

## Annual General Meeting February 26, 2012

### Members Present:

P. Van Dinter, Mike O'Neill, Brian Clozza, Blake Richardson, Sylvain Fortin, Rob Macdonald, Mike Williams, F. R. Wade, Denny Hutton, Peter Mazzocchi, Dale Erhart, Andreas Ruttkienwicz, Alan Dyck, Jeep Grant, Chris Cameron, Barry Gold, Hal Schultz, Darren Adam, Frank Murindle, Dave Radford, Darwin Dzuba, Ted Haraldson, Jim Slater, James Glennie, Howie Griessel, James Fair, Dan Annand, Thomas Krahn, one unreadable signature.

- 1) Call to order at 14:05
- 2) Adoption of AGM minutes 2011  
Howie Moved and Brian seconded ...the motion was passed  
The minutes are posted on our Web site.
- 3) Adoption of Agenda February 26<sup>th</sup>, 2012  
The chair seeks resolution from the membership as to whether they wish to directly elect the officers of the association or permit the new board of directors to make that decision in accordance with bylaw 26(4)  
Hal Shultz/Dennis Hutton .....carried

Membership Exemptions for Chris Cameron and Allan Dyck...  
All in favour.....

- 4) Opening Remarks Dan Annand  
Thanks to all the people who help around the park. There are too many to name individually. The Airpark is a volunteer team effort.
- 5) Nomination of Directors
  - a. three positions available
  - b. Nominees Peter Van Dinter, Morris Perrey, Lori MacIntyre, Grant Ashley.
  - c. Election conducted/ votes counted by Alan Dyck and Dennis Hutton
  - d. Results: Peter Van Dinter, Morris Perrey, Lori MacIntyre elected
  - e. Motion to destroy ballots made and carried.

### 6) Reports from Directors

- a) **Financial and Membership Peter Van Dinter**
- b) Financial report handed out to membership at meeting

- c) Report was gone over item by item and questions were asked and answered. Alan noted that cash amounts go up and down based on fuel purchases. Some terms to be remembered.  
Capital Assets- hangers, runways etc.  
Member's loans – hangers being resold.
- d) Dennis Hutton and Howie Griessel moved that the Financial Report be accepted .... Vote was unanimous in favour.  
Peter thanked Dan Annand for his years of great service to the Airpark.
- e) **Hangers and Parking. Blake Richardson**....concerned with setting up records/reminded about grass cutting/keeping hangers tidy/safety/ no fueling in hangers..... The Airpark does not have room to build more hangers. The hanger list people (people waiting for a hanger) often do not take an offered hanger because of cost considerations (some hangers are more expensive).
- f) **Fuel Sylvain Fortin** Sylvain explained the cost structure of our fuel, including the 15 cents/l for expenses related to fuel. Our fuel revenues increase with Explained that 80/87 is not available at a price we would like to pay as it has to be trucked in from Oregon. He has found a reliable supplier for 100 low lead here.
- g) **Ramps, Docks and Dollies** The ramps and docks are in great shape thanks to lots of volunteer work. The Dollies need a lot of work and a replacement is being looked for. The Oldsmobile dolly has been scrapped and the Dodge is on its last legs. The sailboat tied up to the dock was discussed. No one seems to have the authority to remove it.
- h) **Security Ted Harrelson** The Airpark has had very little vandalism this year. People are urged to visit the Airpark when driving by at night. Talk to people who wander into the Airpark.
- i) **Grounds and Facilities Ted Harrelson** As above.
- j) **President's Report Dan Annand** Just a reminder that the airpark is volunteer run organization for all of its members not any one members personal place.

#### 7)New Business:

- a) Aircraft doing circuits - Would the members like the no circuits supplement to stand?

The discussion revolved around the following:

Any member, in good standing, who owns and aircraft (including and ultra-light) who has a paid up parking spot should be allowed to conduct circuits at the Courtenay Airpark for the purpose of recurrency training or acquiring a license.

Prior to conducting circuits:

- 1) Request permission from a member of the Board of Directors.

- 2) Climb to 800 feet ASL before leaving Crosswind Leg.
- 3) Cease doing circuits during high traffic times.
- 4) One touch and go requires no prior permission.

There was general agreement around this.

- b) Operating ultra-light training school out of our airpark.

There was much discussion about this issue. Much of the discussion had to do with getting along with our neighbours.

We have had noise complaints.

The concept of a level playing field. Commercial business's have to have a business license and pay rent/lease or own an office.

The discussion wound down to the following motion.

The ultra-light school needs to comply with airpark rules for commercial activities or be removed from the field. This will take effect immediately.

Dale Erhart/Barry Gold moved and seconded. The motion was passed unanimously. Andreas Ruttkiewicz agreed that it was a good idea and said he would comply with the members wishes.

- c) Float Cart Improvements.

\$5 000+ for float carts will be required.

Motion to allow the executive/Board of Directors to spend up to \$8000 was discussed and approved.

- d) Who is going to pay for Float Cart relocation/parking? Members discussed this and approved the membership paying for Float Cart doors

**Dave Mellin presented an invitation to Airpark members to display their aircraft and aviation related businesses at the 2013 Comox Airshow.**

Adjournment. 4:50