

CHAIRMAN'S REPORT
CAPE TOWN FLYING CLUB
17 September 2008
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Welcome to the 2nd AGM of the Cape Town Flying Club. Our first year as Cape Town Flying Club was extremely challenging, and so just when we thought we had it taped, the CAA started to throw us a few curved balls. And if the CAA wasn't enough of a challenge, the fuel price treated us with total disrespect. With every fuel hike I felt a bit like a novice batsman about to face Alan Donald or Fanie de Villiers.

Despite this, our biggest challenge going forward was to try and meet the demand for aircraft availability. The main reason was due to maintenance problems, not to mention two aircraft requiring new engines. The costs for KSS's landing gear meant a combined cost of over R800 000 for these three aircraft alone. The Cessna 162 Skycatchers remain on order and we hope for the first one to arrive early in 2011. Maintenance continued to be very costly and the club experienced problems with the maintenance organization. Despite many meetings with them we were unable to resolve our differences and we therefore switched organizations in March of this year, and we moved our business across to Cape Aero Services. This has proved to be a very positive move. Our maintenance officer, Chris Gamley resigned, but we managed to secure the services of Hedley Jardine who comes with a lot of experience and we expect great things from him. Hedley comes to us from Langebaanweg Airforce Base and he also has some flying experience.

In terms of the club house itself, we managed to secure a further 3 years on the lease agreement. As you know, ACSA is building continuously and we have been assured that there is no threat to our location until after 2011. We then will need to re-apply for our lease extension. At this stage ACSA has not revealed any planning into our area but this is not to say we are safe in our current location after then. Moving to Ysterplaat is still a possibility, albeit only on paper so far. My concern is that the size of the clubhouse will not cope for another 3-4 years, and certainly we need to find some money to add extra toilets and try and create more office space for instructors and administration staff.

The exam centre has proved to be quite profitable. Our initial concerns were that the outlay in costs to achieve the CAA requirements would never be re-couped. However, within a year the costs of the building and computers have been recovered and therefore we can put any further profit towards the purchase of the new simulator. I will ask Jaco to provide more information about this simulator and I only hope we can make it available as soon as possible. The death of the FRASCA was completely unexpected and the committee is working very hard towards acquiring a new state-of-the-art simulator at the recommendation of our CFI. We are looking at a cost of over R600 000, so we ask you all to please exercise some patience. The process of arranging the finance is in the capable hands of Rafi Weiner. We will also need to house the sim in a CAA approved structure, which probably means yet another wendy house at a cost of at least R60 000.

The financial status of the club will be provided in full by our Treasurer, Charles Dickinson. Jaco van Zyl will provide a full report back on training and new problems arising out of the CAA, as well as the two CAA inspections carried out during the course of the year.

The club continued to invest in marketing and advertising. We advertised in World Airnews for the year and a one off in Pilot Magazine in Britain. We are on the Financial Mail website as a preferred provider for Aviation training for the Cape. The stand at the AAD Airshow at Ysterplaat was our biggest expense in this area for the year but hopefully will be well worthwhile. We will also be taking part in an exhibition at Canal Walk in October. This exhibition is called Career's Day and will be promoting aviation as a career. We secured exclusivity for this event and we hope it will bring many more students and budding aviators to the club.

From a social perspective, parties and braais at the club continue but we often find that these events are not that well supported. Being a club we place a lot of importance on the social aspect of the flying and we hope to see more people enjoying the parties in the year going forward. ACSA aficionados have declared the Club a smoke free zone, and although this has been welcomed by 90% of the members, there are a few minority groups (no names mentioned) who feel slighted by this decision. However, we have no choice but to conform to the rules and smokers are welcome to use the paved patio outside. Please refrain from smoking near the aircraft as per SA Air Law and ensure safety at all times regarding cigarettes. Please do not throw your cigarette butts out on the grass. There are outdoor ashtrays for your convenience.

Speaking of safety, our safety meetings have been excellent this year, and we would like to thank Michelle Mann and Gareth Pinnock for all their hard work in organizing the speakers and for generally being in charge of flight safety for the club. The meetings are always very well attended which proves its point, that safety continues to be our priority. I commend the members for their excellent attendance in this area.

We continue to battle with fuel shortages and the fuel drums have proved essential. However, storage is a problem and we have to be very careful from a safety perspective.

The on-line booking system is working extremely well. Tony Russel, we are forever indebted to you for this brilliant system. Apart from being extremely innovative and convenient, it also solves all the problems we have had with the bookings in the past. The system also keeps tabs on those who are not in Hilda's good books. Please use the green tag system properly. It is there for your safety.

Going forward into our third year we continue to address the state of our ageing fleet and to make decisions on how we are going to proceed. Apart from the two Skycatchers on order, we still need to rationalize our current fleet which will need to take place over a period of time, finances dependent. The introduction and lease of the Travelair has been

a massive asset to the club, and I am thrilled to see the amount of people converting onto the twin. A special thank you goes to Peter Erasmus, who leads the way in twin training at the club. Peter, your unbelievable experience is one of the club's greatest assets and we are truly privileged to have you providing training at this club.

The growth of the membership continues to exceed not only our expectations, but also our demand for aircraft availability. The question of flying rates continues to create a bone of contention, and the committee is always mindful of the fact that the main objective is to provide affordable flying for its members. However, the dramatic rise in fuel and maintenance costs continues to haunt us daily, and unfortunately, in order to survive and meet all our commitments, we have had no choice but to continuously hike these rates regularly.

On a more cheery note, we would like to thank John Nicholas for the re-vamp of the website and e-newsletter. We know you are very busy, but we would like to thank you for all your work in this area. Also Gareth Pinnock, who regularly helps out when John becomes a bit overwhelmed with his own work commitments.

We would like to thank our trustees, Jim Dean, Craig Mockford and Schalk Burger for their advice and assistance whenever we have required it.

Unfortunately Charles Dickinson has indicated that he will no longer be available for the Executive committee. Charles has been the keeper of the purse strings for 2 years now, and we are very sorry he has decided to take some time out. However, we understand this as Charles lives quite far from the club and his farm keeps him very busy. Charles has been an enormous asset to the club and we thank him most profusely for everything.

Vossie, Rafi Weiner, David Barnes and I have all agreed to make ourselves available for re-election. Dave Barnes's experience and knowledge is invaluable and we actually just cannot manage without him. He is always very resourceful in finding parts all over the globe for our planes and saves us a fortune in spares. Rafi Weiner's insight and knowledge into all matters legal and negotiable is fundamental to the club's success, and we, certainly I personally, could not have managed without him during these past 2 crucial years. Mr Sociable, Vossie Vosloo, has agreed to continue to be part of the integral structure of the committee.

The highlight of the past year on our social calendar was the Air Rally. This was such a wonderful event, and Jaco, Tony Russel and in fact, all the instructors, put together a fantastic day of flying. We hope to see this repeated next year so that our champion Pierre Myburgh gets to defend his title.

On a more personal level, I will be stepping down as Chairperson. I served Cape Aero Club for 4 years and now a further 2 years with CTFC, and although I will be available for re-election onto the committee, I would prefer to take a less demanding role. I would like to thank the rest of the committee for their unwavering support during the past 2 years, but particularly to the members for putting their trust in us as a group. Jaco our

CFI, never ceases to amaze me with his insight and commitment, Bev and Hilda – what would we do without you? Also Nicole who has been helping out for some time now and is learning fast and furiously from our champions at the front desk. Thank you to all the instructors who work tirelessly under very difficult circumstances at times. I hope you all go from strength to strength, whether its to continue instructing at the club, or moving on to bigger and faster aircraft.

We expect to see all of you at one time or another over the next few days at our stand at the Ysterplaat Airshow. Those of you who have volunteered your time to man the stand, thank you very much. We will be calling on you all again to spend some time at the Career's Day stand at Canal Walk from the 3-5 October.

After the Financial Report and CFI report, the committee will then take questions from the floor, after which we will continue with the election of the new committee.