

PORTSMOUTH NAVAL GLIDING CENTRE

(Company No. 08111423. Registered Charity No. 1148381)

Minutes of Committee Meeting – 14 July 2015

PNGC Clubhouse at 19.30

Present:	Chairman	Capt. David Durston RN (DD)
	General Manager / Dep Chair	Tony World (TW)
	Estates Member	Alan Clarke (AC)
	Air Engineering Member	Henry Freeborn (HF)
	Ground Engineering Member	Simon Gutman (SG)
	Finance Member	Alan Turner (AT)

	Item	Action
1	<p>APOLOGIES</p> <ul style="list-style-type: none"> • Lloyd Brown (Sec) • Martin Heneghan (Safety) • Siggie Ingason (Admin and Security) 	
2a	<p>MINUTES OF THE PREVIOUS MEETING</p> <p>The Minutes of the Committee Meeting held 9 Jun 15 were approved.</p>	
2b	<p>MATTERS ARISING / OUTSTANDING – from Minutes 09 Jun 15</p> <ol style="list-style-type: none"> 1. Item 2b.3 - (mitigating risks to gliders arising from new airfield signs) 2. Item 2b.4 – awaiting FBC response, although reminders sent. 3. Item 2b.9 – (course attendee selection process and criteria for non-FAAOA attendees on PNGC training courses) 4. Item 4b – Instructors not yet briefed 5. Item 5a (logstar website interface) – incomplete 6. Item 5i – controls modification to enable disabled flying to be deferred until after receipt of new airframe, while generally still favoured 	<p>MH TW HF/SI</p> <p>HF SI HF/AT</p>
3	<p>CHAIRMAN</p> <ol style="list-style-type: none"> 1. <u>Tenancy</u>. FBC's promised offer is still awaited for future tenancy options. 2. For additional clarification, it was described how a statutory arrangement for tenancy was not in place and never could have been while PNGC operations were on MOD(Navy) title interest land and under the auspices of another department of state. On forming the new Company in order to comply with the Charities Act changes that removed exempted status from armed forces charities, both of its line of accountability (RNGSA and NBC) had been formally asked to secure a contractual position. Neither had acceded to this, leaving something of a rearguard action through contractual agreements. 3. <u>Space reduction</u>. The Committee was asked to identify specific ways of reducing the footprint and hangar space required, in order to drive costs (beyond 31 Dec 2015) to an affordable level for both PNGC and FBC. This included a vigorous clear out of all hangars and Clubhouse. Scope was seen to address this concurrently with the continuing, often imbalanced reliance on just a few club members to sustain the maintenance effort. Reduction in ground and air holdings was germane to this, favouring newer, less maintenance-intensive vehicles and aircraft. The associated projected trade-offs between reductions and loss of capability should be set out in logical 	DD/TW

	<p>steps for consideration next time before any reductions would be executed. The principle behind this was to align with such offers for space as FBC might make in the near future.</p> <p>4. <u>Security</u> arrangements at the airfield remained completely unsuited to PNGC's requirements. These were previously flagged to HCA in good time, but they opted for a minimal solution which in no way replicated preceding arrangements at Argus Gate prior to selling off the airfield. These deficiencies have been flagged to FBC and RCAM, so far without resolution. While very frustrating, forbearance by PNGC members was sought as so far we have not been asked to fund these facilities. While West Gate remained unserviceable, use of the gate on the Eastern site (behind the Innovation Centre and close to B Hangar) remained useable at all hours (Code 0149).</p> <p>5. <u>The Families Day</u> had been a great success with thanks due to very many people, but especially to Dave Howells and also to Brian Kirby, who gave up his planned French holiday in order to manage the catering.</p> <p>6. <u>Air ops</u> constraints had just been promulgated by NATS for the weekend of the Americas Cup yacht racing. CFI to promulgate detailed arrangements.</p> <p>7. <u>Achievements records</u>. The theme was introduced of identifying the increasing – sometimes acute – need to identify PNGC's achievements in order to sustain the supporting frameworks and finances of future business. PNGC is unlikely to be able to sustain without this in the now wholly commercial context of LOS, due to its essential charity status restrictions. This needed both qualitative and quantitative, empirical representation for which current systems were never designed.</p>	<p>All</p> <p>SI</p> <p>HF</p> <p>HF/SG/AC</p>
<p>4</p>	<p>SAFETY AND GENERAL MANAGERS TOPICS</p> <p>1. <u>Grass landing strips</u>. Pending any resolution by the airfield owners to address the deteriorating condition (with which PNGC has already asked to assist), all DIs are to be briefed, and in turn to brief onwards to all pilots, the areas to be avoided as far as practicable.</p> <p>2. <u>A fuel supplies 'review'</u> was under way by RCAM, seemingly with a view to centralising profits and risks. If it is to be a public procurement activity (i.e. by FBC or its agents), then this should be for proper disclosure in advance. Claims abound of excess environmental risks under current arrangements, which are denied across all current suppliers, but all users of PNGC fuel supplied were to be extra-vigilant and our own tanker status was to be reviewed for compliance.</p>	<p>HF/MH</p> <p>TW/HF/SG</p>
<p>5</p>	<p>UPDATES BY TEAM LEADERS (SEE STATUS REPORTS ATTACHED)</p> <p>a. <u>Estates and Security</u>. Lorry damage (!) to the West gate was further impeding routine access. See para 3 for access alternatives. tenants occupy which parts of the airfield site. The likely outturn in the long run is that tenants may need to supplement as necessary to guard their own specific needs not covered by the automated barrier.</p> <p>b. <u>Finance</u>. Contingency ought to be built in to planning revenue flights, with particular focus on making use of times when club flying had concluded for the day and scope seemed to exist to address the backlog. This seemed likely to help reduce the liabilities and could</p>	<p>SI</p>

	<p>double up the flying rate, whether as a temporary expedient or a possible longer term way of optimising revenue flying.</p> <p>c. Ground Equipment. There remained a shortage of volunteers to assist maintain the vehicles. A new call for volunteers is to be posted. Range Rovers were to be disposed of and a replacement 4x4, automatic, diesel pickup purchased to approximately £1500 to alleviate current restrictions on winch cable recovery. (pmn Pajero bought and instructions posted on the website).</p> <p>d. Aircraft and Air Equipment.</p> <p>i. Work is progressing on the Pawnee to maximise re-sale value but ahead of firm decisions about any resale. Space for all 3 is likely to be unavailable after 31 Dec. It is not intended to sell ZZ, for which the aim remains to complete by tenancy expiry.</p> <p>ii. Future policy for hiring club gliders would include a deposit in the same amount as the insurance excess. In the event of accidental damage, especially minor, the CFI's role is to investigate and forwarded first to the hirer for comment on the investigation; then to the GM for consideration of any deductions to be made in context of such topics as any associated insurance loading, payments already made by the hirer, precedents. Any appeal against that decision would be for the Board and Chairman then to consider, including any new evidence that might subsequently come to light, or to direct further investigation. This is to be included in suitable PNGC orders.</p> <p>iii. Options were confirmed for the new K21 due in December</p>	<p>SI</p> <p>SG</p> <p>HF</p> <p>HF/SI</p> <p>HF/TW</p>
6	<p>DIARY</p> <p>a. See website</p> <p>b. FBC will present its 'Vision' on 27 July to airfield tenants. PNGC will be represented by TW and LB. Dates for future FBC consultation forums will be promulgated by FBC.</p>	
7	<p>DONM</p> <p>c. Tuesday 8 Sep 2015, 19:30 PNGC Clubhouse</p>	SI



D H DURSTON
 Captain Royal Navy
 Executive Chairman, PNGC Ltd

Attached:

1. Admin and Security Team Report
2. Estates and Security Team Report
3. Financial Balance; P&L
4. Ground Equipment Team Report
5. Aircraft and Air Equipment Team Report
6. Membership Numbers Report