

# MERCURY BAY AERO CLUB INC

P O Box 44  
WHITIANGA

OFFICE: Ph/Fax: (07) 866 5128  
EMAIL: [mbac@xtra.co.nz](mailto:mbac@xtra.co.nz)  
[www.mbac.co.nz](http://www.mbac.co.nz)

## **Mercury Bay Aero Club Inc Minutes of the 66<sup>th</sup> Annual General Meeting Held at the Clubrooms on Saturday 12 April 2014 at 2:00 pm.**

### **Present:**

The president noted that a quorum was present and declared the meeting open. The meeting rules were read.

### **Apologies:**

The president read out the list of apologies. That apologies be accepted was moved by Jim Evans, seconded Charles Russell. Carried.

### **Minutes of the 2013 AGM on 24/03/13**

The 2013 Minutes were read and their acceptance was moved by Gary Butler, seconded Charles Russell. Carried.

Matters Arising from the minutes: Grant Beil's surname was incorrectly spelt.

### **President's Report:**

Brian Wigley read his report. The contents of the President's Report are attached as Appendix 1.

### **Financial Report:**

Philip Hart presented the Financial Statements. He commented that the Club had an improved cash position. Bar income has replaced the café and Cessna CWD was dry-hired to Auckland Aero Club. The sale of CWD will appear in next year's accounts. The Wings & Wheels airshow contributed \$3936 and office overheads have reduced significantly since the payroll ceased.

He presented a spreadsheet showing the Club's performance over the last twelve years. The 'Total Aero Club Cash Surplus/Deficit' indicates the financial health of the Club and this has increased from \$24,685 to \$51,181. This report is attached as Appendix 2 & 3.

Des Gyde proposed that the Financial Statements be accepted, seconded Warren Sly. The meeting voted unanimously in favour. Charles Russell congratulated Philip Hart on

his excellent presentation of the accounts.

### **Election of Officers:**

The president stated that as there had only been one nomination for each position on the Executive Committee there was no need for an election.

The duly elected officers were:

President:	Bill Beard
Vice President:	Peter Walton
Secretary:	Doug St George
Liaison Officer:	Tony Turner
Committee Members:	Alan Coubray and Brian Wigley
Flying Section:	Brian Hart and Evan Wheeler
Speedway Section:	Peter Candy

Patron continues to be Owen Whiting

Acceptance was moved by Warren Sly and seconded by Chris Johnstone. The motion was carried unanimously.

### **Subscriptions:**

\$75 – Ordinary  
\$98 – Family  
\$75 – Bulk Landing Fee

The Committee recommended that due to the complexity the subscriptions remain the same. This was moved by Brian Wigley and seconded by Charles Russell. Some discussion followed.

Q – are we still supporting Flying New Zealand?

A – we need to belong to a National Association in order to receive charitable grants. Flying NZ are assisting the Club by holding Regional and National competitions at our airfield. About \$2900 is paid annually on behalf of members.

Jim Evans proposed a half rate subscription for Juniors of \$35. This was seconded Peter Walton and carried unanimously.

### **Election of an Auditor and Accountant:**

Brian Wigley moved that Hart and Associates be appointed for the forthcoming year. It was seconded by Gary Butler and carried.

### **General Business:**

A question from the floor asked if any action been taken on the bird nuisance. Brian Wigley said that the Gun Club has been culling recently and the situation has improved.

Kevin Rintoul asked what is happening on a replacement for the Cessna CWD. Bill Beard presented a report on its use (Attached as appendix 4 on website). In 2012 its useage was 109 hours, 2013 59 and 2014 35 hours. It has now been sold and the

money is in process of being paid into the bank account. Kevin proposed that the \$20,000 in the engine account be put into the trust to fund aircraft building and training to support younger members. He suggested that the Club also donate a logbook to these students.

Bill Beard commented that the Club has proposed a \$5000 donation but could look at the engine fund money once the trust had canvassed local businesses for funding. Charles Russell suggested that the engine fund be used to support local microlight training which has been operating for 20 years. Grant Beil said that it should be left to the Committee now that they have heard the comments from the meeting.

It was moved by Phil Welcome and seconded by Grant Beil that the incoming committee debate the matter further. Carried.

Peter Walton gave a summary of progress on car parking and driveways, and commended the efforts of the volunteers in running the Club.

Rob Mackley asked for information on the Club's long-term plans. Bill Beard said that several hangers are planned. Brian Wigley commented that the club can't maintain itself on landing fees and needs other sources of income.

Des Gyde suggested that some Club members form a roster to welcome visiting flyers on weekends.

Phil Hart proposed a vote of thanks to Brian Wigley, who is standing down after 3 years as president. A round of applause followed.

The meeting ended at 3:00 pm.

# Appendix 1

## Presidential Report 2014

### **FINANCIAL**

Again this last year, we have continued to improve the financial security of the Club and set plans in place for our future. Whilst the results for last year were an improvement, it was considered that it was necessary to take further steps to reduce expenditure as well as look to continue to find additional sources of revenue.

We are now operating on a voluntary basis with no paid office or ground staff. While this has put a burden on a number of members, to undertake those functions necessary to keep our Club alive, I must thank those who have put themselves out to carry that burden. Although some of the accounting work was to be outsourced on a contract basis, Bruce Turner has done sterling work in doing most of the accounting himself. Bill Beard has undertaken to analyse the landing fee system and edit the newsletter. Tony Turner, Tony Pilmer and Peter Walton have covered the mowing and groundwork on the airfield.

Sincere thanks to all members who have given serious amounts of their time and effort to the cause. It would be great if we could revert to paying staff to do these essential jobs, but the Club is not in a position at this time to carry any additional financial burden.

The Café concession unfortunately lapsed during the year for various reasons but the project was sufficiently popular to encourage us to find another way to provide such a facility in the future. We are working through the issue and should have a new proposition in the next few months with the objective of having a viable alternative for next summer.

Amy Sammons has put in an outstanding effort into getting the Flight Club Ballroom in the hangar and the bookings for weddings and other functions are gaining good momentum. The return to the Club as shown in the accounts is significant and prospects for the next year very encouraging.

### **AFFILIATION LEVIES**

Our subscriptions are among the most reasonable for any club in the country and we are keen to keep them toward the lower end of the scale. However there is an anomaly in the system.

We are paying a fee for flying members of \$30 per person to Flying NZ.

The Model Section members each pay their levy of \$65 in addition to their subscription however the Club rebates \$30 to each member. Speedway members presently do not pay a levy to a National Association.

Following discussion at the Special General Meeting last year, the Executive has decided that we should retain our membership of Flying NZ (RNZAC) to assist us to qualify for charitable grants.

In the next year we will review the Rules to reflect a more equitable system for recording membership classes and where individuals.

## **HANGARS**

One new hangar has been built in the past few months after protracted dealings with the TCDC.

In this year we propose to develop more detailed plans to site new hangars and set long-term objectives for our Airfield.

## **TCDC LAND SWAP**

The Land Swap Agreement is still unresolved and a separate report will be given to the meeting under General business.

Much of the long term planning of the Airfield is predicated on the outcome of these arrangements and we are putting every effort into a satisfactory resolution.

## **AIRFIELD**

This year we again fertilised the area intended to cut hay and a good crop was taken. However, due to difficulties with the contractor, we are still trying to recover the sale value. For the future we have put a long term contract in place with another contractor which gives a fixed return for the hay without the need for the Club to farm it.

Drainage issues which concerned us for some time are being addressed and contractors have cleared all the drains to the north of the main runway of trees and debris. The area to the south-west of the main and cross runways is about to be recontoured as part of an ongoing project to overcome the flooding issues experienced two years ago. The Sherriff block area to the north-west of the runway intersection is of concern as it is in the hands of the TCDC to devise and implement a scheme to address the flooding issue.

## **THE FLYING SECTION**

**Following discussion at the last AGM, the** lease to the Auckland Aero Club of our Cessna 172 CWD this year has brought in revenue of some \$30,000 before expenses. Auckland Aero Club showed interest in retaining the aircraft but we can now confirm that a member of this Club has bought it and arrangements are being made to put the aircraft on line here for some of the year.

It should be noted that few aero clubs today own their fleet preferring to lease in capacity as and when required and the Committee is working toward that end.

Light aircraft have, in the past few years, reduced markedly in value. Previously they tended to hold value with only the engine hours reducing the overall worth. This Club created an engine reserve account which mitigated that reduction. However, with the advent of the SIDS (Supplimentary Inspection Directive) maintenance programme as an option in the USA, our CAA has made the issue mandatory thereby devaluing many aircraft and in a number of instances making them uneconomic to continue in service. In New Zealand, we operate in a salt laden air and the issues of corrosion of the airframe are cause for great concern to an organisation such as this.

We would have been very remiss had we not taken this action and will be in a better position to sustain our Club in the future as a result of this move and able to change our arrangements as the need arises.

## **THE SPEEDWAY SECTION**

This group has been active over the year with a number of meets including a visitor event where a number of visiting cars participated.

## **THE MODEL SECTION**

This section, while relatively small is very active and sporting some very sophisticated equipment. Early morning, before the wind has come up, they are often to be seen having great fun flying or heavily involved in discussion on various factors concerning their hobby.

For those who have not seen this activity on the northern side of the cross-runway, usually about 8am, it is well worth a look. Just check with the guys to find out when they are likely to be there and how to access the site.

## **THE SCHOOL PROJECT**

The RV12 aircraft flew after some 15 months of work by the students who were

ably mentored by Jim Evans, Tony Turner, Bob Walters, Brian Yelland, Charles Russell, Peter Austin and Karlos Bosson and others. Great work and I am sure very rewarding.

The School has been pleased with the result to the extent that the next project, to rebuild a Taylor Coot amphibian, is already under way.

A Trust is being formed as a joint venture between the Mercury Area School and the Mercury Bay Aero Club with the intention of funding the existing and new projects.

We have had some very favourable comments from a number of local and not folk who are very impressed with the initiative to involve the School in such an exciting venture. Already one student has joined the RNZAF and others have benefited by the experience for their future.

It is becoming obvious that the age of our membership is continuing to rise, albeit that we are much more active than our forebears; we need to find every avenue to encourage the young into our industry.

## **OTHER ACTIVITIES**

In January we staged a very successful Open Day in conjunction with Warbirds and great credit must go to Bill Beard who put in a tremendous effort to plan and execute the event. A modest profit came to the Club and was a fitting reward following two abortive attempts to stage such an event before only to be upstaged by the 'Big Fellow' upstairs. Tauranga, a couple of weeks later were not quite as fortunate.

The Auckland Gliding Club again made a visit but at fairly short notice probably needed found our facility suits their needs, and made more advertising exposure. We welcome their visits and keen to see other groups make use of our airfield.

We have had visits from the Northern Air Race, Mustang group and next week, the Flying New Zealand Safari. Various gyrocopters, helicopters, micolights, warbirds and others have graced our patch we welcome them all.

## **THE FUTURE**

With most of the last Committee being renominated this year, it is intended to carry on the projects already on the drawing board and with financial stability to sustain the operation look forward to reaping the benefits of the efforts of our members to improving your Club.

During the year, Richard Gates, who took over the function of Secretary, Found that he was unable to continue with the role and resigned. He was

replaced by Doug St George who is getting to grips with the function and working with Bruce Turner who is doing great work with the accounts system. As my 3 year term in the role of President has come to an end, I would like to thank the Executive for their support and effort put in during the term.

There has been an increase in workload for most of us to keep the show on the road, and the results now showing in the Annual Accounts bear testimony to their efforts.