



MBAC Presidents Report 2016/17

Our aim has been to continue the good work of previous committees in further improving and maintaining our facilities while maintaining a good financial position and income stream, all in an open, friendly, collegial environment.

The governance rules we adhered to this year are:

- Every meeting with a 3rd party to discuss club matters is to be attended by at least two executive members.
- No commitments or expenditure by MBAC to be entered into without executive approval by resolution.
- All members to be kept informed of the Executives planning and decisions. This is the first time the meeting minutes have been sent to members.

To compliment this we set up a finance sub committee to manage our Capex and maintenance budgets. Any ideas brought to the committee go in the appropriate budget for evaluation and review.

Income from Haymaking, Hangars, Ballroom and Café have been maintained with increased revenue from the FlyStark hangar. Landing fee collection is proving hard to collect and bill. This needs urgent review by the new committee. Free coffee when paying landing fees at the Café has been agreed with Alfred and other suggestions are on the table that may help.

We also established a Buildings sub committee to review and budget all maintenance needs and lease agreements to recommend to the committee R&M costs and the value of rent increases.

Wally Pendray as Communications Officer has kept us informed of activities through our news letters and organised many social events.

The three goals I set for myself were:

1. To bank the \$74,600.00 owed to us by TCDC for over 10yrs.
2. Improve relations with TCDC and the community Board.
3. Resolve our storm water drainage problems with TCDC.

We banked the money from the TCDC MBAC land swap in February. To achieve this we had to negotiate a final change of ownership agreement to complete the conveyancing. This was handled with our lawyers Rennie Cox. This agreement also included the easement agreement over the sewer line connection. TCDC have now taken ownership of this line from Harold Abrahamson. All of these agreements have secured our long term access and use of these services. The executive approved the final agreement. It has been signed by all parties.

We now have a much better working relationship with TCDC. Our local area manager Allan Tiplady has been a great help to me and the club in working with us to resolve our many issues. TCDC CEO Rob Williams has given his commitment to us to resolve the storm water drainage from the Sherriff block and triangle to the waterways. Community Board Chair Paul Kelly has also offered his support to work with us.



With our troubled past I know this does not sit well with some members but we are seeing positive results in a cooperative relationship with TCDC that will continue to improve as we clear up our long outstanding issues.

Drainage

The following investigations were commenced to establish the facts.

Drainage survey

This was done to establish the location, levels and condition of the as built drainage on and around the airfield. This was undertaken by John Knappett. His report established for the first time what as built infrastructure exists on and about the airfield and its condition.

This has led to discussions with TCDC over ownership and maintenance of these systems to ensure efficient drainage of our airfield year round. TCDC have undertaken at our request a catchment rainfall analysis to determine the loading on the system during major events. These results will shape the development of the TCDC stormwater systems serving us.

TCDC drainage engineer Denis Finnigan has been working closely with us throughout the year.

With our major flooding event last year due to outflow restrictions, Waterways installed a 600mm bypass pipe to divert water down the Joan Gaskill drain. This then drained the Sherriff block over the next 3 days.

Our own onfield drainage requires continual attention. The main drains were partially swaled to make maintenance easier by being able to mow them. This work was not completed and so we have yet to realise the benefits.

Having had discussions with James Greenwood of Airey Consultants over the council drains, it was obvious he is the most knowledgeable drainage engineer on Whitianga stormwater systems.

We asked if he would be prepared to oversee our drainage design work to ensure we got the most satisfactory outcome. He agreed, and gave us a fee quote for each of the 4 quadrants of the airfield.

With the impending T hangar build and the need for new supporting taxiways the executive agreed to Aireys fee quote to design the drainage for Zone 1 (the club triangle)

Aireys asked for us to approve a drone survey to establish airfield levels and gradients to allow them to do the design work. This was approved and completed.

I believe when undertaking major projects like the Carpark and Airfield Drainage design, we should get the best professional advice before we undertake the work to ensure the outcome is fit for purpose. If we have drawing and specifications for contractors to work to, they can do a better job and we can ensure the specification is met avoiding expensive litigation.



Buildings:

House

We paid for a house inspection to establish the condition and required maintenance. As a result we had to reroof. The old roof was leaking very badly with the water running down the building paper. We also recarpeted the bedrooms hall and lounge. Jim Evans donated the lounge carpet reducing the cost. There is ongoing maintenance needed but the house is watertight and livable. Rent has been increased to market rates.

Hangars

The Weldon hangar

The walls and roof sheets of the hangar had come loose. These were refixed.

The Main Hangar

Many serious issues were compromising the use of the hangar.

Flooding. With heavy rain the roof water could not get away fast enough and ponded in the corner between the hangar door and the road. On two occasions flooding into the hangar occurred during events. On one occasion I assisted a guest to set up a pump he had obtained to pump the water down the drive. This saved the day.

Sewage. The septic tanks were not coping with large events creating an unpleasant smell and on one occasion over flowing.

A sewage truck was called in to pump it out.

Roof Leaking.

The roof area over the kitchen was rusted away and leaking. We got two roofing companies to inspect the roof and recommend repairs. Both companies recommended replacement of half the roof as the northern side would last another 6 to 8 years if untouched.

Resolution

To sort the sewage and stormwater issues, we had to figure a way to reconnect to the TCDC system.

We arranged a meeting with TCDC attended by the Mayor Glenn Leach, TCDC deputy CEO Benjamin Day, Community board chair Paul Kelly, Area manager Allan Tiplady, Councillor Fox and Harold Abrahamson to resolve the issues around reconnection to the public utility. Our previous dispute with Harold was preventing any reconnection. It was agreed at this meeting that we could reconnect without penalty and the mayor waived the connection fee.

Sadly this failed when we applied for the resource consent as the TCDC staff refused to waive the fee. We were committed to proceed however and a reduced fee was agreed.

This enabled connection to stormwater, sewage and town supply metered water. The old septic tanks were decommissioned.

John Knappett and Tony Turner carried out this project to completion.

We had been in danger of prosecution as we were leasing the hangar for commercial use with only a domestic connection.

While this was not a cheap exercise, it was essential. Our connections and licences are all legitimate and up to date to allow continued leasing of the Ballroom and Café.



We have had no further issues since.

T Hangars

Evan Wheeler is awaiting building consent to proceed. Contact him for further information.

Tractor Shed

Our new wider mower had trouble fitting into the existing shed. Alan Coubray made up a new extended and wider entrance for the mower. We got quotes and reroofed the shed as the old roof was of second hand corrugated iron and not long enough.

Airfield maintenance

Gary Sarginson's team have kept up the mowing and maintenance of runways, taxiways and modeller's patch all year. Fertiliser has been applied on time and bare patches attended to. All the machinery has been well maintained. Thanks from us all for your efforts.

Pest control

This is the land owners responsibility. We purchased poison bait and feeder after consultation with the regional council to cut down the rabbit population. This has been setup behind the hangars with a successful outcome.

Aircraft Parking

Aircraft parking areas have been line marked with new signs designed and mounted.

Operating and maintaining the Club aircraft

Jim Evans has continued maintenance of MBA and Allan Coubray instructing. MBA continues to perform well. An excellent number of flying hours have been maintained in spite of the bad weather. MBA is certainly meeting our expectations. Main issues are for users to refuel and clean it after use.

Fly Stark Hangar

Following discussion around possible sites it came down to their present site or waiting until the speedway has moved. As this area was producing little revenue and in the interest of helping Ray Stark get established the executive agreed to allow Ray this site. I know this was not popular with some members but this was the only choice available. This is working well and Ray's lease now adds to our income.

Club Room Hangar

Under Rule 3.2 we are obliged to establish and maintain club rooms. The aim of purchasing the Future Steel hangar kit was to provide club rooms, house MBA and maintenance equipment plus MBAC memorabilia and sundry equipment. This has proven to be an unpopular choice with some members and therefore needs further review and discussion.

Flight Ballroom

Amy's lease for the kitchen and Hangar was renewed. As she was struggling to maintain the Café as well as her catering, we agreed to release her from the Café lease once we had a new tenant.

Departure Lounge

Alfred took over the Departure Lounge from Amy with a new lease.



Opening 6 days a week with good food and coffee makes us an attractive destination for both residents and visiting aircraft.

The café is our defacto club rooms to socialise and get together.

Alfred has agreed to offer a free coffee to people paying landing fees at the Café.

Fencing

The carpark fencing was reinstated and painted. Brian arranged the safety gate we fitted to the fuel area access way to stop dogs and children running onto the airside creating a hazard. A safety lock was fitted to the loading zone access gate.

Car Park

The executive have reviewed the remediation options to address the failure of the carpark area. A decision was made to concrete the carpark as this will give the most economic long term repair.

Legal advice has been sort to determine our action against Donovan's to compensate us for our losses in having to excavate and relay the carpark.

They also overcharged us by billing a greater area than they delivered.

Michael Hay, the roading engineer Bill Beard engaged to report on the Carpark has provided a fee offer to redesign the carpark in concrete.

Should the new committee approve his offer then we will have design plans and specs to ensure a perfect outcome.

Roadway

As a shared road with an easment over Harold Abrahamson's land, we need to have an agreement between the parties before this work can be done. Harold has agreed to share costs but a signed agreement has yet to be completed. Again concrete is the preferred option.

The new committee will have to complete this agreement with Harold.

District Plan

Airfield Zone Rules [Section 40: Rule 7(1)(f)] was to be removed as agreed with the previous committee and TCDC but hadn't. In followup discussion with Allan Tiplady we found industrial activity is permitted and unaffected by clause (f).

When the district plan came into force this year, Richard Hood rang to say his building consent had been cancelled and could we help. On investigation I found that the old clearance fan for runways 04 22 had been changed from 1:5 to 1:7 side clearance causing Richard, Buster and other's homes to become non compliant as this new clearance cut through their houses.

Part 139 defines these rules and it became obvious that TCDC had cherry picked only the 1:7 part of the certified airfield requirement for the district plan. Inadequate notification meant that inspite of it having been in the plan for 4 years it had previously been missed by MBAC.

As the MBAC or Waterways had not challenged this change we had difficulty in changing it back.

Once the problem was clearly understood, we set to engage with Mayor Sandra Goudy and TCDC staff to show that this had been done in error and needed to be repealed immediately. Once we explained the error, everyone saw sense in changing it back. The



council employed Astral Aviation Consultants Dave Park for his recommendation. We met with Dave and Lisabeth Resi of Epro (representing TCDC) on the airfield to put our point of view forward.

This resulted in a return to the 1:5 rule but maintaining an 80 m clearance to enable future use with Category 2 Aircraft.

Waterways employed Airey consultants to model this option which has shown no adverse impact on us and allows waterways to carry out their developments at the northern end of the runway. Members building on the Airpark are receiving their building consents. This process has cost the club no money, only our time.

It has been an important resolution for MBAC as it protects our future income from the Waterways developments.

This District Plan change is approved and will soon be voted through council.

MBAC Constitution

Philip Hart brought to our attention the change in tax law relating to incorporated societies and our non profit status.

Phil suggested we engage tax consultant Crowe Horwarth to advise him on the best course of action.

Executive approved this and Phil has prepared a remit for the AGM to approve the start of the Constitution review process.

Membership

We have welcomed many new members into the club this year. Many learning to fly or transitioning to MBA. Welcome aboard. Devon produced membership cards available in the flight office for those of you who have not yet got them.

Next year please consider putting your hand up to help out on one of our teams or standing for the committee.

Social Activities

We have our 70th Celebration 2018 to look forward to. Date is to be confirmed.

Some of the activities enjoyed this year

SAA fly-in May 15th was well received and well attended.

Mercury Bay Business Association:

Wally and I attended many meetings representing MBAC. As a member of the MBBA, MBAC played host with nibbles and drinks on 26th May. We presented our club activities of flying and modelling. Good feedback has been received. MBBA meet at a members premises each month.

Star Gazes.

Members enjoyed a great night out viewing the August Planets and Stars.

Club Dinner

This Spring celebration was hosted at The Lost Spring on Friday 7th October.

RV12 Students and Mentors

Their end of year BBQ was held at Alan Coubray's hangar on the 7th December.



New Year party

We had an enjoyable Friday night spit roast meal at the Departure Lounge Café on the 7th January 2017.

Open Day

Wally organised our Open Day at short notice as we had advertised the Warbirds visit. We had a great day presenting our club to the community with a lot of visiting aircraft in spite of the Warbirds being unable to attend. We had good public attendance all day. A gold coin raffle was held with prizes of a flight in Alan Coubray's Helicopter and a ride in Peter Walton's New Car.

Great Northern Air Race.

Wally arranged our hospitality team to welcome the participants to MBAC for their day in Whitianga.

Planning

We commenced a long term planning process last year to allow members to put forward ideas for future development of the club and our facilities.

We did evaluate the possibility of building new clubrooms with a new two story building replacing the flight office, or a smaller option of revamping the planning room. The executive agreed that this expense was unwarranted as Alfred was to open the new Café 7 days and we would be competing with him.

If I am re-elected, we will resume this long term planning process so every member can put forward ideas for consideration.

I wish to thank our executive for all your efforts and support this year. We have achieved a great deal together.

A special thanks to our non executive supporting members:

Stephan Bosman for freely giving Pro Bono legal advice all year. This has greatly helped our decision making.

Philip Hart for his financial advice and guidance this year on budgeting and tax reform.

Bruce Turner for his tireless role as treasurer.

We are fortunate in benefiting from the insight and hard work of all those who came before us to enjoy our wonderful facility. As your committee we have tried very hard to do the right thing by you. We all volunteer to do the best we can in support of our club. It must be remembered that this is not your club or mine. It is our club. We have worked together to constantly improve our facility for the benefit of all members.

We joined MBAC to enjoy great flying and each other's camaraderie .

I have enjoyed the privilege of leading our club this year. Thank you.

Kind regards,

Warren Sly President MBAC. 2016-2017