glider hire	390	-	-
Miscellaneous income	4,081	22,918	-
Motor glider hire	263	-	-
Secretarial, insurance rebate/refund.	-	12,000	-
Tug hire	-	1,296	-
Vehicle usage charges, 4X4	-	468	-
Vehicle usage charges, Minibus	110	100	-
<b>Hangarage &amp; trailers</b>			
Hangarage, AC	10,500	10,100	-
Hangarage, GL	300	-	-
Trailer storage	850	942	-
<b>Total Hangarage &amp; trailers</b>	<b>11,650</b>	<b>11,042</b>	-
<b>Unused Income groups</b>			
Caravan storage	1,943	1,360	-
<b>Total Unused Income groups</b>	<b>1,943</b>	<b>1,360</b>	-
<b>Total Other Income</b>	<b>18,436</b>	<b>49,183</b>	-
<b>Less Operating Expenses</b>			
Fixed asset depreciation account	13,059	-	-
Glider BGA fees	234	-	-
Operations, logbooks	-	84	-
Operations, maps	160	384	-
Operations, parachute purchase	1,350	-	-
Operations, parachute service/repair	435	913	-
Operations, trial lesson labour	6	-	-
Operations, trial lesson overheads	253	519	-
Secretarial, IT purchase.	411	-	-
Secretarial, IT repair	653	237	-
Secretarial, stationery	451	159	-
Travelling expenses	356	61	-
<b>Aircraft maintenance total</b>			
Aircraft maintenance, aircraft labour.	117	1,495	-



# Profit & Loss

	20 Jun 14	20 Jun 13	20 Jun 12
Aircraft maintenance, aircraft parts	2,883	6,542	-
Tug oil	251	358	-
<b>Total Aircraft maintenance total</b>	<b>3,251</b>	<b>8,395</b>	-
<b>Avgas use</b>			
Aircraft maintenance, aircraft fuel	10,518	10,466	-
Aircraft maintenance, motor glider fuel	1,950	2,339	-
<b>Total Avgas use</b>	<b>12,469</b>	<b>12,805</b>	-
<b>Estates management</b>			
Estates, buildings upkeep	131	415	-
Estates, clubhouse upkeep	1,154	9,179	-
Heating oil	1,443	1,476	-
<b>Total Estates management</b>	<b>2,728</b>	<b>11,070</b>	-
<b>Finance director controlled</b>			
De Minimus correction	8,239	3,605	-
Depreciation account all other assets	4	-	-
Estates, electricity	1,256	911	-
Estates, rent	3,000	4,500	-
Estates, telephone usage charges	104	506	-
Estates, waste management	1,074	1,237	-
Finance, auditor fee	960	1,278	-
Finance, bank charges	116	256	-
Finance, credit card fees	897	700	-
Miscellaneous payments	198	802	-
Operation, BGA fees	1,778	4,592	-
Operations, airfield use charges	8	-	-
Other expenses incurred during operations	2,904	10,452	-
Radio licences	-	125	-
Secretarial, BGA	-	54	-
Secretarial, insurance	-	12,244	-
<b>Total Finance director controlled</b>	<b>20,538</b>	<b>41,263</b>	-
<b>Glider maintenance total</b>			
Aircraft maintenance, glider labour	3,916	2,943	-
Aircraft maintenance, glider parts	3,644	4,113	-
<b>Total Glider maintenance total</b>	<b>7,560</b>	<b>7,055</b>	-
<b>Ground vehicle fuel total</b>			
Ground equipment maintenance, 4X4 fuel	272	330	-
Ground equipment maintenance, deisel	-	1,112	-
Ground equipment maintenance, golf buggy fuel	645	310	-
Ground equipment maintenance, minibus fuel	93	135	-
Ground equipment maintenance, mower fuel	-	65	-
Ground equipment maintenance, petrol	-	107	-
<b>Total Ground vehicle fuel total</b>	<b>1,010</b>	<b>2,059</b>	-
<b>Ground vehicle maintenance total</b>			
Aircraft maintenance, glider trailers	402	120	-
Ground equipment maintenance, 4X4	465	642	-
Ground equipment maintenance, bus	1,255	62	-

# Profit & Loss

	20 Jun 14	20 Jun 13	20 Jun 12
Ground equipment maintenance, flail	-	641	-
Ground equipment maintenance, golf buggies	-	77	-
Ground equipment maintenance, log cabin	7	997	-
Ground equipment maintenance, Minibus	390	71	-
Ground equipment maintenance, miscellaneous	181	542	-
Ground equipment maintenance, Range Rovers	104	26	-
Ground equipment maintenance, ride on mower	62	276	-
Ground equipment maintenance, topper	-	1,546	-
Ground equipment maintenance, winch	3,039	277	-
<b>Total Ground vehicle maintenance total</b>	<b>5,906</b>	<b>5,277</b>	-
<b>Motor glider maintenance total</b>			
Aircraft maintenance, motor glider labour	1,598	450	-
Aircraft maintenance, motor glider parts	1,313	-	-
<b>Total Motor glider maintenance total</b>	<b>2,911</b>	<b>450</b>	-
<b>Propane total</b>			
Ground equipment maintenance, propane	1,717	1,591	-
<b>Total Propane total</b>	<b>1,717</b>	<b>1,591</b>	-
<b>Total Operating Expenses</b>	<b>75,456</b>	<b>92,324</b>	-
<b>Net Profit</b>	<b>(5,391)</b>	<b>23,185</b>	-