

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

Minutes of Committee Meeting – 29th July 2014

The Meeting opened in the PNGC Clubhouse at 19.40

Present:	Chairman	Capt. David Durston RN (DD)
	CFI	Tony World (TW)
	Finance Representative	Alan Turner (AT)
	Air Engineering Representative	Henry Freeborn (HF)
	Ground Engineering Representative	Simon Gutman (SG)
	Estates Representative	Sarah McCulloch (SMcC)
	Minutes Secretary	Neil Shaw (NS)

	Item	Action
1	<p>APOLOGIES Were received from Martin Heneghan (Safety Representative) and Siggie Ingason (Admin Representative).</p> <p>The Chairman expressed thanks that Neil Shaw had offered to take on the role of Minutes Secretary to this Committee, and added that it would be beneficial if he were able to perform the same for the main Board too.</p>	
2a	<p>MINUTES OF THE PREVIOUS MEETING The Minutes of the meeting held on the 24th June were approved, subject to the errata noted below.</p> <ul style="list-style-type: none"> • In Item 10, the proposed changes in charges were effective from 1st August 2014, and the details were not attached. New charges agreed have now been posted on the Clubhouse wall, and are also attached. • In Item 12, the date for next review of all fees is April 2015. 	
2b	<p>MATTERS ARISING</p> <ol style="list-style-type: none"> 1. Provision for a spoon for moving gliders. TW now has a drawing of this, and next steps are with his workshop. It is hoped to be built by the time of the next meeting. 2. BGA fees – TW reported discussion with Pete Stratten, and agreement that we'll pay a block of ten only. The remaining action is to firm up the Finance Plan impact with CMcC remains in consultation with RINGS. Chairman will also refer the position to the board. 3. Bird netting in Hangar – Target September Meeting 4. New PC for Office/Equipment room – now completed. Closed. 5. Steam Cleaner – this is coming soon, after the N-Hangar exit likely. 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 	<p style="text-align: center;">TW</p> <p style="text-align: center;">TW/CMcC SMcC</p> <p style="text-align: center;">TW</p>

	<p>the bowzers and gas tank await surface preparation within the Lease Break clause arrangements by HCA. Still pending.</p> <ol style="list-style-type: none"> 7. A standard Information pack should be made available for use by organisations wishing to fly at PNGC. TW to liaise with SI for the next meeting. 8. The findings of the CAA regarding the airprox incident of November 13 should be highlighted to RCAM. Done – closed. 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 and identifying members against skills areas. It was discussed that the key items here is to use the members database with skills listed, and hence Membership Secretary input is key. Close but monitor. 10. The proposed replacement of the petrol buggies remains ongoing as the gas powered vehicles under consideration were no longer available. SG to review over the coming month. 	<p>SmcC/SG</p> <p>TW/SI</p> <p>SG</p>
<p>3</p>	<p>CHAIRMAN</p> <p>Notes are attached, reflecting</p> <ol style="list-style-type: none"> 1. the recent meetings with HCA Director, at which there is an adequate level of assurance about PNGC’s long term security of tenure to be able to relinquish N Hangar tenancy. 2. The Lease Break Clause acceptance and revised footprint for PNGC until December 2015. 3. MOD appearing to have ‘sold out’ the 6+ Acres of land title interests on which PNGC was accommodated, in a seemingly underhand way without informing or consulting PNGC, thus leaving the club fully exposed to commercial pricing structures n future. 4. MOD revisiting the Requirements for future licensing of air operations. 5. What might appear to be a healthy financial balance is, in reality, distorted due to accruing liabilities for tenancy costs. 6. Difficulties in attaining Navy commitment to PNGC at Board level. 7. Spreading of PNGC’s revenue streams by extending the RAF ‘trial’ coincident with the RAF extending CCF initiatives to state schools, which the Navy previously shunned. 8. The benefits of including local youth groups where practicable. 9. Work with RCAM to improve communications and education at airfield management level 10. The need to resolve as many day-to-day issues at a local level, lest RCAM became indispensable in the future management of the airfield, which would drive up costs and institute a higher categorisation of airfield registration that would risk marginalising gliding. 11. The ever-pressing need to increase launch rates and business turnover if the club is to survive. As before, the apparent reserves are no basis for slowing up operations, particularly in these summer months. 	

<p>4</p>	<p>SAFETY</p> <p>It is believed that the issues raised by RCAM with our usage of Runway 05 are now resolved. We are confident we have a safe operation.</p> <p>The matter of Hi-Vis jackets was discussed, as RCAM had requested use of by everyone at the launch-point. The BGA advise that looking at 30 incidents over 40 years, there is only one that may have been mitigated by hi-vis clothing. Discussion around various options and possible consequences arose, and it was agreed that what we should agree to is:</p> <ul style="list-style-type: none"> • Flashing beacons and hatched décor on the roof of the tractors, buggies, retrieve vehicles and fire truck. • The Duty Instructor to wear a high-vis jacket at the launch point. This had other benefits for identification too. • We intend to define, with bollards and chains, areas of safe standing for visitors at the launch site, and the same system will also demark the gap required between the bus and parked cars. <p>DD will summarise policy areas to Paul Rankin (RCAM), who has asked for our review. (pmn, this has been deferred until more robust assurances are received about site access overall and amid changes to East Gate arrangements.</p> <p>MH had input into the meeting that there had been two safety-related incidents since the last meeting.</p> <ol style="list-style-type: none"> 1. Aerotow combination climbing out on r/w 05 encountered a twin-engine aircraft that had previously taken off before the combination, which had entered Fleetlands ATZ then turned back 180 degrees passing close to the combination at the Sewage works before flying over Stubbington village at less 1000ft (estimate by the Tug Pilot). 2. The second incident was an aircraft attempting to land on runway 17 when the duty runway was 23, fortunately no gliders were on final approach at the time. This was the 3rd time that this has occurred this year. 	<p>SI/MH</p> <p>SMcC SG DD</p>
<p>5</p>	<p>AIR ENGINEERING</p> <p>HF shared a proposal on Maintenance for Winter 14/15, which was agreed. This will mean that both K21's and the Discus will be sent to Roger Target, and we will also seek his ability to do the annual on the Grob motor-glider. The Duo Discus, both K13's and the K8 will be done in-house free by HF and Keith Walton, saving the club money.</p> <p>The Grob is unserviceable at present, having completed its 50-hour service, but having needing inspection of an issue with the tailwheel frame, and sign-off for a small crack in the wing gel. Tim Dew will be approached for assistance.</p> <p>Progress on the new tug ZZ was proceeding well. Status of aircraft, and current cost outlook is as per the attached reports.</p>	<p>TW</p>

	<p>Following the recent damage to the canopy of 805, agreement had been reached with a member to make a contribution towards ensuing costs.</p>	
6	<p>ADMIN</p> <p>An issue was identified with the website sending reminder emails to those rostered each coming weekend, and this had been corrected.</p> <p>It was suggested that internal comms within the club could be improved by a regular paper-based newsletter available on the bus and in the clubhouse. SI & SMcC have been discussing, and this could cover achievements, updates etc. Zoe Mallam has volunteered to edit, and will be encouraged to do that, and produce a trial version.</p> <p>We are to take part in a communications exercise with 'The News' which will be a two page spread in a weekend edition setting out what we do as a club. The Chairman asked that if possible, PNGC's place as a local amenity accessible to people in the local area should be promoted as well as youth groups work.</p> <p>It is agreed that Families Day will be a fixed function annually around 11th July.</p> <p>The question of devolved budgets was raised, which went hand-in-hand with identifying volunteer personnel resources in support of each Committee members' area This work was long-standing, but the ever-changing circumstances had made it a very difficult task to achieve at a time when resources were scarce.</p> <p>DD to address with CMcC and TW OOM.</p>	<p>SI</p> <p>SI</p> <p>DD/TW</p>
7	<p>ESTATES</p> <p>Report attached.</p> <p>It was found more cost-effective and safe to replace the trampoline than to repair.</p>	
8	<p>GROUND EQUIPMENT</p> <p>Report attached. Next time, items will be shown in Red, Amber then Green order for ease of understanding.</p> <p>Logstar has been rebuilt, and a new PC integrated, following a system failure. No data was lost, but work to reinstate all records and charges as needed is still underway.</p> <p>The bus generator is now unserviceable, potentially overloaded on Families Day. It is feared the fridge and water-heater were similarly affected, but testing is needed.</p>	<p>SG</p> <p>SG</p> <p>SG</p>
9	<p>FINANCE</p> <p>Balance sheets & Profit & Loss Accounts are not attached, as presentational inaccuracies were evident. These were caused by the recent Logstar failure, and are expected to return to normal next month.</p> <p>Debt control is in hand, although the RAF invoicing still outstands, and</p>	<p>AT</p>

	once Logstar updates are completed, others who need to make payments will be identified.	AT
10	<p>CFI</p> <p>TW reported that it had been a good month for flying. Flight numbers were up, and a number of good cross-country flights had been undertaken. Usage of the Duo Discus is now reaching the level anticipated when we purchased it, and it is really fulfilling a good function, and additionally is good for member morale. Operations meanwhile remained safe.</p> <p>EASA now appear to be reconsidering their approach on Glider pilot licencing, with a government vote in October on a delay to 2018 to re-assess the stance.</p> <p>We hosted a CEMAAS visit with some 30 people, and we are mutually keen to build a future strong relationship, that may evidence support for our MT equipment.</p> <p>A Memorandum of Understanding with Britten Norman re gliding alongside <i>military</i> operations has agreed that when departing or returning, they will give us 5-10 minutes notice to ensure we have no gliders in the circuit.</p> <p>An Instructors and Tuggies meeting is planned for Saturday 13th September.</p> <p>The summer course is now fully staffed, and with 15 students on the course.</p> <p>A potential opportunity was discussed to replace the Junior, and given we have the trailer still, HF was asked to speak to Roger Target re the current refurbishment.</p> <p>We have agreed another trial for RAF cadets, starting late September, with eight people on both weekend days for three weeks. This helps us fulfil both our wider military mission, and government objectives.</p>	<p>TW</p> <p>HF</p>
11	<p>DIARY</p> <p>Instructors & Tuggies Meeting 13th September</p>	NS
12	<p>ANY OTHER BUSINESS</p> <ul style="list-style-type: none"> • Upon request from NS, we will reinstate the facility to advise Grob motor glider users its current serviceability. NS to discuss with Chris Bishop. • When re-planning the footprint of our hangar, if possible consideration would be given to allowing easier access for the Grob, which would not diminish non-flying-day usage, but ergonomics and space requirements may make this impossible because of our wish to protect the bus from the elements. • For security, it was requested that webcam(s) with recording capability were installed in Bellman 4. • In summary, DD said that we needed to continue to seize the opportunity to make the club appealing and attractive to youngsters, as they will be our life-blood for the future. 	<p>NS.</p> <p>SMcC</p>
13	<p>DATE OF NEXT MEETING</p> <p>Tuesday 26th August 2014 - 19:30 hrs, PNGC Clubhouse Briefing Room</p>	

D H DURSTON
Captain Royal Navy
Executive Chairman, PNGC Ltd

Attached:

1. Chairman's summary position
2. Section reports:
 - a. Estates
 - b. Air Engineering
 - c. Ground Equipment
3. Revised Club fees

Chairman's points at PNGC Management Committee meeting 29 Jul 14

The Chairman and CFI met last week (wed 23 Jul) with the HCA Executive Director, from which they are now more content that HCA is maximising its support for PNGC's long term interests. On this improved basis, we are content to surrender N hangar without substitute once door repairs are completed on U and Q hangars. The move will be authorised and executed after, and only after, Tony has accepted their respective material status on behalf of PNGC.

As a consequence of the Break Point clause offer now being accepted by PNGC (subject to these outstanding minor points), O Hangar use will transfer for the immediate term to U hangar, without precedent to future use; it might be needed for gliders and/or vehicles in future, but for now the existing use may transfer within the lease.

Until Dec 2015, the revised footprint will apply as discussed and presented last time. Thereafter, perpetuated use for caravans is likely to cease although it is a 'discussion' for another time: Much depends on HCA's planning applications for Hangars West and the overall scope of future negotiations during the forthcoming year.

The Chairman placed on record his disappointment that MOD sold out its interest in the 6+ acres of land occupied by PNGC for a small sum, whereby HCA and future airfield owners will be free to charge PNGC unlimited rent in future. This was done by MOD in a concealed manner, without forewarning or consultation and is believed may be related to mis-information to PNGC about delays in the operating licence being attributable to HCA. They were not. In addition, MOD is now re-visiting the entire justification for the operating licence and charging framework, and which party might or should be liable for future payments. It has now been established that MOD is substantially in arrears of agreed payments to HCA which, alongside this other information, does little to support PNGC or to present to either PNGC or to HCA an honourable face of business as should befit a department of state.

Overall, a distorted financial picture now arises within PNGC, whereby future liabilities cannot be captured as yet. What looks like a healthy financial balance belies the potential future position, particularly beyond December 2015, and stalls efforts to create a sustainable business plan. Careful husbanding of assets is vital, including any cash accruing as a result and especially vehicles, many of which need to be stored with considerably greater care and husbandry than at present.

The ex-officio members of PNGC Ltd Board of Directors are presenting to the Navy the case for PNGC in the interests of garnering higher level management support. Raised in the early Spring, the staff paper seems still to be at desk level within the Second Sea Lord's department, but its progress is within the remit of the RINGSA Chairman and the DNP member, with both having been given full access to PNGC data as necessary to support the staffwork. The chairman and CFI are providing the justification statements for the MOD and RN Infrastructure organisations for licence purposes.

Meanwhile, the Committee was updated on the broader spread of compliant activities (with reference to authorised charitable purposes) including especially the emerging Royal Air Force training scheme for cadets. This coincides with a wider initiative to bring CCF into the reach of state schools. This move should bring added revenues, but not (yet) additional flying instructors and is to be warmly welcomed as spreading the risk position arising from the Navy. The 'trial' will now continue to a second revenue-earning 'trial.'

It was also formally recorded that PNGC's policy remains to sustain local community endeavours, as being wholly consistent with HCA's goals of community focus and increasingly to advantage of the

club as a whole, including its financial position. This includes local youth groups where practicable, although these might not necessarily or *per se* lie within the charitable remit of PNGC. Taken overall, and in context of the Navy rejecting its own CCF and youth training involvement without reason or rationale, as well as continuing lack of ex-officio Board membership which would oversee best engagement with local RN establishments, the principle of other youth organisations taking up this capacity represents best spread of future risks. The Navy had first and primary option on this capacity, but its HQ proactively rejected it.

Accordingly, the Committee was encouraged to spot and develop opportunities for continuing to make PNGC 'youth friendly' and can be further encouraged by the levels of take-up since the minimum age for solo flight was reduced to 14 years of age. This presented very exciting opportunities all round, while our membership structure allowed those youngsters engaged with military youth activities also to take up gliding independently of their parent organisation and at a reasonable cost.

The Chairman also highlighted that he and the CFI had also met formally with the operations Director of RCAM (Fri 25 Jul), with HCA in attendance, and agreed a framework of improved communication and education, failures in which appeared to lie at the heart of emerging difficulties in recent months since the new airfield management structure was installed. Among many topics, the Chairman remained uncompromising and emphatic to RCAM and all involved that any attempts at downwind launches of gliders were outlawed completely as being unacceptably dangerous at all times for reasons stated by RCAM not to have been understood. The reasons given by RCAM were related to pedestrian access between the tower and the launch/landing point and should now have been resolved. Wider measures were now being addressed by PNGC to cover some of these potential risks and concerns, including improved local control arrangements for runway crossings and personnel movements within the operating areas.

RCAM was also made clearly aware that some of their interventions in the name of safety were not, in fact, adding specific safety value and were adversely impacting launch rates needed to sustain PNGC's business.

The overall thrust towards safety management within PNGC remained as before; namely that, wherever possible, these should be resolved promptly and efficiently with other local users; the more RCAM is utilised to resolve issues, the more it will tend to escalate future imposed airfield management intervention and costs, including potentially higher categories of airfield registration than might otherwise be needed.

Much of PNGC's strength lie in its high utilisation rate and every effort was encouraged to maximise the number of launches through good teamwork and leadership whenever opportunities allow. This included specifically 'out of airfield hours' now that HCA and RCAM appeared more content with the PNGC position regarding liabilities and risk management. PNGC has disclosed its insurance arrangements and continues to decline any attempts to invoke local contractual agreements with RCAM. The aim is to minimise disruptions to launch rates by forward thinking and anticipation at the launch point and procedures that were cooperative with other airfield users, including especially in winter months when the grass areas were less suitable.

DHD

Capt RN

PNGC AIRCRAFT STATUS

28th July 2014

Aircraft	ARC Due or next check	Comment
TUG G-BAVH	50 hour/6 month	6 hours remaining until 50 hour check.
TUG G-BVZZ	Initial Issue of CofA	Nose cowings to be manufactured. Ground runs complete. Licenced Engineer to check controls & rigging before panels go back on.
Grob 109B G-CFUG	50 Hour/6months	50 hour check in progress.
ASK21 G-CKDF N7	Annual 11.03.2015	New accelerometers required.
ASK21 G-PNGC N3	Annual 30.01.2015	New accelerometers required.
ASK13 G-CFSD N28	Annual 29.01.2015	
ASK13 G-CFGR N29	Annual 25.06.2014	Annual completed ARC renewed. Minor findings to be rectified.
DUO DISCUS C- CKPE	Annual 04.02.2015	Glider guider cable damaged.
ASK8 G-DDJB N11	Annual 21.11.2014	
DISCUS G-CHLN 805	Annual 16.02.2015	

PNGC Forecast of aircraft Maintenance cost Winter season 2014/2015 & Insurance

Aircraft	Annual/ARC	Labor Contingent	BGA ARC fee	Parts	Oil	50 hour parts cost	Insurance costs	Radio Licence
G-CFUG	1600	0	160	600	75	120	4215	20
G-CKDF	500	450	117	250	0	0	4215	20
G-PNGC	500	450	117	250	0	0	4215	20
G-CKPE	0	0	117	250	0	0	4905	20
G-CHLN	400	450	117	250	0	0	1343	20
G-CFSD	0	250	117	250	0	0	1343	20
G-DDJB	0	250	117	250	0	0	1343	20
G-CFOR	0	250	117	250	0	0	1343	20
TOTALS	3000	2100	979	2350	75	120	22922	160
							Misc Instruments	
							Misc Repairs	1000
							Misc parts	1000
							TOTAL	35206

Notes

1. Where annual/ARC cost is zero and the labor is zero the ARC and annual is intended to be carried out in house at PNGC.
2. Due to lack of PNGC BGA Inspector availability K21's and Discus to be sent to Roger Targatt for annual and ARC renewal.
3. Grob 109B Motor glider to be sent external for Annual/ARC maintenance outfit TBC.
4. ASK13 structural inspection 5 yearly structural inspection due on wings.
5. Costs are based on 2014 prices.

REPORT TO PNGC COMMITTEE FROM ESTATES DEPARTMENT

29th July 2014

Ref	Item	Status	Comments
1/01	Firewood Storage		Will be purchased in Autumn.
1/02	First Aid Kits		First-Aid kits all re-stocked. These are located on the Bus, Log Cabin, Fire Truck, Winch and in the Clubhouse.
1/03	Paint Bunk Rooms		Work has started. Date to continue TBC. (delayed due to N hangar move)
1/04	Entrance to Clubhouse		Products fitted. Information for display to be agreed and placed in situ.
1/05	Blinds – Briefing & Bunk Rooms		Purchased – awaiting fitting (one bunkroom to completed) Date TBC
2/01	Bird Netting		Date for netting to be September. Exact timing TBC with Tony W.
3/01	Paint Q Hangar		Not necessary – postponed UFN.
6/02	Old Log Cabin		Disposal – To be arranged. Query if can put in N hangar when vacated?
2/02	Battery Hutch to be demolished		Work party date of Sat 02 and Sun 03 August, to move out of N hangar, and to allow parking of Bus inside.
1/06	Dispose of old drinks fridge		Query if can put in N hangar when vacated?
2/03	Move Lockers to make room for MT		Request made verbally to Cat Stevens, who has confirmed will 'shift' when he can.
1/07	Safety/Hazard Barriers		Temporary solution used for Families Day. Permanent options under review. Moveable safety barriers to be purchased for launch point, and grass area o/s clubhouse entrance (grass). Hazard barriers to be purchased to delineate MT area in Belman hangar.
1/08	Keypad door lock to be purchased and fitted		To be actioned, for use of MT spares storage, (and any other items to be held under restricted access).

PNGC Ground Engineering Status

29 July 2014

Asset	Owner	Maintainer	MOT & Tax	Comment
Winch	Paul Sargent	Paul Sargent	N/A	Next service planned Jan 2015
Winch Radios	Simon Gutman	Simon Gutman	N/A	N/A
Yellow Tractor 1	Stuart Pollard	Paul Sargent/Stuart Pollard	N/A	Next Service planned ??
Yellow Tractor 2	Stuart Pollard	Paul Sargent/Stuart Pollard	N/A	Next Service planned ??
Fendt	Paul Sargent	Paul Sargent	N/A	Next Service planned ??
Gang Flat Mower	Paul Sargent	Paul Sargent	N/A	
John Deere	Paul Sargent	Paul Sargent	N/A	Now reported as running, full service planned for ??
Toppers	Paul Sargent	Paul Sargent	N/A	Blades need resetting due to incorrect re-assembly, low priority as PNGC not cutting, drilled grass at this time.
Stiga	Paul Sargent	Paul Sargent	N/A	Service planned for ???
Log Cabin	Simon Gutman	Simon Gutman	N/A	A new computer has been fitted and still requires some "tweaking". A front corner leg bracket has been bent and requires straightening. Needs to be run from standalone generator until bus genny is back on line.
Fire Truck	Richard Marsh(?)	Paul Sargent/Stuart Pollard	N/A	Service planned for ???
Range Rover 1	Mike Burrows	Paul Sargent/Stuart Pollard	N/A	Current Retrieve, Next Service planned Jan 2015
Range Rover 2	Simon Gutman	Paul Sargent/Stuart Pollard	N/A	In reserve but can be used if required but passengers are not to be carried. Refurb 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
Mazda 414 Pickup	Paul Sargent	External, Paul Sargent to manage	Paul Sargent	Next Service planned March 2015
Diesel Bowser	tba	tba	N/A	
Bowser (18,000L)	David Hurst	External, Simon Gutman to manage	N/A	Servicing under investigation
Bowser (smaller one)	n/a	n/a	N/A	To be return to RN
Bus	Volunteer Required	External, Simon Gutman to manage	N/A	Ther clutch slips and needs refitting. Initial internal refit is complete. External refit is waiting on the supply of the aluminium. Steve Bonner (a coach builder by trade) has volunteered to do the work. The exhaust pipe requires repair, Wednesday night
Bus Generator	Kevin Hills	Kevin Hills	N/A	The generator is US, the speed governor is damaged. It is suspected that this was caused by it being overloaded from an external panel by a cook using deep fat fryers. John Hale has taken charge of the repair. It is likely the water boiler has been damaged, and possibly the new fridge as a result of the genny running "wild". Low current circuit breakers are to be fitted to all sockets to prevent a recurrence. Two new ropes have been made and there is enough rope in stock for at least one more.
Air Tow Ropes	Simon Gutman	Simon Gutman	N/A	
Ground Tow Ropes, on	Simon Gutman	Simon Gutman	N/A	One rope has gone missing already. In future all ropes will be spliced to the vehicle to prevent them going "walk about"
Trailers	Martin Hennegan	Martin Hennegan/Chris Hennisman	N/A	See Seperate Sheet
5 Ton Tractor No.1	tba	tba	N/A	Current location R hanger to be confirmed
5 Ton Tractor No.2	tba	tba	N/A	Now running, foot brake is US sp use the hand brake, but can be moved.
Fire Extinguishers	Simon Gutman	External, Simon Gutman to manage	N/A	All the PNGC Extinguishers are out of date and require testing
Hanger Crane	tba	tba	N/A	Front dolly bearings US and dolly removed by GO, for repair

Key Servicable no known Issues Servicable with known Issues Unservicable or out of date

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.

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

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

Trailer	Comment
K8	
K13	No Spare Wheel
K21	
Discus	
Duo	

Notes:

Annex A Charges

MEMBERSHIP FEES

Standard Membership Rates

Type	Year 1	Thereafter
Full	Free	£55
Ordinary	£130	£130-£405
Special	£130	£130-£405
Junior Special	£65	£65
Social	£10	£10
Family	Free	Free
Motor-Glider	£120	£120

Rebates

Applies to	Detail
Ass Cat / Full Cat Instructors	1/5 of base price membership rebated for each working day of a course instructed on.
Special Member	£5.50/hr (max 50hrs) rebated for each hour of club approved work undertaken
Ordinary Member	£5.50/hr (max 50hrs) rebated for each hour of club approved work undertaken

FLYING FEES

Launch Fees

AERO-TOW			
Height	Cost	Height	Cost
500'	N/A	3500'	£29.00
1000'	£16.50	4000'	£31.50
1500'	£19.50	4500'	£34.00
2000'	£21.50	5000'	£36.50
2500'	£24.00	5000'+	~£2.5/500'
3000'	£26.50	see Logstar for detail	

WINCH		
Launch Type	Winter *	Summer*
Normal	£5.00	£5.00
Launch Failure Practice	£5.00	£5.00
Launch Failure (Land Ahead)	Free	Free

*Winter defined as 1 Nov – 31 Mar

*Summer defined as 1 Apr – 31 Oct

Soaring Fees

Aircraft	Cost /min
ASK-13	£0.25
ASK-8	£0.25
ASK-21	£0.25
Discus	£0.30
Duo Discus	£0.35

Offers

- Free Soaring minutes on aircraft launched prior to 1000
- Non club flying days: for each launch, soaring fees will not exceed daily hire fee.
- All other free or reduced cost flights must be approved by CFI or DCFI in advance.

DAILY HIRE CHARGES

1. These hire charges apply when any glider is taken from site to be flown elsewhere. Minutes may be charged instead, only when part of a PNGC organised exped approved in advance by CFI PNGC.

Glider hire is subject to rules stated in PNGC Rules Part 2 Section **Error! Reference source not found.**

Aircraft	Sat/Sun/Wed	Mon/Tue/Thu/Fri
ASK-8	£25	£20
ASK-21	£35	£30
Discus	£40	£35
Duo Discus	£55	£45

MOTOR-GLIDER

Description	Cost / Min
Airborne Time	£0.35
Airborne Time Engine On (In addition)	£0.85

TUG

Description	Cost /min
Aero-tow retrieve	£1.60
Private Use	£1.60

SITE CHARGES

Description	Charge (Annual)
Trailer outside	£120
Glider in Hangar	£350
Motor-glider in Hangar	£1380
Powered aircraft in Hangar	£1380
Caravan	£205