



Draft Minutes for 73rd Annual General Meeting  
Held at 6:30pm on Wednesday 27<sup>th</sup> May 2014  
The Harvard Café  
Rand Airport  
Germiston

**PRESENT:** Col. Jeffery Earle (Chairman) (JE)  
Mr. Paul Lastrucci (Vice Chairman) (PL)  
Mr. Hanke Fourie (Treasurer) (HF)  
Mr. Kevin Storie (General Manager) (KS)  
Members as per Attendance Register

**APOLOGIES:**

Dirk Smit (SSSA)  
Barry Eeles (SAC)  
Mike Brown  
Frank Eckard  
Joos Vos  
Marthinus Potgieter  
Chrissi Drunk  
Carol Clifford  
Mark Bellingham  
Mike Brown  
Willie Bodenstein  
Donald Hicks  
John Boucher  
Peter Lastrucci

**CALL TO ORDER, WELCOME & APOLOGIES:**

Col. Jeffery Earle, the Chairman, called the meeting to order at 6.30 p.m. He welcomed everyone to the 73rd Annual General meeting.

It was confirmed by the secretary that we had a quorum and the AGM could proceed.

The Chair confirmed that the 21 days notice of the meeting had occurred as required.

Some members stated that they had not received the minutes via email

JE stated this would be investigated however the minutes were displayed on the screen

**1. MINUTES OF 72nd ANNUAL GENERAL MEETING:**

The minutes of the 72nd Annual General Meeting held at 6:30pm on Wednesday 24<sup>th</sup> April 2013

At the Dickie Fritz Hall in Edenvale, Gauteng were displayed and were in the AGM pack.

The Chairman asked the House for a proposer to accept the minutes as a true reflection. John Gaillard Proposed the acceptance of the minutes and Neil de Lange seconded the proposal with minor grammatical changes and correction of Mr Coens name in the apologies.

**2. The Chairman's Report.**

Jeff Earle presented his Chairman's report.

Aero Club of South Africa  
Chairman's Report – 2014

2014 has again been an active year for the Aero Club. Although somewhat different from last year we are proud to report on our achievements and contributions to Southern African Sport and Recreational Aviation. We continue to work tirelessly in advancing and promoting our aviation objectives. We can report many successes, but disappointingly our accident and fatality rate appears to have a different agenda to ours. We try to listen to our members but somehow our Airweek did not work out as planned. Our members have pleasingly cooperated well with us during the year and their achievements are absolutely magnificent. Service delivery is still our sought after key objective. Let me again share with you some of our achievements and challenges!

**Cooperation**

Our relationships with the other fellow organisations like CAA, CAASA, RAASA, SAAF, ATNS etc. continues to grow and is strong and constructive. We work well with RAASA, we understand what they have to do and we get on with it. On the occasions that we disagree, no matter how tense it may appear, we have been able to resolve these differences constructively and get on with the task and order of business. The same applies to our relationship with CAA. The doubting Thomas's out there who focus only on the negative developments, which I concede are sometimes justified, is however not giving enough credit to the many positive achievements and developments. We continue to endeavour to be proactive and objective. I believe we are seeing positive, albeit slow progress, in all directions.

### **Work group achievements**

The back-breaking behind the scenes work undertaken by the various work groups does not enjoy the recognition it deserves. If it were not for this we would not be able to help steer this "sport aviation ship" from sailing into storms and rocks that could cripple, or even sink her. These behind the scenes "unsung milestones" I believe, presents a very strong answer to the question often asked, "**Why should I belong to Aeroclub**"?

Some of the work we are involved in is;

#### **SACAA**

- We enjoy an ever closer working relationship with SACAA, while we confess at times to some formidable challenges.
- We had very successful collaboration with SACAA on our Safety Campaign tour in the Cape area.
- We plan to visit the Eastern Cape next.
- The ex-Military aircraft have successfully found a home in the veteran category.
- The de Havilland group has now moved to NTCA category.
- We are presently involved with getting the gliders re allocated back into NTCA
- We were instrumental in getting the Gazelles and L39's registered, followed soon we hope by the Sia Machetti's

#### **NASCOM and CARCOM**

- We are part of many working groups and sub committees,
- Particularly pertinent at the moment, the Gauteng airspace review

#### **GENERAL**

- SSSA new committee continues to work well.
- As we sit here Laurence Goudriaan is in Poland competing in his 17<sup>th</sup> world championship. This is a record as the previous best by anybody was only 13. In addition he and his father once were the ONLY son and father team to ever take part in the championships together. Another achievement to make us proud of our members. We wish him well in this contest.
- The decision to operate from three different companies is beginning to pay dividends and has some important advantages.
- The shake up with a new secretary at FAI looks promising.
- The new SASCOC transformation Quota's present a formidable change. While we wholeheartedly agree with transformation, our ability to come up with meaningful solutions to comply, is singularly unspectacular. No matter what, we will have to pull the rabbit out of the hat and come up with solutions.
- The funding from SRSA was put to good use and much ground was gained on the Transformation and Development front.
- The DAASA, for disabled pilots has been successfully resurrected, and we are working on doing the same with the virtual aviators, AVA
- The Fundi system is working well. We are concentrating on the many, time consuming, yet necessary refinements.
- The newsletter is improving but still not where we would like it.
- While there are many challenges with AAD we have managed to secure our fun-fly-park again. The sections are working hard at making this a promotional event.
- Our own Tumi has been fully sponsored with her commercial licence and doing extremely well.

### **Conclusion, Appreciations and Thanks**

The single most disappointing report I have this year, is that our accident and fatality record does not do justice to our very well meaning and well accepted safety campaign. Members try to encourage me by saying that it is NOT the fault of the safety campaign. This gets me thinking. If there was a dramatic improvement in the statistics would the same people say that it was NOT because of our safety campaign. We will not throw in the towel on this and continue to encourage our Recreational aviators to embrace being "professional amateurs".

To Sandra and Nicolle who supplied support for the office during the year, thank you both very much.

Thank you to Hanke Fourie, our treasurer and Paul Lastrucci, our Vice Chairman who go above and beyond the call of duty. Paul's role as chairman of EAA stands him in good stead in his input.

Kevin, again without your input Aero Club will be a devastatingly poorer place. Your work is appreciated. We the Exco undertake to convey this to the members. Thank you Kevin.

Finally, to you the members, we thank you for having the faith in us, and charging us with the responsibility of managing the Aero Club for this past year.

We thank you the members for your support during 2014, and again allowing us the privilege of serving you. We continue to protect your right to fly in our beautiful African skies.

Jeffery A Earle

2014

End of Report

Question was posed regarding the two new companies from the floor by Mr Chris Linakis.

The treasurer informed the house that these were established to ring fence funds for these specific areas of operation such as Transformation & Development and Events to keep the accounting clean and easily manageable. HF also clarified that no dividends were received and that the comment in the chairman's report was merely a figure of speech.

The Chairman's report was well received by the House

Athol Franz proposed the acceptance of the Chairman's report and this was seconded by Daniel Ralefeta

### 3.1 Notification on Subscriptions increase if tabled

No change to the membership subscription fee was tabled but it would be looked at by the board later in the year. The chair made mention that we should remain in line with at least CPI and small regular increases were better than a large increase less often.

### 3.2 Ratification Budget for year ahead as accepted by the Board

The house was notified that the Budget as accepted by the board and was not required to be ratified as per clarification by the treasurer.

### 4. Treasurer to present the Annual Financial Statements for the year ended 31<sup>st</sup> December 2013. Together with the reports of the Auditors and the Treasurer.

Hanke Fourie, our honourable treasurer presented his report and copies of the audited financials were provided in the attendees' packs for perusal.

#### Treasurers Report for the year ended 31 December 2013

##### Overview

The Aero Club of South Africa's financials statements project the company's results and position for the twelve months ending December 2013. HF informed the floor we had received a positive unqualified audit and were in a health position.

**73 AGM of AeCSA**

**Treasurers Report for the year ended 31 December 2013**

The summary below highlights the Club's financial years from:

1 January 2013 to 31 December 2013.

**Year end change**

Main focus points		Income	
<p>The Aero Club of South Africa's financials statements project a healthy company for the year ending December 2013.</p>			
31 December 2013 (12 Months)	31 December 2012 (9 months)	31 December 2013 (12 months)	31 December 2012 (9 months)
Revenue	R 1,403,546	R 1,403,546	R 587,878
Membership fees	R 1,277,012	The annual subscription fee was inclusive of VAT: R 300 in 2013, R 300 in 2012,	
Other income	R 260,957	Investment income on the funds in the bank	R 41,081
Surplus / short fall	R 7,950	In the previous 9 months (ending December 2012) R 400,000 was received from Department Sport and Recreation.	
Cash in the bank	R 1,446,727		
Members in the year	4,411		
	Not comparable		

For the year under review R 200,000 was granted, but still outstanding at year end. This amount is shown as a debtor in the balance sheet. Subsequent R400,000 was received and therefore the current year's amount as well. These funds must be used on specific projects and the following expenses were identified as projects for the use of these funds:

- FAI annual subscription
- Marketing of Aero Club
- Awareness of Transformation and Development
- Fundi Membership system and changes to cater for our needs

**Expenses**

- The operating expenses increased from R 1,412,451 (9 months) to R1,639,392 for the 12 months ending December 2013.
- Salaries and wages to the biggest expenses at R 594,037 compared to R460,797 for the previous 9 months.

**The year end function expenses**

Year and Function	Cost	Income	Net cost
2013	R 133,209	R 71,416	R 61,793
2012	R 106,959	R 42,061	R 64,898

For the last two years the SRSA sponsorship was used to help combat the cost of the FAI as an annual project which is paid in Swiss Franc.

**FAI Membership Fees**

2013	R 121,556	Sfr 11,250	R10.84 / 1 SFr
2012	R 102,464	Sfr 11,000	R 9.31 / 1 SFr

## Balance sheet

Cash and cash equivalents increase from  
R 1,069,802 (Dec 2012) to R1,444,948.

Included in this amount is R 232,418 due to ICAD contributors who were paid after year end.

	2013	2012
• Loans to Section	R 57,662	R 82,275
• Loans from Sections	R 144,305	R 114,091

## The Aero Club Safety Campaign Phase II

### Donations and expenses for the campaign.

	2013	2012
+ AeCom	R 0	R 20,000
+ QAA	R 100,000	R 140,000
+ SAAGA	R 40,000	R 45,000
+ QAAGA	R 40,000	R 0
+ Flight Sums	R 0	R 10,000
+ Master Power Technologies	R 0	R 10,000
+ ATNS	R 0	R 20,000
+ Sub Total	R 180,000	R 245,000
<b>Expenses</b>		
Production Costs	R 69,995	R 175,971
Handouts	R 86,011	R 30,707
Road Show	R 927	R 27,000
Sub Total	R 157,933	R 233,678
Surplus/Deficit	R 22,067	R(11,130)
Net funds	R 11,237	

Two new companies (wholly owned subsidiaries of the Aero Club of South Africa) were formed.

- During the year under review Aero Club Events (Pty) Limited was dormant. This will be used for the Safety Campaign and other activities which need to be ring fenced.
- No funds for T & D were received apart from the Aero Club Contributions and the R 200,000 from SRSA for the 2014 year.
- At year end The Aero Club had R 232,418 of funds received from the CAA for the International Civil Aviation Day commitments not paid to vendors.

## Summary

- Aero Club had a prosperous financial year for which we are thankful.
- I express my sincere thanks to the all the staff at Aero Club and people related to make these results possible.

Hanke Fourie  
Treasurer  
23 April 2013

End of Report

Alan Mackenzie requested that AeCSA develop a project based budget that members could approve which would be added to the membership fee to fund such projects. JE stated that this is what AeCSA is working on and once complete will present it to the board for consideration

Karl Jensen requested that the comparison between the previous year and the year reported on could be presented by way of percentages to allow easy understanding of AeCSA performance.

A proposal to accept the treasurer's report was received by Alan Mackenzie and seconded by Eric Torr.

## Election of new Committee

The chairman confirmed the process

Other than the chairmen of the sections of the Aero Club and the GM there are four positions available and we have four persons nominated and that have agreed to stand for the 4 seats on the board.

J Earle  
H Fourie  
R Kraidy  
F Eckard

Resolution: The floor accepted the nominees on block to sit on the board of AeCSA and no voting was required.

## The meeting was temporarily closed for the voting in of the Exco.

The meeting then moved to the election of the chairman, vice chairman and honorary treasurer for the year ahead  
The out come was as follows

- J Earle - Chairman
- P Lastrucci - Vice Chairman
- H Fourie - Honorary Treasurer

The meeting was Re opened to deal with general.  
The formal part of the AGM was concluded.

## **General**

Athol Franz stated that the idea of the Airweek in principle is a good idea.  
Venue Suggested: Rand Airport and as alternate Zwartkops

Suggested that the Airweek should occur in Gauteng due to the large volume of pilots as 2/3<sup>rd</sup>s of all aircraft are registered in Gauteng.  
Market it at AAD and do it on alternate years.

Athol also suggested participation in AAD and that possibly BAFSA could place a tethered balloon at the event.  
JE stated that Zwartkops may be a better venue as it could allow other types of aircraft to participate that may be inhibited at RAND. Athol suggested a waiver could be negotiated for the aircraft that would not normally be allowed onto RAND.

Chris Linakis stated that lack of support was the problem.  
JE stated that at board level there was support but then sections did not ensure that the date was clear of there section events to make their members available to attend.

A separate committee should run with it rather than the AeCSA office.

Alan Mackenzie made mention of the success of the MISASA event at Kitty Hawk which is a lot of hard work by an extensive team.

He attributed it to three (3) pillars of success that AeCSA should consider

- 1) Non Commercial in the sense that pilots attending were not charged an entrance fee but pay for what they get such as food etc. Does not cost a lot for the organisers
- 2) Personalised, that it is for pilots by pilots
- 3) Marketing

Karl Jensen stated he was unhappy that the section heads agreed but then did not get involved.  
He stated we have to look at ourselves and all sections must get involved and commit.  
If the sections do not want such an event to take place make sure AeCSA knows this.

### **Closure of Annual General Meeting.**

The AGM was closed and the members were thanked and invited to share a drink at the bar.

**Signed**

**Name**

**Chairman of AeCSA**

**Proposed**

**Seconded**