



**Portsmouth Naval
Gliding Centre**
(Registered Charity No.1148381)

Daedalus Airfield
Lee-on-the-Solent
Fareham
Hampshire
PO13 9PF

See Distribution

MINUTES OF THE PNGC MANAGEMENT COMMITTEE MEETING – 16 February 2016

Present	Chairman of Trustees General Manager/Dep. Chairman CFI Estates Member Ground Engineering Member Air Engineering Member Admin and Security Member Safety Member Finance Members Survey Secretary	Durston, David (DD) World, Tony (TW) Freeborn, Henry (HF) Clarke, Alan (AC) Gutman, Simon (SG) Howell, Dave (DH) Ingason, Siggı (SI) Heneghan, Martin (MH) McCulloch, Chris (CMc) Shaw, Neil (NS) Moore, Chris (CM)	Chairman
Apologies			

<u>Item</u> <u>(a)</u>	<u>Decisions/ Actions</u> <u>(b)</u>
1. Background.	<p>1. The meeting was given over to considering the possible options for continuing PNGC operations, after all non-commercial leases expired on 31 Dec 15. After that date, a temporary extension was granted by Fareham Borough Council, as the new airfield owners, but with substantial risks of service charge liabilities accruing during negotiations and ahead of all temporary options expiring 31 Mar 16.</p> <p>2. The Committee considered three possible operating models at Lee-on-the-Solent (LOS) and five possibilities for operating away from LOS. Two previous meetings had been convened with the wider membership, and feedback from the members formed an express part of the Management Committee's considerations. The aim of this meeting was to provide considered recommendations to the Board of Trustees.</p>

<u>Item</u> <u>(a)</u>	<u>Decisions/ Actions</u> <u>(b)</u>
	<p>3. The new external factors now affecting PNGC included:</p> <ul style="list-style-type: none"> a. a new commercial business framework imposed by Fareham Borough Council b. forced closure or removal of previous revenue streams to PNGC c. commercial operation of LOS as a CAA registered aerodrome d. changes in MoD regulations removing public funding for Service personnel activities <p>4. Careful account was taken of the Extraordinary Members Meeting feedback, and also an electronic survey coordinated by Neil Shaw, who also attended this meeting.</p>
<p>2. Recommendations:</p>	<p><u>LONG TERM OPERATING LOCATION FOR PNGC</u></p> <p>1. That the ‘offer’ by FBC based on Bellman 4 and the Clubhouse, plus trailer space, was wholly unaffordable, whether by undertaking the specified repairs and refurbishment, or not (whereby FBC would refurbish and PNGC would pay the assessed commercial rent). It should not be pursued further. The theoretical solution of operating from trailers only was deemed not practicable.</p> <p>2. The only viable solution was as proposed to FBC recently by the Chairman and General Manager, which reflected an absolute minimum ‘footprint’ in order to reduce as much as possible the associated services and management charges. This was:</p> <ul style="list-style-type: none"> a. To occupy one of FBC’s planned ‘new build’ modular hangars to be erected later in 2016. b. To lease only 3 rooms of the Clubhouse c. To secure accessible parking space for the glider trailers. <p>3. Thorney Island possibilities had been reviewed and were deemed, at best, difficult due to likely blocks on fixed wing flying (tugs) and no hangars, even self-built / temporary. In the longer term, this might well be expanded, depending on PNGC’s engagement with senior Army commanders, but was far from a simple of quick ‘fix.’ Nonetheless, the club members’ were reported as being, in the main, generally willing to operate from there if all possibilities at LOS became completely exhausted, albeit that it was geographically somewhat remote from Naval establishments.</p> <p>4. Lasham was not considered a viable long-term prospect for reasons of lack of willingness there to operate a ‘club within a club’ and the inevitability of PNGC losing its identity as a separate charity over time.</p> <p>5. Odiham; South Downs, and a local greenfield site (if one could be found) were all deemed not viable.</p>

<u>Item</u> <u>(a)</u>	<u>Decisions/ Actions</u> <u>(b)</u>
	<p><u>INTERIM OPERATING LOCATION FOR PNGC</u></p> <p>6. The preferred solution was for PNGC to continue occupying Bellman 4, subject to careful review of the associated service charges, pending a smaller, modular hangar being made available. No capital funds should be invested, which might prove to be a stumbling block for FBC. If agreed by FBC, it would afford similarly temporary hangar space for PNGC members displaced by the recovery of U Hangar.</p> <p>7. Lasham represents a possible temporary ‘bolt hole’ if FBC agreed PNGC’s proposal, but not to any extension of tenancy pending the erection of the new modular hangars.</p> <p>8. Early work to further possibilities at Thorney Island were deemed a good safeguard, including for the eventuality that FBC’s own BP for LOS did not stack up and the airfield ceased to be viable.</p> <p>9. Insofar as risks of accruing hefty service charges from 1 Jan 16 prevailed under the temporary arrangements now in place, all effort to reduce the land area footprint should be seized without delay. Delaying could turn out to be an unaffordable luxury capable of tipping the overall financial balance held by PNGC.</p> <p>10. The Committee expressed thanks also to Neil Shaw for conducting an electronic survey of members’ preferences in addition to the two large-scale briefings held in December and January as information from FBC unfurled. Management Committee members were invited to file their respective departmental reports in the usual way, and to be posted for all club members to see.</p>
3. Summary	<p>1. The Management Committee found considerable consistency between the EMM and electronic surveys; its own conclusions based on objective analysis of the possibilities and affordability; and the charitable objects of the Company.</p> <p>2. The findings of the Management Committee and club members’ preferences were passed to the Board of Trustees, who were briefed as attached.</p>
4. DONM	29 Mar 16 - 1930

Signed on original

D H Durston
Capt RN
Chairman

Distribution:

Action:

All Committee Members

Copy to:

Chris McCulloch
Martin Westwood
RNGSA

Enclosures:

- A. PNGC Management Committee Recommendations to Board of Trustees
- B. Ground Equipment Reports

17 Feb 16

PNGC Board of Directors

PNGC MANAGEMENT COMMITTEE RECOMMENDATIONS

RECOMMENDATION

PNGC Management Committee recommends to the Board of Trustees:

Sustaining the club at LOS as a charity within a greatly reduced area, pending final agreements with Fareham Borough Council about the final Terms and Conditions being affordable AND Pursuing fall back options at Thorney Island in the longer term; and Lasham as an interim measure, pending availability of the site(s) offered by Fareham and expected late this year.

No other options are deemed viable.

BACKGROUND

The preparatory work in all aspects of PNGC's management was manifestly extensive, rigorous and detailed, and its meeting 16 Feb 16 noted the following in particular:

HCA's earlier offer to PNGC was totally unrealistic and unaffordable at ca £70k pa, but had been misrepresented to MPs, Councillors and Navy Board. PNGC maximum revenue is ca £100k pa, while scope for any previous trading surplus has been removed under new airfield ownership by FBC.

The Navy's statement 10 Feb 16 stated that PNGC's output was not needed for Adventure Training, Sport or any other recognised RN purpose, and that RNGSA objectives could be met without PNGC. This was noted as a complete turnaround from earlier published guidance by HMS Temeraire that PNGC 'delivered defined RN Personnel objectives in spades.'

Club membership today is 601 permanent, including 403 'entitled,' plus 144 temporary members. Representative survey feedback follows Members' Meetings 29 Nov 15 and 12 Feb 16 and shows likely support for the MC's recommendations described here.

Occupancy at LOS is expected to be (subject to final information on costs) a new hangar approx 18M x 33 M x 7M; 3 rooms in the Clubhouse until demolished; glider trailer storage; temp fuel storage.

Nearby MP Caroline Dinenage has declared PNGC to be standing in the way of 'better use' of the occupied areas for commercial gains, while appointment from 1 Apr 16 of RCAM as airfield operators provides further strong indications of continued gliding at Daedalus to be at ever-increasing operational and financial risk. Progress will therefore will require careful monitoring.

Thorney Island seems unlikely to allow any hangarage (including temporary) or fixed wing operations (including tugs); details are subject to further negotiation and risk mitigation. DIO is likely to seek financial returns from any occupancy as close as possible to commercial rates.

ACTION

FBC's interim accommodation expires 31 Mar 16, therefore plans for site evacuation are now in hand.

A Board meeting is anticipated as soon as possible after scheduled RNGSA meeting 4 Mar 16 and detailed discussion with FBC on some outstanding aspects of their offers prior to that.

DHD
Chair

GROUND EQUIPMENT STATUS REPORT Jan 2016

Ref	Item	Status	Comments
PNGC1	Bus	S	
PNGC2	Bus Generator	S	
PNGC3	Winch	S	Winter maintenance required
PNGC6	Tractor 1	S	
PNGC7	Tractor 2	S	
PNGC8	Buggy 1	U/S	Re-assembly started.
PNGC9	Buggy 2	OffLine	To be sold
PNGC10	Main Bowser	S	
PNGC11	Small Bowser	U/S	No change
PNGC12	Stiga	S	
PNGC13	Fendt	S	
PNGC14	Mazda 4x4 Pickup	OffLine	Road Tax has expired MOT due end of March
PNGC15	Mini Bus	S	MOT dues end of March
PNGC16	Fire Truck	S	Probably needs replacing
PNGC17	Douglas Tractor (5ton)	S	No change
PNGC18	Douglas Tractor (5ton)	S	No change
PNGC19	John Deere	OffLine	No change
PNGC 20	Pajero Retrieve	S	
GC1	Topper	U/S	No change
GC2	Flail mower	S	
Cab1	Log Cabin	S	
Trail1	Duo trailer	S	
Trail2	Discus trailer	S	
Trail3	K21 trailer	S	
Trail5	K8 trailer	S	
Trail6	Flatbed trailer	U/S	To be disposed of
Trail7	Junior trailer	?	No change
Shop1	Lathe	OffLine	No change

Shop 2	Milling machine	OffLine	No change
Shop3	Pillar drill	OffLine	No change
Shop4	Large Compressor (fixed)	S	
Shop5	Small Compressor (on wheels)	S	
Shop6	Large Charger	S	
Shop7	Small Charger	S	
Shop8	Hanger Crane	U/S	No change
Shop9	Diesel bowser	S	
Shop10	Diesel Generator	S	No change.

PNGC Work Area Tracker

Section:	Ground Engineering	Lead Member:	Simon Gutman	Updated	13/2/16
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Note: all long term work is on hold pending the outcome of the discussions of the future shape and location of the club.

Task Area	Status Update (and exception reporting)	Pending Action(s)	Completion Outlook	Urgency	RAG Status	Committee Review?
Winch	In Service. Lower tank does not fill, could be the valve, investigation required. Various rubber catches have perished due to age and need replacement.	Finish top coat. Fix filling problem on lower tank Replace various worn rubber "bung" catches Investigate improving cable guides to prevent further damage to drum doors	Spring 2016 Winter 2015/16 ASAP Dec 2015		Yellow	NO
John Deere	Work on hold pending club future	General check up and TLC after 2 year layup	ASAP		Yellow	NO
Topper	Work on hold pending club future	Blades need removing and refitting correctly before use	ASAP		Yellow	NO
Log Cabin	Replace vinyl flooring. Original damaged by the old chair.	Source new heavy duty vinyl (same as bus)	Winter 2015		Yellow	NO
	Bus engine Service, approx 3 years since the last service.	Andy Hepburn has a lead on an engineer.	Oct 2015		Green	NO
Trailers	Flat bed to be disposed of		2016		Green	NO
Buggies	Both to be sold B1 being re-assembled	B1 to be re-assembled and tested first	ongoing		RED	NO
		Keep looking for suitable, and affordable, replacements	ongoing		Yellow	NO
Main Bowser	Batteries need regular maintenance during the winter	Charge batteries by the club house once a month	ongoing		Green	NO
Workshop Equipment	No change	Pipe compressed air around Q hanger if required.	tba		Green	NO

PNGC Work Area Tracker

	Machine tools serviceable but not usable due to lack of power in the hanger.	Awaiting progress on hanger	tba		RED	NO
	Crane is U/S	Rebuild front boggy	tba		RED	NO
Extinguishers	Annual inspection is years overdue.	Arrange service visit	ASAP		RED	NO