Minutes of the Board Meeting of Walking on Air

held on 1st Sept 2026 on Google Meet.

Attendees:

Clare Johnston	Director. Chairperson.
Peter Clayton	Director. Treasurer.
Derek Storey	Director.
Jim Cook	Director.
Wendy Carmen	Director.
Bernie Pompilis	Director.
Andrew Gordon	Director. Secretary.

1. Apologies: None, All directors present**.**

2. Approval of the minutes of the last meeting, held on 21st July 2026.
Treasurer approved the minutes, and the Chairperson seconded the minutes.

3. Matters arising:

a) Chair reported that the SGU are not budging on WoA members having to pay a full membership fee on joining a private glider syndicate. Ongoing into the new membership year. **Action ongoing: - Chair.**

b) Chair reported no further updates on the new membership forms completed by WoA members. Members to be reminded to complete new membership forms next year. **Action ongoing: - Chair.**

c) Bernie reported that she has a task for Felix Ferguson to support his Duke of Edinburgh Award scheme work. Wendy will sign off the work Felix is doing for his DoE Award. Wendy will let the board have sight of the task before Felix starts. **Action: - Bernie & Wendy.**

d) The Chair reported that the question of the SGU paying a little more than the WoA rate to use WA1 (to cover the cost of the extra wear and tear on WA1) will be negotiated with the SGU in the renewal of the Operating agreement. **Action: - Chair**

e) Chair reported that the SGU did not appear to have a problem with flying Scouts and Guides but would not offer any discount. Wendy reported that this was not her understanding of the SGU position, but she is still organising the AirEx flights for the Scouts and Guides. It was previously confirmed that George Ross has agreed to instruct and WoA will charge £80 per flight with aerotow limited to two thousand feet and a £17 day membership fee. PVG will need to be expanded to cover the young people on these AirEx flights for the Scouts and Guides. **Action: - Wendy.**

f) Derek reported that the list of WoA members who have volunteered to be trained in seat pan removal and refit for WA1 is complete. Derek then asked who will provide the training. Chair confirmed that anyone doing the seat pan independently must be both an SPL qualified pilot and a voting member of WoA, or a fully qualified inspector. Any other party must do the work under inspector supervision. A small team of volunteers could be trained to undertake the work to reduce the direct supervision the inspector chooses to provide in order to certify the work. This does not certify these people to work on the seat pan and sign the aircraft back into service themselves.

g) Wendy confirmed that H&S annual review draft documentation from the Secretary has been reviewed. Secretary to send more H&S annual review draft documentation to Wendy for review. **Action: - Secretary & Wendy.**
h) Bernie reported that the repair procedure has been approved for the "chip" near the rear canopy. Bernie expected this to be completed at this October's annual inspection. **Action: - Bernie (SGU).**
i) The meeting was informed that new straps for the front and rear cockpit of WA1 have now been fitted to WA1. Wendy has the old straps for possible overhaul
j) Wendy reported that BEAR Scotland have provided the "crash barriers" to complete the work outside the WA1 hangar slot. The chamfering of the timber guides in the hangar is ongoing. **Action: - Wendy.**

4. Chairperson's report:
WoA has successfully operated on every flyable Friday, which is a testament to all our volunteers and pilots. The members that we do have are committed and attend as much as they can manage. We do have calendar capacity for new members. I hope we can drive our recruitment a little more, even though we are coming towards the end of the 2026 season it's still a feasible time for recruitment, we have 3 flying months remaining. An official thank-you to all the volunteers who keep us flying in all their roles, Instructors, Ground Handlers, website support, Board Members and the Inspecting Team. We cannot do it without them – You. We do have to find ways to work harmoniously as a team. The board does benefit from the breath of opinion and disagreement is a core part of our function and a positive when it leads to negotiation and compromise. We carry a legacy that was established for us by the tremendously forward-thinking pioneers which I certainly take forward with pride. Now is the time to rebuild and reinforce our positive relationship with SGU for our mutual success.

The Chair also reported that there had been some bad miscommunications recently involving two complaints where it was thought (erroneously) that WoA was putting operational income ahead of maintenance and secondly that WoA was hiding an accident that supposedly occurred in May of this year but had been confused with a winch launch incident in April 2025 which has been fully investigated, inspected and resolved. The Chairperson emphasised firmly that WoA takes maintenance and accident reporting very seriously.

5. Treasurer's report:
a). Bank current account balance £5,189.
b). Insurance for WA1 paid for the first quarter.
c). Bond £23,000 expires 23rd Sept 2026.
d). Bond of £30,000 expires 27th April 2027.
e). WoA current account with the SGU £921.
f). Total funds £59,110. This is an increase of £668 since the last meeting made up of funds from BLESMA and Air Ex flights less the cost of the ARC.

The Treasurer has previously circulated the draft accounts for 2025 for approval by the board. After some discussion the board unanimously approved the accounts which will now be submitted to Companies House. **Action: - Treasurer.**

The Treasurer reported that the Trust Fund that has given us £3,000 for two parachutes in 2024 would not consider any further applications for 3 years. The Treasurer will therefore apply for funding for the second parachute on the 12th November 2027.

Action: - Treasurer.

6. Secretary's report:

a). Insurance for WA1 policy number SCAIBSM2026/0960/06 from Redbridge Insurance Company Limited expires **21st June 2027**.

b). No activity with Companies House since last Board meeting.

7. Engineering report:

a). WA1 annual inspection will be carried out between 1st and 14th October 2026. Bernie reports that 2 Inspectors and 3 trainee Inspectors will perform the annual inspection. WA1 will not be available on Friday 2nd Oct and Friday 9th Oct. The meeting agreed to speak with the SGU to use an SGU K21 on the above 2 Fridays.

Action: - Chair.

b). Derek agreed to inform WoA members if no aircraft was available for flying on the Friday 2nd Oct and Friday 9th Oct. **Action: - Derek.**

c). Bernie agreed to provide Chairperson with a list of the works to be performed during the inspection. **Action: - Bernie.**

d). Bernie asked the board if it will accept her in the role as Maintenance Manager. Bernie reported that she had not yet had a chance to examine the maintenance managers responsibilities outlined in the draft document prepared by the Chairperson. Bernie agreed to respond by the next Board Meeting. **Action: - Bernie**

8. Maintenance (Manager and Team)

Discussed above in Section 7 a, c & d of these minutes'

9. Operating Agreement WoA/SGU renewal.

The meeting considered briefly the renewal of the Operating agreement between the SGU and WoA. After some discussion, it was agreed that the current agreement will be forwarded to the directors in the next few days once the secretary has produced a readable copy from a grainy photo of the existing agreement. Directors will then look at the existing agreement and forward any suggestions for improvement to the Chairperson in the next 2 weeks.

Action: - Chair, Secretary & Directors.

The Treasurer agreed to look at some figures to suggest what WoA may charge the SGU in the next operating agreement with the SGU for their use of WA1 but pointed out that any contribution to fixed costs (income less variable costs) is a benefit to WoA. Treasurer will report at the next board meeting.

Action: - Treasurer

10. Any Other Competent Business:

Wendy proposed Reece Cameron as a director for WoA. The meeting considered this but felt that as there are only 11 WoA flying members and 7 Directors, another Director would make the organisation "Director heavy". The meeting agreed to keep the organisation at 7 directors.

11. Date of next meeting.

The next meeting will be at 19:00 on Tuesday 13th October 2026.

Andrew Gordon. Secretary, WoA. 1st Sept 2026.

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Post meeting note

Clare very kindly provided more detailed guidance for the minutes on who can perform the seat pan removal and refitting to recover any items dropped down below the seat pan in the cockpits of WA1.

Under SFCL regs only allow for seat pan removal and refit to be done by an authorised Pilot Owner Maintainer (SPL holders who are voting members of WoA and listed on the SDMP document, i.e. myself, Peter, Derek) or they are to work under the supervision of an inspector. We cannot train anyone and in any way certify them as competent, only to keep a list of people that we don't mind if they work under inspector supervision on our aircraft. We currently have Wendy, Bernie and Jim listed in this capacity and can decide to add anyone that we like. We should possibly still train the group of people if they are willing to be trained, as this takes pressure off the inspecting team to actually undertake the job themselves, but an inspector must authorise the aircraft back into service if it's done by anyone other than Me, Derek, or Peter. It's up to the inspector as to what their "supervision" looks like – they may wish to watch the whole process end to end, or they may wish to just look at it afterwards. The difficulty they have as inspectors is if we do the whole job and accidentally leave a tool rattling loose under the seat pan, they have certified that we did not do that. It's therefore up to the inspectors what level of trust they want to give each of us. I think this is why they wanted to provide structured training, so that their supervision can be reduced from "standing over the shoulder throughout" to merely looking over the completed job. The outcome of this training goes into the appendix to the SDMP "people WoA authorises to work on our aircraft under supervision"

The Chairperson confirmed that only SFCL qualified pilots and part 66L Inspectors may fit and remove hand controls and those same qualifications are required to sign the DI book. Those who undertake this job must be certain that they have the training and experience to carry out this task.