

**PORTSMOUTH NAVAL GLIDING CENTRE MANAGEMENT COMMITTEE MEETING**  
**08 Oct 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)  
Siggi Ingason (Admin / Communications)

**Apologies**

Dave Howell (Air Engineering)

**CHAIRMAN'S INTRODUCTION**

1. The Chairman summarized overall progress and direction relating to prospects at Middle Wallop (MW) following the recent 'trial' 14-15 Sep 19. The general view was of support, notwithstanding a number of detailed issues needing to be addressed to find a good 'fit' under the Army's command there. Much credit was due to all involved in making it work well, and an internal review was being conducted by each of the Army Air Corps and PNGC, prior to a 'comparison of notes' and 'lessons learned' meeting to decide the way forward. [pmn: meeting now scheduled 14 Oct 19, with a subsequent 'go/no go' Command referral at some time thereafter]
2. Pending such outcomes, no formal position could yet be adopted, but the aim remains to commence operating at EGVP from 1 Apr 2020, weekends only, but earlier if at all possible. A new chapter for the Defence Aerodrome Manual was needed; and a realignment of PNGC local orders with that and the latest revision of the RNGSA handbook. This included particularly clearly defined categorisation of memberships and good tracking of members' activities. [action note; SI leading a rollout of Glidex to replace LogStar soon]. Attendances at MW would also need to be recorded in case of incident, including especially non-members, visitors and Trial Lesson attendees.
3. The scope to operate also from Upavon and to utilise facilities at HMS Sultan would also need to be revised, including a call on the recently joined command team at the latter.
4. Lastly, the Chairman expressed concern about potential liabilities with FBC regarding G-ZZ, in context of depleting funds without commensurate revenues under the current temporary arrangements. TW explained the sale of our Pawnee, which should not be used to fund daily cash-flow needs over the longer term, but it was helping to retain a credit balance for the time being.
5. Particular thanks were recorded for Jamie Steel and Tony World for their highly creditable leadership in the EGVP project to date, while the collective whole effort from the MC and all members had enabled PNGC to 'hold its financial breath' for a long time while we sort out a new future following the eviction and closure at Deadalus.

**LAST MEETING**

6. Minutes dated 03 Sep 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) – in hand

## **FINANCIAL**

7. Taut management would continue to be needed. (note Sep 19 meeting the need for stricter control at the LP; no log-keeper, no flying). The charge mechanism had failed at the Service provider without reasons given, and a new company's services would be sought at minimal uplift in transaction charges, quoted at 0.07%.

8. The CAA had rescinded its inspection delegations for G-ZZ on completion of the works, which means that a further extension of 6 months is likely before CAA certification could be achieved. This conferred excessive and unaffordable financial risk and delays to PNGC, therefore adoption onto the LAA register should be progressed, and if further delays were encountered, then the wings to be removed and road transport found to remove from Daedalus. This would enable a final position to be achieved, and submitted to insurers for financial consideration.

9. A business model revision was needed after the forthcoming MW meeting and, as part of all that (assuming successful), reconsideration given to whether, or not, FAAOA courses would be continued in future. The FAAOA had declined PNGC because it considered FAAS powered flying essential to their needs. This will be challenged in the next meeting 5 Nov 19 for 2020 gliding planning. Many other possible Business Plan strands existed to capitalise on the joint services nature of PNGC's Charity construct, leaving good cause for optimism in this regard.

## **AIRCRAFT**

10. The Grob remains out of ARC and stored at Keevil for cost-cutting reasons.

11. Supermunk G-ZZ to be removed from Daedalus as soon as practicable, particularly if delays arise in LAA registration

12. Pawnee in the process of sale; to be recovered to Keevil after deposit received (TW)

13. Workshop facilities could not be presumed at Sultan as this was not part of the original agreement, however the Chairman (and JS) would seek to engage at an appropriate time with the new Sultan Command team.

## **GROUND EQUIPMENT**

14. Unacceptable losses through theft have been incurred. The 2<sup>nd</sup> Douglas tractor needs to be found as this is MOD property on loan. (SG lead)

## **WORKS AND SITE**

15. Progress will only be possible after any Command decision at MW. Meanwhile, considerable difficulty is being experienced in tracking down possible temporary military hangars (RUBB) as an interim solution. Expect the use of hardstanding at MW, but it will need considerable weed-killing.

16. DIO will need to place enabling works for Holmlea Cottage to be made safe for PNGC to enter for self-help for conversion into a clubhouse and storage. Tasking of DIO is being addressed through local Command and RNG President in London, having made a case for needing replication or substitution of facilities sold off by MOD at LOS.

## **MEMBERSHIP / ADIMN / PERSONNEL MATTERS**

17. A renewed trawl by suitably skilled members would be needed for individuals to assist in some sizeable work areas, starting with scrutiny and transferring of the huge volume of accrued files ahead of reforming at MW. (SI / TW)

18. A Field Treasurer was needed – Jim Chapman's offer was greatly appreciated and welcomed.

19. All areas need to cross-check the latest RNGSAH (confirmed as held on the PNGC Website) for accuracy in relating to PNGC future ops as outlined. As work moves forwards, improved clarity of MW needs should emerge, with MC members needing to keep RNGSAH under scrutiny as this process develops in the forthcoming months.
20. Wider information to members was not yet viable as it had been agreed with MW command not to release information more widely – at risk of compromising the JHC and associated Command position prematurely.
21. Membership costs to be revised once a better grasp of the future operating model could be derived.
22. A more suitable and relevant name for PNGC would be considered; the reference to “Flycatcher” being the name of the Royal Navy’s first carrier-borne fighter aircraft as well as the name of Royal Naval Air Station Middle Wallop in WW2.

**DONM**

**TBA. Spec Fabs, Heritage Business Park**



10/10/19

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