

**PORTSMOUTH NAVAL GLIDING CENTRE MANAGEMENT COMMITTEE MEETING  
03 SEP 2019 1900 – 2100 At SPECFABS Ltd, Heritage Business Park, Fareham**

**Attendees**

David Durston (Chairman / Director)  
Tony World (General Manager / Director)  
Jamie Steel (Middle Wallop programme manager)  
Richard Croker (DCFI)  
Simon Gutman (Ground Equipment and vehicles)  
Chris McCulloch (Treasurer / Director)

**Apologies**

Siggi Ingason (Admin / Communications)  
Dave Howell (Air Engineering)

**CHAIRMAN'S INTRODUCTION**

1. The Chairman focused on the forthcoming 'trial' at Middle Wallop (EGVP) planned for 14-15 Sep 19, designed to inform both PNGC Directors and the Army Air Corps Command, with a view to a go/no go decision late October for a more permanent base there from April 2020. So far, things were on course and going well as detail was worked through with AAC personnel.
2. For the sake of new committee members, the Chairman refreshed description of the business construct of PNGC and its function as a business within the Charities Act, and the need for predominantly serving Armed Forces efficiency and benefits as directed by the PNGC Board.

**LAST MEETING**

3. Minutes dated 23 Jul 19 were approved and all actions deemed completed, except:
  - a. Commencement of the grants process(es) for temp hangars (TW) – premature as yet
  - b. Membership review mechanism (TW/SI) – absences on leave

**UPDATE ON EGVP TRIAL**

4. Going well so far; meeting earlier that day (03 Sep 19) productive and the Draft PNGC Op Order was well received as a good 'professional' document, with only a few minor additions and points of clarification from MW needed. Published today as an authorised activity, and all other clubs participating under PNGC's auspices. Priority is on evaluating ops from the site. VIP visits planned. [pmn by Chairman; The participants list is definitive as per Op order: All pilots, including visitors to have licences and medical certificates, where applicable, available for inspection. "No certificates, no fly" including SEP visiting aircrew]
5. Second winch (HGC) not required.

**FINANCIAL**

6. Viewed with increasing concern, due to declining funds, and especially the costs of G-ZZ tug repairs. Poor standards of log-keeping were reported by the Treasurer / FD as being unacceptable. Decision: No log-keeper, no flying. The current latitudes being exercised at the LP were unaffordable and missing key revenues when budgets were meagre and hard to sustain under the (necessary) Upavon MOU.

## **AIRCRAFT**

7. ZZ risks were again out of control and unacceptable following too many delays without adequate justification by Chris Adams and cancellations of essential independent inspection(s) needed for airworthiness certification. Moreover, the accruing storage charges from Fareham BC, and the damages claim could not be forwarded under complaint until the work was completed and where this might be deemed 'unreasonable' in timescale it set all reclaims severely at risk. Equally, removing wings and removing the aircraft would be to debase residual value completely.
8. Action: TW to identify survey date with Chris Adams and then verify and track through the appointed inspector.
9. The Pawnee tug was being offered for sale.
10. Grob 109 to remain in storage at Keevil to minimise financial outlay.

## **GROUND EQUIPMENT**

11. Key Decisions:
  - a. The 18000L tanker was to be retained – located at Sultan
  - b. 2 x heavy tractors were to be traced and reported (SG).
  - c. The static fuel tank was to be retained at Daedalus until for-lift facility was available, then transported to SpecFabs for retention until established ops at the new operating site.

## **WORKS AND SITE**

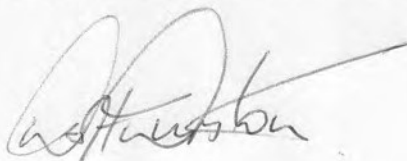
12. Funding would be needed for enabling works at MW before self-help works could be undertaken to provide a clubhouse, briefing facility and equipment storage. DIO were providing indicative costs for the minimum works needed through their auspices and the associated non-competitive works arrangements to which they (and, accordingly, we) are bound.
13. The intention remains to operate from MW at weekends – subject to trial outcomes and Command approvals – and Upavon under MOU for weekday flying and when MW is unavailable. Sultan storage and workshops would remain important also.
14. Much planning and work was needed for longer term infrastructure investment at MW, pending which temporary hangar options would be sought. Before committing funds, service avenues would be pursued as far as possible.

## **AOB**

15. A sim card for LP telephone was to be procured and the new number promulgated.

## **DONM**

**Tuesday 8 Oct 2019. 1900 hrs. Spec Fabs, Heritage Business Park**



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