

Annual General Meeting

Date: 5 June 2025, 7:15 pm Bristol & Gloucestershire Gliding Club, Nympsfield

Trustees (initial)

Adam Clarke, Chair | Julian Rees (Secretary), John Williams (Treasurer) Geoff Beard (deputy Chair)

Attendees

Attendees in Person: G Beard, J, Beard, N Blake, A Clarke, E Bathe-Taylor, B House, T Johnson, D Mansbridge, L Mansbridge, N Newham, J Rees, J Williams, D Woolcock

Attendees on-line: R Adams, K Burns V Castell, S Clarke, G Corner, D Kitcher, M Edwards, R Shearer, P Woods, D Welch

Agenda

Opening and Welcome:

- Introduction of the Chair and other key individuals. - Chair
- Confirmation of ACHF CIO Constitution, quorum and voting procedures.- Secretary

Administrative Matters:

- Apologies for absence.- Secretary

Reports and Presentations:

- Chair's report - Chair
- Treasurer's report - Treasurer

Elections and Appointments:

- Appointment of Trustees
- Appointment of key officers (e.g., Chair, Secretary, Treasurer)

Expressions of Interest in Non-Trustee Roles

Other Business:

- Questions from the floor or other relevant items raised by members

Opening & Welcome

Adam Clarke (Chair) welcomed members to the inaugural Annual General Meeting of the Air Cadet Historic Flight CIO (ACHF)

Julian Rees (Secretary) reviewed the key points of the ACHF constitution and reminded members of the Objects and purposes, membership classes and procedures for appointing trustees and voting (see Appendix 1).

Apologies

Apologies were received from: Roland Adams (Canada), David Cotton, Brian Jenkinson, Derek Kitcher, Brian Makepeace, Bob Page, Mike Philpott, Nick Wall, David & Anne Welch

Reports & Presentations

Adam Clarke delivered the **Chairmans report** (see Appendix 2) and Thanked David Cotton, Al Stacey, The Landrover Syndicate and Julian Rees as well as all of the past and current membership for their efforts and support in getting the ACHF to it's current status.

Julian Rees finished with a description of the **Hanger/Workshop/Display Facility project** and a call for members to support and drive forward this next, vital, major initiative.

J Williams presented the **CIO Finances**.

Period	Aug 24- July25	Aug 23- 1st July24
Income - Membership fees - Donations & Clothing Sales	£5,557.56	£4,885.54
Aircraft Insurance	£2,407.90	£1901.60
Aircraft Maintenance	£300.75	£248.00
Hangarage	£2580.80	£1700
Other Running Expenses - Vehicle Maintenance - Liability Insurance - Printing, Clothing etc	£1,087.67	£609.36
Surplus (Deficit)	(£819.56)	£426.58
Capital Spend Trailer Hanger	£2,350.00	Nil

Notes:

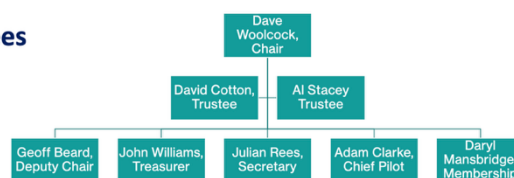
- We have been reliant on donations to support additional hangar space, but increased insurance and other costs (eg liability insurance, marketing materials etc) has led to a deficit in the last 12 months.
- Membership fees are steadily growing, we now have 60 full members which will yield £6,000 / annum (once they are all on full years) plus approx. £400-600 solo fees and associate member contributions. We are also now registered for Gift Aid and getting a small revenue through initiatives such as “Go Fund Me” and “Easy Fundraising”.
- We will now formally submit financial figures to the Charity Commission each year, albeit in an abbreviated format

Election of Trustees & Key Officers

In accordance with the CIO Constitution all the Initial Trustees resigned and offered themselves for re-nomination and additional nominees were invited from the Members. Because fewer nominations were received than the allowed number of Trustees, all those nominated were duly appointed as Trustees of the ACHF CIO. The new Trustees for 2025/26 are:

- Dave Woolcock (Chair)
- Geoff Beard (Deputy Chair)
- John Williams (Treasurer)
- Julian Rees (Secretary)
- Adam Clarke (Chief Pilot)
- Daryl Mansbridge (Membership secretary)
- David Cotton (Trustee without portfolio)
- Al Stacey (Trustee without portfolio)

Trustees



Other non-Trustee roles



Non-Trustee Roles

- D Kitcher (Aircraft Support)
- D Cotton (Collections & Acquisitions)
- B Makepeace (MT)
- G Beard (Fundraising)



- P Woods (IT Support)
- Estates - TBA

The Trustees are seeking a member to lead the “Estates” role, in particular to assist in establishing the project to plan, build & commission the hanger.

Other Business & Questions asked from the floor:

Q: Are we planning to change the insurance so that we can have two gliders in the air at the same time?

A: This is under discussion and the committee recognize this as desirable. The plan is to enable this once our finances support the additional costs

Q: Could we raise funds by holding “Open Days” and flying groups (eg Air Cadets or scouts)

A: This has been considered but is not currently planned due to a number of constraints, listed below. It is our intention to facilitate visits by groups, including Cadets and Scouts, but these are not likely to include Trial Flights due to the constraints:

- We are constrained by the ANO rules on cost sharing and non commercial operations which preclude “air experience” flights
- As we are not a flying training organisation then offering Trial Flights to non members is potentially problematical, and we have decided not to insure the aircraft for that purpose
- We want to avoid any conflict with the BGGC as host club, where Trial Flights are an important part of their offering.

Q: Could the proposed Hanger/Facility be off-site as that might reduce costs?

A: This is a possibility but might not be as attractive as being able to combine flying & display/maintenance at a single location. We have agreed outline ground rental terms which are attractive with BGC (Pty) Ltd, but a final decision will be subject to formal costing so all options are still potentially open

Closing

The meeting closed at 8:30 pm.

Members are reminded that the ACHF is now registered with EasyFundRaising and this can be used to obtain donations to us from many on-line suppliers (including Amazon, John Lewis, M&S, Ebay and many phone and utility companies) at no cost to members

See <https://www.easyfundraising.org.uk/how-it-works> for details

Appendices

1. CIO Objects & Constitution, Julian Rees

Air Cadet Historic Flight CIO Objects

For the **benefit of the public** to establish and maintain a working museum for the exhibition and preservation and use of historic aircraft, specifically gliders, and associated artefacts and equipment.

To **advance the education of the public** in the history of gliding and associated equipment used by Air Training Corps, RAF Gliding Schools, RAF Volunteer Reserve (training), Volunteer Gliding Schools and squadrons.



3

Air Cadet Historic Flight CIO Constitution

The ACHF is established as a **Charitable Incorporated Organisation** (a form of limited company) and registered as a Charity in England using the Charities Commission "model" constitution for a CIO with voting members other than its charity trustees ('Association' model constitution)



Key Points:

- The CIO has power to do anything which is calculated to further its objects or is conducive or incidental to doing so. The income and property of the CIO must be applied solely towards the promotion of the objects.
- Membership of the CIO is open to anyone who is interested in furthering its purposes,
- There must be at least three charity trustees, and no more than ten. Trustees are appointed by the Members and at each AGM 1/3rd of the Trustees will retire by rotation.
- The charity trustees shall manage the affairs of the CIO and may for that purpose exercise all the powers of the CIO. They may delegate any of their powers or functions to a committee or committee
- An AGM must be held annually, and annual reports must be submitted to the Charities Commission. Each full member gets one vote, either in person or electronically.
- If the CIO is wound up, each member of the CIO is liable to contribute to the assets of the CIO such amount (but not more than £10.00) as may be required for payment of the debts and liabilities of the CIO. All Assets of the CIO must be applied for charitable purposes the same as, or similar to, those of the CIO



4

ACHF CIO Membership & Management

1. Full Members:

- Voting members of the CIO, bound by the Constitution
- Full member Benefits include flying in ACHF Gliders (subject to availability!)
- Suitably qualified Full Members may also fly PIC (P1) in ACHF gliders, subject to approval from Chief Pilot & payment of Solo levy
- Apologies for absence - Secretary

2. Associate Members:

- Aimed at those who wish to support our aims, but not be full Members
- Non-Voting – not normally able to benefit from flying in ACHF gliders (limited exception for BGGC Members)

3. Bristol & Gloucestershire Gliding Club (BGGC) & BGC Pty. Ltd.

- No formal linkage to ACHF CIO, fully supportive of our aims, objectives and plans.
- Anyone flying from, or using BGGC facilities, **must** be a BGGC member – Temporary, Guest or Associate (on favourable terms) memberships are available to ACHF Members

4. Management of the CIO

- Management Committee including selected Trustees (Chair, Chief Pilot, Secretary & Treasurer) and other Trustee/Non-Trustee members, normally meets monthly
- Trustees (including Trustees without Management Committee responsibilities) meet at least Quarterly



5

2. Chair Report, 5/6/2025, Adam Clarke

Introduction

I remember well the discussion – it started with the comment ‘ it’s working out well being at Nympsfield but we’re now spending more than we bring in, eating into our reserves and we can’t sustain that – we need a plan!’

When I look around at those attending here tonight both at the club and online we currently have 59 (60 as of this afternoon!) members all contributing towards that goal of keeping these lovely flying machines going, keeping the memories alive, promoting and educating further the achievements of the Air Cadet gliding movement.

We’re in the early stages but broadly that plan is starting to work. We have gone from a cash overspend each year to this year breaking even in terms of operating the gliders we bought to Nympsfield from Hullavington via Sandhill Farm. BUT it’s actually better than that! With the continued generosity of a number of our members the fleet has expanded, we have hangar space to look after them, the vehicles have improved and we have some pretty special projects on the horizon.

Obviously the single most thing that has propelled us forward has been the granting of charitable status.

Whilst it was lovely to be an informal large syndicate sharing our passion with other like-minded individuals, this had to change. To be taken seriously in the big wide world we needed to become a legal entity. Whether that was as a not-for-profit company or a small charity we weren’t sure. An inordinate amount of work went into investigating this and whilst there was a small team taking it forward without the unstoppable driving force that is Julian Rees I am sure we would have stumbled!

After months of work producing Business Plans, policies, a Constitution and the eventual lengthy Charity Commission submission we have succeeded and as you know are now a Charitable Incorporated Organisation.

So what does this mean ?

No longer are we a bunch of mates playing around with some old gliders!

It’s become a bit more serious – If I quote from the objects of our newly formed CIO

For the benefit of the public to establish and maintain a working museum for the exhibition, preservation and use of historic aircraft, specifically gliders and associated artefacts and equipment. To advance the education of the public in the history of gliding and associated equipment used by the Air Training Corps.

Our Business Plan takes these objects forward by stating that our Mission and vision is to :

Establish a living museum for a collection of historic gliders. The collection, focused on gliders used by the UK Air Cadets, including associated equipment, documents and memorabilia will include a selection of aircraft maintained to flying condition so these can be shown to the public. We would look to establish a heritage centre for storage / workshop and educational purposes with the organisation attending public events for informational purposes.

With our charitable objects in mind and the mission statement how are we faring ?

Assets

Description	Asset ID	Location	Condition / Notes
Prefect TX.1	WE982	Sandhill Fm	Complete for restoration
Sedbergh TX.1	WB922	Nympsfield	Airworthy
Grasshopper TX.1	WZ828	Nympsfield	Airworthy but Requires C of A
Grasshopper TX.1	WZ753	Nympsfield	Spares airframe providing wings for Cadet TX.1
Grasshopper	BGA3741	Nympsfield	Frame only - spares
Swallow TX.1	XS650	Lasham	Recently gifted to ACHF - awaiting collection
Storage Shelter		Nympsfield	New
Land Rover	BRU 846T	Shaftesbury	Storage
Land Rover	PDE443G	Shaftesbury	Storage
Wilde Winch	ACHFW1	Nympsfield	For restoration
Sedbergh Trailer	ACHFT1	Weston-super-Mare	Roadworthy, requires refurb
Grasshopper Trailer (metal)	ACHFT2	Nympsfield	Roadworthy, fittings for Grasshopper
Grasshopper Trailer (wood)	ACHFT3	Nympsfield (storage shelter)	Roadworthy, storing MK1 Project parts
AMF ex Viking Trailer	ACHFT4	Aston Down	At A/D for Swallow storage during refurb. Roadworthy but needs servicing
Cadet TX.2 Trailer	ACHFT5	Sandhill Farm	Roadworthy
TX3 Retrieve Trolley	ACHFT6	Nympsfield	For restoration
Sedbergh Retrieve Trolley	ACHFT7	Nympsfield	For restoration

ON LOAN

Description	Asset ID	Location	Condition / Notes	Owner
Cadet TX.1	XE762	Nympsfield	Donor fuselage for MK1 VM594 project	D Cotton
Cadet TX.2	VW535	Sandhill Farm	Airworthy	D Cotton
Cadet TX.2	XE761	Little Rissington	Awaiting restoration	A Stacey
Kirby Cadet TX.3	XA310	Nympsfield	Airworthy	A Stacey
Prefect TX.1	WE992	Nympsfield	Airworthy	A Stacey
Swallow TX1	XS651	Little Rissington	Storage - potential spares donor	A Stacey
SwallowTX1	XS652	Aston Down	Restoration nearing completion to airworthy	D Cotton
Metal trailer	ACHFT8	Sandhill Farm	Fitted for Cadet Series gliders and Prefect	A Stacey
Land Rover	JYJ 249N	Nympsfield	Roadworthy	ACHF Landrover Syndicate

Picking the important bits out of the tables we have the following airworthy and available to fly

- Sedbergh WB922
- Cadet MK3 XA310
- Prefect WE992
- Cadet MK2 VW535

Hot on the heels will be :

- Swallow XS652 and Grasshopper WZ828 both nearing completion of refurbishment to flying condition.
- The plan over winter 25/26 is to return Prefect WE982 to flying condition and hopefully return the airworthy Cadet MK2 to its military colour scheme.

On the ground we have the recently restored Military Lightweight Landrover and hopefully soon to follow a restored ground retrieve trolley.

The trailer hangar represented a significant investment for us but has proved essential in protecting 2 of our delicate wooden trailers plus providing additional covered storage space.

Alongside the recorded assets above we are now amassing a wide range of spares and are starting to attract gifted memorabilia all of which will be useful for presentation to the public.

Recent and Planned events with public engagement

- July 24 – Abbey Wood display - MK3
- Sep 24 – 621VGS Disbandment Dinner – MK3 back to its spiritual home at Weston-Super-Mare
- April 25 – Coleford Carnival of Transport – Landrover – planned but cancelled due to weather.
- June 14 – Abingdon Air and Country Show – 2x Glider including hopefully the Grasshopper on its newly acquired static flying stand.
- June 28 – Gloucester Armed Forces Day – Landrover / Glide

We have also had ad hoc requests from members of the public to see the gliders and these have been actioned where possible – this is an area that needs to be organised and promulgated in a better way going forward.

To sum up – what a fabulous start!

We were faced with the potential demise of the 621VGS Historic Flight that had been operating for over 20 years.

This newly formed Charity has provided a firm footing to continue the work started by 621 VGS all those years ago and see it through to future generations.

Thanks

Without wanting to embarrass anyone a few huge ‘thank you’s are very much in order.

The current Committee - I can’t thank you enough for all that has gone on to get us to where we are today.

Al Stacey – Al, you are always in the background but without doubt an essential element of the ACHF. Always available for maintenance, repairs, advice and the phenomenal amount of work you put into the restorations. On top of this you continue to support with the loan of your gliders. I don’t think its an underestimate to say that without you on board we would be a mere shadow of what we are today.

David Cotton – Your enthusiasm for what we do is infectious! You so kindly donate and loan so much to the group. My only request is PLEASE stop unearthing things for a while !!! We need to consolidate what we have.

The Land Rover Syndicate – there’s a theme emerging here! Again it’s your generosity that has helped us obtain a relevant period ops vehicle. Proof that it’s not just about the flying – for some reason ex-staff cadets seem drawn to yellow Land Rovers !

And finally, to all of you, **the Membership** - None of this happens without your support no matter how small, We clearly all have a passion for this.

I learnt a long time ago with 621 VGS that the social group of members is as important as the flying itself. Meeting those of you from other VGSs it clearly was the same throughout the Air Cadet Movement – very much an extended family !

We have that same feeling within the ACHF – long may it continue !!

Adam Clarke – *outgoing Chair*.