

Portsmouth Naval Gliding Centre

(Registered Charity No.1148381)

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

MINUTES OF THE PNGC MANAGEMENT COMMITTEE (MC) MEETING – 20 February 2018

Present	Executive Chairman	David Durston (DD)
	General Manager/Dep. Chairman	Tony World (TW)
	Ground Equipment / Engineering	Simon Gutman (SG)
	Air Engineering Member	Dave Howell (DH)
	Safety Officer	Martin Heneghan (MH)
	Chief Flying Instructor	Freeborn, Henry (HF)
	Estates Member	Alan Clark (AC)
	Finance Member	McCulloch, Chris (CMcC)
Apologies	Admin and Security Member	Ingason, Siggı (SI)

Item	Decisions/ Actions
1. Chairman's Opening Remarks	<p>The Chairman expressed gratitude for a near-full turnout in wintry conditions. The meeting was given over to considering the increasingly pressured circumstances to which PNGC is subjected, and to identifying possible options, such as any might exist at all or, at least routes for further exploration.</p> <p>It was also keen to capture feedback from the recent Extraordinary Members' Meeting, which had been well attended and the long-awaited feedback from Fareham Borough Council following TW's financial submission to them.</p>
2. Apologies	CMcC was unable to attend.
3. Previous Minutes	The minutes of the previous meeting (December 2017) were agreed.
4. Chairman's overview and direction.	<p>In overview, there were no viable options to put the Board of Trustees for a possible decision, despite very considerable efforts on many fronts to find at least one. As things stood, therefore, the only outlook was either to continue in some form or not at all. Most certainly, and based on such scant financial data as was held, PNGC could not continue at Daedalus in its current form, with a recent and categorical instruction from the airfield owner / operator that winch launching was to cease rendered any vestiges of a business plan unviable.</p> <p>The meeting would accordingly pick up on the CFI's suggestions, which had come at earlier invitation to consider whether a different operating model could work under the new management constraints at Daedalus.</p> <p>Timeline was of particular concern, and further pressed the need for accurate financial balance and cash flow information.</p>

Item	Decisions/ Actions
5/6. Regulation and Hangar	Items deferred
7. Arising from FBC meeting	Nil received, contrary to expectations. It was decided not to press at this stage
8. Financial	<p>None received</p> <p>TW was asked to obtain updated financial data, since there had been none for too long and that meetings were hard-pressed to make meaningful decisions without it. The need was exacerbated by independent audit report of last August showed an increasingly downward financial trend, which obliged more frequent and more careful monitoring as fund reserves risked nearing a point of complete depletion. <u>Action TW</u></p>
9. Options	<p>Broadly, this fell into three areas of work (in no particular order) and are summarised simply:</p> <ol style="list-style-type: none"> 1. Possible alternative commercial / non-military site options. Greenfield sites had been considered (MH / LB). None had infrastructure; none had planning permission. Access and other local issues and existing users needed detailed consideration. Lasham was only viable as a temporary location, as the club would lose its identity and specific function over time. 2. Possible alternative military site Favourite had been Worthy Down (former RN Air Station), but it is now earmarked for building a joint Service logistics base. Odiham had been progressed with good conceptual support from relatively high ranks in the RAF, based on possibly combining GSA's from all three Services. However, on closer examination, it proved unviable. Thorney Island still appears to hold potential, but there are very many local issues to address. A new route to the command has been identified, but there are no facilities and a great deal to do. Whether club membership would thrive from there is unclear. 3. Remain at Daedalus. Extensive revision of our fleet would be needed, based on self-launching aircraft and a much smaller fleet. It would leave the club exposed to future financial predation. <p>The CFI put forward a revised operating model, with future calculations of costs and revenues assessed with TW's assistance. The best position appeared to be a net cash flow of ca £8k pa, without taking into account the likely rental charges, denial of own fuel supply, increased landing charges, etc. The lead-time for achieving a new fleet based on a self-launching glider would be at least 18 months.</p> <p>TW said that the Committee needed to accept that a future at Daedalus would be very draining, and a continuous struggle.</p> <p>The chairman highlighted how little support, even in voice alone, was forthcoming from the Navy, including Second Sea Lord personally. The benefits of Service (and entitled personnel) membership was for us to find to assist our financial efficiency goals, rather than for the Navy to ask of us.</p> <p>A need was identified to find a short-notice 'bolt hole' for storing equipment, as the club would not readily regenerate once dispersed.</p>

Item	Decisions/ Actions
	The line being adopted by FBC / RCA was deemed inconsistent with the CAA position, the latter being accepting of winch launching, subject to adequate separation measures. This was RCA's duty and what they are being paid to do, but prefer instead to block out winching altogether.
10. EMM	The message of members wanting to stay at Daedalus was clear from the EMM, particularly in response to the CFI's direct questions, but had become detached from the costs and realities of how that might be achieved. It would need to be backed by a determined show of being able set aside local niggles and frustrations; compliance with RCA's rules was an absolute requirement.
11. Summary Position	<p>There was a good degree of unity in the MC members' outlook; a realisation that the members' strong preferences to stay would need to be re-addressed in context of the costs and constraints of going so. The concept of a different operating model was broadly accepted, as also the realisation that FBC seemed to be on a dogged pathway for the airfield that was difficult to understand from a professional aviation perspective, but over which PNGC had no real influence or bearing.</p> <p>The summation of heavy restrictions on operating and launch rates; the cessation of winching (needs testing with CAA); and the likely hike in charges for air ops and ground services all stacked up to formidable odds. Consequently, and with any re-hash of the fleet taking considerable time to achieve, urgent 'bolt-hole' options were needed, and the sooner the better in order to retain such capital as we might have left.</p> <p>The principle of needing to set aside frustrations and get on to make best use of what we have was important for the club's mere survival; intended of only in an operating sense, but context of many and various issues arising of late which served to detract from the social attractions, including the catering bus at the LP.</p>
12. Committee Members	The Safety Officer (MH) raised some recent issues, to which the CFI (HF) added much strength in voicing, then presenting the MC with a need to cease operating until resolved. This was adopted without delay, but with an urgent remit to resolve (mainly tugs / traffic routing agreements with RCA)
13. Calendar	<p>No changes.</p> <p>PMN - FAAOA Course dates 31 Mar – 6 Apr 18</p>
14. DONM	Tuesday, 20 March 2019. 1930 – 2130. PNGC Clubhouse



Captain David H Durston Ma MBA FCMI FRAeS Royal Navy
Chairman
PNGC Management Committee

PNGC MANAGEMENT COMMITTEE
1930 – 2130 TUESDAY 20 FEBRUARY 2018,
PNGC CLUBHOUSE - DAEDALUS AIRFIELD
MEETING AGENDA

1. Chairman's Opening Remarks - DD
2. Apologies – DD / SG
3. Previous Minutes – accuracy and approval - DD/SG
4. Chairman's overview and direction – DD
5. Regulation – DD / SI
6. Hangar layout changes self-imposed – DD / TW / AC
7. Points arising from meeting with FBC – TW
8. Financial Statement and Projection update – TW / CMcC
9. Options – DD / TW / All
10. Consideration of EMM feedback
11. Summary Position – All
12. Committee Members' items in turn - All
13. Calendar – All / SG
14. AOB - DD
15. DONM – DD/SG