

# MERCURY BAY AERO CLUB INC

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**Mercury Bay Aero Club Inc**  
**Minutes of the 68<sup>th</sup> Annual General Meeting**  
**Held at the Clubrooms on Sunday 17 April 2016 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 secretary read out the list of apologies. That apologies be accepted was moved by Phil Welcome, seconded Bill Beard. Carried.

**Minutes of the 2015 AGM on 18/04/15**

The 2015 Minutes were read by the president and their acceptance was moved by Gary Butler, seconded Jim Evans. Carried.

Matters Arising from the minutes: None.

**President's Report:**

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

A motion that his report be accepted was moved by Phil Welcome, seconded Gary Butler.

**Financial Report:**

Philip Hart presented the Financial Statements. He commented that the Club had a strong cash surplus due to an increase in clubhouse rent from weddings and café operation and landing fees from the increased commercial traffic. The RV12 club aircraft produced a good surplus with 230 hours operation but this is needed to cover depreciation.

His reports are attached as Appendix 2 & 3.

John Geary asked for clarification on the loan to the NZAF. Evan Wheeler said that the

loan is for 5 years at 10% interest and the total from several clubs is \$400K. Concern was expressed regarding the risk of the loan to NZAF. Philip Hart said he was consulted and checked the proposal. The Executive Committee are empowered to make such investments.

Phil Welcome proposed that the Financial Statements be accepted, seconded Brian Wigley. The meeting voted unanimously in favour.

### **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. As the Model Section has 18 members they have their own representative and Speedway Section is no longer part of the Club.

The duly elected officers were:

President:	Warren Sly
Vice President:	Jim Evans
Secretary:	Doug St George
Liaison Officer:	Wally Pendray
Committee Members:	Alan Coubray, Devon Samuel and Brian Wigley
Flying Section:	Brian Hart and Evan Wheeler
Models Section:	Gary Sarginson

The Club Patron, Owen Whiting died during the year and the president noted his passing with a short silence. The new Executive Committee will consider whether a new Patron should be appointed.

Acceptance of the Officers was moved by Peter Walton and seconded by Gary Butler. The motion was carried unanimously.

### **Subscriptions:**

\$75 – Ordinary  
\$98 – Family  
\$35 – Junior  
\$75 – Bulk Landing Fee

A motion that subscriptions remain the same was moved by Garry Butler and seconded by Wally Pendray.

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

Bill Beard moved that Hart and Associates be appointed for the forthcoming year. It was seconded by Ace Edwards and carried.

### **Notice of Motion**

A Notice of Motion to change the club rules was received from Jim Evans and is attached as Appendix 4. The Motion was treated as two parts.

1. A rule change requiring any Executive Member to resign if they missed three

consecutive meetings.

Jim Evans spoke to the Notice and said the over the last two years several members had not attended meetings.

Evan Wheeler pointed out that Rule 13.14 already covers this adequately and that in the last year 3 members would have been forced to resign.

Peter Walton gave an explanation of how he and others had put in a lot of work in many projects and that the work was not related to attendance at meetings. He read out a list of projects that he had been involved in despite being away for 5 months each year.

A vote was held by show of hands, result: 4 For and 18 Against. The rule change proposal was not approved.

.2. A second rule change requiring Executive Members to have approval in advance for expenditure over \$500 was explained by Jim Evans who said that Club Members need the assurance that all expenditure above \$500 be minuted and approved.

Philip Hart commented that he is involved in all expenditure on a monthly basis but \$500 was not realistic. Alan Coubray commented that a refill of mogas costs over \$1000 and can't wait for a monthly meeting.

The existing rule 16.4.1 was read by Peter Walton, which covers the Executive approval of all expenditure, and confirmed that any member can attend any Executive meeting.

A vote was held by show of hands, result: 1 For and 20 Against. The rule change proposal was not approved.

### **General Business:**

Ted Ramsbottom (Life Member) explained some of the history of the airfield, the drainage and the original hangars. He handed out some details to go in the next newsletter.

John Geary mentioned that Don Andrews passed away this year.

Warren Sly thanked members for their support and proposed a vote of thanks to the Executive for their efforts. A round of applause followed. He presented certificates to Peter Walton and Bill Beard noting their efforts and contribution.

Bill Beard thanked the Pearse Replica team for their contribution towards after-AGM drinks.

The meeting ended at 3:30 pm.

Rev 0 18/4

Appendix 1 President's Report follows.  
Appendix 2 & 3 Financial & Auditor report  
Appendix 4 Notice of Motion for rule changes

## Appendix 1

# 2016 AGM

## PRESIDENT'S REPORT

Once again a warm welcome to everyone and thank you for your attendance.

The Club's financial position continues to improve. Our Accountant, Phillip Hart, will report in more detail when he tables the Financial Results which is the next item on the Agenda. Indeed the accounts show we have posted one of our best results ever.

I will now look back over the past year.

- I would ask for a brief pause in proceedings and a moment to remember Owen Whiting who recently passed away. Owen was the Club Patron, a Foundation & Life Member of the Aero Club and a former Chief Flying Instructor. The Club owes a debt of gratitude to Owen and his wife, Joan, in the role they played in the advancement of the Club.
- Club Membership – at the moment stands at:

Flying Members 102  
Models 19  
Speedway Section – now disbanded

As reported last year, the Speedway Members withdrew from MBAC and set up their own “stand alone club”. To assist them in getting established pending setting up a new race track on Council owned land adjacent to the Rescue Helicopter Base, the club has leased the existing track to the new club for the next two years. When the track is relocated this will enable the land where the current track is sited to be used for future hangar development.

### Flying Activity

Since acquisition of the RV-12, flying hours have well exceeded expectations. For the current Financial Year ended 29 February 2016 the RV-12 flew 243.4 hours.

Notwithstanding the relatively low “cost per hour” to attract usage, operating revenue far exceeds aircraft expenses as evident from the Financial Statement including some \$12,000 held in an “Aircraft Reserve Account”. Phillip Hart will expand on the aircraft Operating Results in his financial presentation.

### Airfield Projects

The incumbent committee has initiated several projects with a view to enhancing the Club’s facilities by maintaining income levels and providing services to club members.

These initiatives include:-

1. Enlargement and resealing of the carpark. Unfortunately due to weather and other unforeseen problems the job is still incomplete and we are trying to get the matter resolved to our satisfaction. We are relying on the guidance and advice of a professional consultant to help get the job done.
2. The access road behind the hangar was in a very poor state of repair and re-sealing has only just been completed. Both these projects have been funded in part by Pub Charity which has generously supported the Club over the years in respect of several Aero Club past and ongoing projects and we extend special thanks to Pub Charity for their support.
3. Airfield and Drainage – the committee has continued looking at areas of improvements in and around the airfield. Following on from tidying up the area to the South of the runway adjacent to the State Highway opposite the Sports Ground last year, this year we have continued to improve the drainage along the Northern Boundary of the runway.

As a result of effective drainage maintenance, and notwithstanding near record rainfall, the airfield has not been closed due flooding over the past two winters.

4. With the increased heavier commercial traffic and overall increased movements, the main grass runway has taken a battering over the last year and we have been working to find a solution.

We periodically restrict the runway width available to give parts of the runway relief from movements to allow grass recovery. This is an ongoing program. We haven't solved the problem but it is receiving top priority. The increase in landing fee's revenue from \$16,767 last year to \$29,425 for the current year ended February 2016 is indicative of the increased traffic.

5. A hangar sub-committee is overseeing site preparation and TCDC Permits and Consents for the construction of six (6) "T" hangars (with provision to extend this to twelve (12) hangars) depending on demand to be sited between the existing line of semi-detached hangars and the Speedway Track. The funding of construction will be outsourced so as not to impose any ongoing financial risk to the Club. The Club will derive income from long term ground lease agreements with the individual hangar owners.

The Committee is mindful that we maintain a balance between providing benefits and financial stability for today's members and plan and provide for the needs of tomorrow.

## **Other milestones:-**

### **1) Air Park Activity**

After a few years of zero building activity on the Whitianga Waterways Air Park Development across the Airfield, there are now several new residential building projects nearing completion.

Even better news is that Whitianga Waterways only last week confirmed new unconditional sales of three (3) Airpark sections which

will realise a windfall of \$18,900 net of GST to the Club in accordance with our “Sale of Property Rights” agreement between the Club and Whitianga Waterways with more sales currently under negotiation.

## **2) MBAC/TCDC Land Issues.**

Following on from some ten meetings with Council over the past couple of years, I’m pleased to advise we have had a break through regarding the protracted land issues with Council. At the last TCDC Community Board Meeting in February 2016, the Community Board finally recommended that Council settle the long outstanding matter dating back to a July 2006 agreement involving a payment of \$74,600.00 to MBAC as an offset/contra predominately involving the exchange of two parcels of land – an extension to the cross runway to the North on Council land and the access roadway to the Westpac Rescue Hangar site across MBAC owned land. Council have indicated this settlement should be made in May this year although in accordance with the original 2006 agreement we will be obliged to share the Survey/Subdivision costs in due course. Nevertheless it’s good that we have reached a conclusion to this long outstanding matter.

## **3) TCDC Proposed District Plan changes affecting MBAC Land**

Currently, the triangular parcel of land bordering this side of the runway down to the cross runway intersection and thence along the Northern Airfield Boundary including the Speedway and the hangar areas is currently zoned Industrial. TCDC proposed re-zoning this area “airfield” which would have prohibited any future development of the Speedway site for general industrial use.

In response, MBAC proposed to the Community Board that to ensure future improvements and derive income to fund the future development of the airfield, it was imperative that industrial activities were not restricted to aviation related activities only.

As things stand today, the Community Board accepted the Aero Club’s counter submission and the Planning Tribunal have agreed to

a dispensation and allow general industrial activities on this land under the Airfield Zone Rules. It is expected the proposed re-zoning will come into effect in the next year or two upon implementation of the Revised District Plan.

#### **4) Whitianga GPS Instrument Approach Procedure**

One negative outcome during the year was withdrawal of the Whitianga Fixed Wing GPS Instrument Flight procedures. The Whitianga IFR approach and departure procedures have been operating satisfactorily for many many years but CAA decided that to comply with ICAO's International Standards, our local procedures had to be re-designed by Airways at a cost of \$19,250.00 plus GST.

The Club cannot recoup even a small portion of the proposed charge from the limited number of operators utilising the procedure. As you know we operate strictly under Visual Flight Rules and we do not operate our own instrument capable aircraft. The Whitianga Fixed Wing GNSS is there to provide for Commercial Air Transport operators servicing the community at large.

We approached our local MP to assist and TCDC for financial assistance to provide this facility for Commercial Air Transport operators servicing the local community or in the event of a Civil Defence emergency without success. Accordingly Whitianga's IFR approach and departure procedures were withdrawn on 31 October 2015.

The new committee will continue to seek funding assistance from local sponsors to enable us to maintain the procedure in the public interest.

#### **Acknowledgements**

I would again recognise the efforts and contributions of my colleague Executive Committee members and volunteers within the Club who maintain the duties and tasks formerly the responsibilities of paid employees. All airport maintenance, day to day accounting,

monitoring of aircraft movements for collection of landing fees, newsletter publication and general administration matters are all handled on a volunteer basis.

We may not be all things to all members' expectations but I can tell everyone here that man for man we do our level best.

## **To Conclude**

There have been no changes during the past year to the Executive Committee elected unopposed at the last AGM. For the coming year however there are changes.

Myself as President and Peter Walton as Vice-President have stepped aside from re-nomination.

I would like now to introduce the candidates who are nominated this year unopposed.

**President: Warren Sly**  
**Vice-President: Jim Evans** (Jim please stand)

**Liaison Office: Wally Pendray**  
**Secretary: Doug St George**  
**Ordinary Members – Kevin Samuel Alan Coubray Brian Wigley**  
**Flying Section: Evan Wheeler Brian Hart**  
**Model Section: Gary Sargenson**

Thank you everyone for your support particularly the Committee and volunteers and I wish the Club every success for the future.

Bill Beard  
President

17 April 2016