



PNGC

WO2 J Steel  
HMS SULTAN  
GOSPORT  
PO12 3BY

Telephone: 02392 542663

Military Network: 938432663  
e-mail: [jamie.steel538@mod.gov.uk](mailto:jamie.steel538@mod.gov.uk)  
[rustyjas@msn.com](mailto:rustyjas@msn.com)

29 Jul 19

**MINUTES OF PNGC TRIAL WEEKEND (MIDDLE WALLOP) COMMITTEE MEETING 29 JUL 2019.**

In Attendance	Apologies
WO2 Jamie Steel (PM)	Mr Ben Bennett (Safety Officer)
Mr Tony World (CFI)	Mr Siggie Ingason (Members and Website)
Mr David Howell (Air Equipment)	
Mr Simon Gutman (Ground Equipment)	
Mr Richard Crocker (DCFI)	

Item (a)	Decisions (b)	Action Ser No / Point of note (c)
(1) Welcome and Introduction	JS opened the meeting at 1930 by welcoming the Committee Members and explaining the order of today's meeting. JS outlined his vision of the weekend which was accepted by all present.	
(2) Apologies and Non-attendance	Apologies were received as per the list above.	
(3) Scope and remit of the event.	JS outlined the scope and remit for the weekend: <ul style="list-style-type: none"> <li>To conduct a feasibility study for the benefit of Middle Wallop (MW) Command to prove the safe and compliant operation of PNGC at that site.</li> <li>To allow the past and current members of PNGC to view and operate from MW.</li> <li>To allow wider members of BGA/GSA clubs including Wyvern, Seahawk and Herron to participate in the weekend at MW.</li> <li>There will be no limitation on numbers of aircraft or members.</li> <li>There will be Winch, Aerotow and Motorgliders operating simultaneously. Deconfliction will be iaw normal operating procedures.</li> </ul>	
(4) Finances	<p><b>Membership fees/Flying fees</b></p> <p>JS proposed that a pricing structure is finalised prior to the event to give the membership an idea of what will be on offer at MW. TW argued that finalising the membership fees would not be possible until operating costs were ascertained. Agreed to review at next meeting.</p> <p>Flying fees will be at the same rate as Wyvern. £6.50 Winch launch, 25p/Min flying (all aircraft). Flying fees</p>	TW

	<p>will apply from 'All Out' to the moment the A/C comes to rest.          Motorglider at Wyvern rates for engine on/off.          A/T fees will be based on £30 to 2000ft.</p>	
(5) Assets (air)	<p><b>Tug</b>          PNGC Pawnee is available at Keevil. TW will fly into Upavon Fri 13 Sep. (CFI) proposed the Tug will be used to A/T PNGC aircraft into MW to negate the requirement to derig/rig. Tugs are to refuel at Thruxton.</p> <p><b>Gliders</b>          Three club gliders will be used based on those in date for ARC/Annual and insured. These will consist of N3, KPE and 805. DH agreed to check all documentation and associated equipment to ensure the A/C are ready to operate at MW. This includes but not limited to: Parachutes, batteries, chargers, backrests, weights, cushions, covers, spares, trestles and tiedowns.</p> <p><b>Motorgliders</b>          TW informed the committee that FUG will not have an ARC/Annual at the time of the event. All agreed it was not financially viable to bring FUG online for this event. TW proposed to use the Wyvern Motorglider as a substitute. TW to check availability. M/Gs are to refuel at Thruxton.</p> <p><b>Private gliders</b>          All agreed that anyone wishing to bring private gliders were welcome to do so. There will be no limit on the number of private gliders.</p> <p>JS informed the group there may be a M/G and Puchatz flying in from Herron GC. JS to confirm.</p> <p>JS to ascertain numbers of gliders coming from Seahawk.</p> <p>JS informed the group that there may be private aircraft wishing to fly in (Paul Groves, Kevin Hills, John Hale) JS to confirm arrangements for PPR into MW. Private A/C owners are to be informed there is no Fuel available at MW.</p>	<p>TW</p> <p>DH</p> <p>TW</p> <p>JS</p> <p>JS</p> <p>JS</p> <p>JS</p>
(6) Assets (ground)	<p><b>Winch</b>          The winch is currently operating at Wyvern. SG agreed to check all winch and associated equipment to ensure we can operate independently from Wyvern. This includes cables repair, radios, lights etc. Winch to be fuelled as required at Upavon prior to and at the end of each day's operation.</p>	<p>SG</p>

	<p><b>Cable retrieve</b> It was agreed the Mazda 4x4 would be used for cable retrieve. TW informed the MOT has run out. All agreed it was not financially expedient making it road legal. JS/SG to locate a car trailer to transport the Mazda from Upavon to MW. Mazda to be fuelled prior to being transported to MW.</p> <p><b>Fire and emergency vehicle</b> The Mazda is equipped as a fire and emergency vehicle. This was deemed as adequate to keep this arrangement. SG to check radios, amber and blue lights are operational. RC to review the operating procedures to capture the dual use of the vehicle.</p> <p><b>Glider Retrieve</b> It was agreed that private vehicles can be used on this occasion.</p> <p><b>Log Keeping and payment arrangements.</b> TW/DH proposed a paper log should be used on this occasion. Payments will be invoiced to the members after the event to be paid into the PNGC account.</p> <p><b>Log Cabin</b> The log cabin is to be reinstated and utilised as a launch point control. SG to check and reinstate as necessary.</p>	<p>SG/JS</p> <p>SG/RC</p> <p>TW</p> <p>SG</p>
(7) Facilities	<p><b>Access to the airfield</b> Access to/from the airfield will be via Crash gate 2. SG asked if access could be granted on the Fri to deliver the ground equipment. JS to action.</p> <p><b>Toilets</b> Holmlea cottage will not be open for the weekend. Suitable toilet facilities are to be identified prior to the event. JS to engage with MW to identify suitable toilet facilities.</p> <p><b>Catering</b> JS proposed to use the Army Flying Museum café for lunches and a self-catered BBQ in the evening. All agreed.</p> <p><b>Shelter</b> JS raised the issue of shelter for members on the field as the bus will not be at MW. TW and SG informed the group they have a gazebo each and are willing to use for the event. TW, SG to organise suitable shelter.</p> <p><b>Water</b></p>	<p>JS</p> <p>JS</p> <p>TW/SG</p>

	<p>There will be no drinkable water available on the airfield. Members are to be informed and are to bring their own.</p> <p><b>Avgas</b> There is no Avgas available on the site. Fuel facilities are available at Thruxton airfield approx. 5k north of MW. TW to lease with Thruxton.</p> <p><b>LPG</b> There is no LPG available on site. The winch is to be fuelled prior to leaving Upavon and is to be refuelled after each flying day. SG to lead.</p> <p><b>Diesel</b> There is no Diesel available on site. Vehicles are to be fuelled before leaving Upavon. Private vehicles are to make own arrangements at a local service station. SG to lead.</p>	<p>TW</p> <p>SG</p> <p>SG</p>
(8) Accomodation	<p>JS to ascertain availability of accommodation at MW. This is to include Caravan/tent for civilian members.</p> <p><b>30 Jul 19. Post meeting MW (JS, TW).</b> Service accommodation is available for serving members through the normal channels. An area is being made available which is secure, has access to power, and toilets for caravans and tents. There will be no access to the main camp for the duration of the weekend.</p>	<p>JS</p>
(9) Instructor availability	<p>JS informed the group Alan Clark does not intend to return as CFI. JS proposed TW act as CFI. TW agreed (subject to DD approval). JS proposed RC act as DCFI for the event. RC agreed.</p> <p>TW to investigate and confirm instructor availability and currency for all instructors and tug pilots for the weekend.</p>	<p>TW</p>
(10) Transport	<p>Whilst on the airfield, members are remain in designated areas and not to wander or transit on foot. All agreed that private vehicles may be used to transit around the field. Designated parking areas and procedures are to be generated to reflect this. RC to action.</p> <p>There will be no transport to and from the airfield. Members are to make their own arrangements to get to and from MW. All Agreed.</p>	<p>RC</p>
(11) Logistics	<p><b>Flight safety</b> The responsibility for flight safety remains the responsibility of the CFI. He may delegate as he sees fit to ensure the safe operation on the airfield.</p>	

	<p><b>Money available</b>  Club funds will be made available to repair/replace essential equipment required to facilitate the event. Any other funding will be subject to the usual proposal and management committee approval.</p>	All
(12) Appointment / delegation of tasks.	<p>Project Manager – Jamie Steel  CFI – Tony World  DCFI – Richard Crocker  Air – David Howell  Ground – Simon Gutman  Safety officer – Ben Bennett (subject to agreement)  JS to approach BB.  Treasurer – Chris Mc  Members – Siggie Ingason</p>	JS
(13) Review of documentation.	<p>JS noted that significant time has passed since PNGC has operated independently. JS proposed that a review into all PNGC operational documentation was conducted to ensure compliance with BGA/CAA and MOD regulations. JS proposed RC conduct the review. RC agreed to review air and ground ops.  JS proposed BB review all risk assessments, first aid and safety procedures. JS to approach BB.</p>	RC  BB/JS
(14) BGA/CAA issues	<p>JS proposed that TW review and ensure any BGA/CAA issues are implemented/reviewed eg, NOTAM, authority to winch etc.</p>	TW
(15) AOB	<p><b>AOB</b></p> <p>JS asked for a list of questions to put to MW in support of this event. All to generate and forward to JS.</p> <p>DH? Asked about the emergency procedures at MW and the availability of the onsite emergency services. JS to action.</p>	All  JS
(16) Closing remarks	<p>JS thanked everyone for their support and attendance.</p>	
(17) DONM	<p><b>1930, Mon 02 Sep 19  Specfabs</b></p>	