



# MINUTES

## Annual General Meeting – CK Group

CK Group Annual General Meeting for 2023 held at The Gloucester Old Spot, Tewkesbury Rd, Piffs Elm, Cheltenham GL51 9SY.

*Date | time* 24<sup>th</sup> Jan 2024 | 19:30 | *Meeting called by* Bob Pearce

### Group Membership Present

**Tim Lawrence, Roger Luff, Roger Bailey, Simon Dutton, Rodney Jenkins, Josh Bancroft, Markos Graham, Richard Osler, Bob Pearce, Mark Lawson, Peter Searle, Nick Spencer, Nick Richardson, Russell Griffin.**

Item #	Detail	Owner
1	Apologies for absence:	Bob Pearce
	Derek Wilks, Keith Pople.	
	BP noted that Derek Wilks let his proxy vote to the majority on the night for voting purposes.	
2	Normal business:	Bob Pearce
	BP reminded the group that there was no intention to read the minutes of the previous AGM into the record as to expedite proceedings a request preceding the meeting was for members to acquaint themselves with the minutes. Acceptance of 2022 minutes as a true record. Total votes cast = 14, For 14, Against 0, Abstained 1.	Carried
3	Trustee Report <a href="#">See attached.</a> BP added a personal note of thanks to all members of the managing committee for their efforts in the past year and also to Roger for provision and upkeep of the cleaning facilities.	Bob Pearce
4	Financial Report <a href="#">See attached.</a>	Pete Searle
5	Maintenance Report <a href="#">See attached.</a>	Simon Dutton
6	Election of committee members:.	Bob Pearce
6.1	Re-election of Trustee – Bob Pearce Total votes cast = 14, For 14, Against 0, Abstained 1.	TL/ML Carried

Item #	Detail	Owner
6.2	Re-election of Treasurer - Pete Searle Total votes cast = 14, For 14, Against 0, Abstained 1.	TL/ML Carried
6.3	Re-election of Membership Secretary/Billing – Mark Lawson Total votes cast = 14, For 14, Against 0, Abstained 1.	TL/RL Carried
6.4	Re-election of Maintenance Team Lead - Simon Dutton Total votes cast = 14, For 14, Against 0, Abstained 1.	TL/ML Carried
	NB. BP explained that as trustee he has a casting vote so in fairness, he generally abstained from voting unless a vote is tied. In this way, his votes still only count once.	
7	AOB (NB. BP stated that while items for the agenda had been noted, due to computer issues, some proposer information had been lost.)	
7.1	Considering the prolonged use of Avgas, should we get the engine overhauled?	Bob Pearce
	The group discussed the merits of doing nothing while the engine exhibits good condition and serviceability. Also, the merits of overhaul against replacement. It was agreed there was insufficient detail on which to base a decision and BP took an action to provide more detail.	Action BP
	<b>Action: BP to investigate the cost of overhaul/replacement and report to the group.</b>	<b>Bob Pearce</b>
7.2	Due to the healthy state of the maintenance fund, should we:	
7.2.1	Reduce the cost of subs or flying until the fund needs replenishing?  The group discussed what, if any, fees could be reduced. PS stated that, while a reduction and restructuring of fees had been done last year, and the running costs and a small contribution to the fund was maintained, any significant reduction may not cover expected cost increases. PS also stated that the removal of the taxi time cost would likely mean that the recovered fees would not cost and would draw down on the fund. The group decided to divide the proposal into a reduction to monthly subs, and taxi time.  Leave monthly subs as is - Total votes cast = 14, For 14, Against 0, Abstained 1.  Remove the five minute taxi time - Total votes cast = 13, For 9, Against 4, Abstained 1. (no clear majority so proxy vote not applied)	K/N        Carried Action BP
	<b>Action: BP to open email vote to members not in attendance on the removal of the five minute taxi time.</b>	<b>Bob Pearce</b>
7.2.2	Reduce the number of shareholders by buying back and dissolving a limited number of shares?  The group discussed reducing the group total shareholders down to around 15 or 16 and offering around £1000 to buyback and dissolving shares. BP suggested that the availability of the aircraft at present is very good but there are five or six shareowners that do not fly. If, due to the attractiveness of microlight flying, the group were to increase to twenty active flyers, the availability to fly when we want to, could be greatly reduced. SD suggested if an offer to buyback were made, it should be around 1p. There followed significant discussion and JB proposed a motion for voting.	K/N

Item #	Detail	Owner
	Offer to buyback and dissolve 4 shares at £1000 each. Total votes cast = 13, For 4, Against 9, Abstained 1. (no clear majority so proxy vote not applied)	Action BP
	<b>Action: BP to open email vote to members not in attendance to offer a buyback scheme limited to four shares at £1000 each.</b>	<b>Bob Pearce</b>
7.2.3	Consider a plan to replace the aircraft? As the aircraft still has a value, and the maintenance fund is healthy, the group discussed the benefits of looking to replace the aircraft. The group agreed it was not a simple question as the true value of the aircraft was unknown, nor was the effect of the engine being beyond the manufacturer's recommendation for overhaul. It was thought that getting group consensus was unlikely. BP suggested that when the time comes, it would likely need a dissolution of the group and division of all assets.  Consider a plan to replace the aircraft - Total votes cast = 14, For 0, Against 13, Abstained 1.	K/N  Rejected
7.3	Remove from the Group Terms and Conditions, clauses 7.4 through 7.7, the request not to block book the aircraft multiple times in advance.  The group discussed if there was still a need within the fair use policy, for the clause. The group thought that it was contradictory and had never been policed. Also, the schedule covered by the clause is now not particularly heavily sought after.  Remove clauses 7.4 through 7.7 from the T&Cs - Total votes cast = 14, For 14, Against 0, Abstained 1.	K/N  Carried Action BP
	<b>Action: BP to amend the group T&amp;Cs to remove clauses 7.4 thru 7.7 and reissue.</b>	<b>Bob Pearce</b>
7.4	Should we fit a strobe light to the aircraft?  The group discussed the benefits and engineering task to fit a strobe light on the grounds of flight safety. BP stated there was a pre-approved minor modification for the aircraft. SB thought the tail mounted modification would be very involved and asked if it would be possible to reposition a light on the unused ballistic parachute cover. The group agreed there was insufficient information provided on which to base a decision and BP took an action to provide more detail.	KP  Action BP
	<b>Action: BP to investigate the cost and feasibility of fitting a strobe light and the location, and report to the group.</b>	<b>Bob Pearce</b>
7.5	Buy a SkyEcho type Electronic Conspicuity device.  Following the discussion regarding the strobe light, Nick suggested the group buy a Electronic Conspicuity device that can be coupled with the display of moving map devices many fly with. Some members who own and currently use such devices, did agree that they did aid situation awareness but did need 'educating' to not provide irrelevant information. SD and RL mentioned they had a SkyEcho that they would make available to the group at no cost. There was some discussion as to which is the better device on the market. It was suggested we monitor use and revisit the subject at a later date.  Obtain an Electronic Conspicuity device - Total votes cast = 14, For 14, Against 0, Abstained 1.	NR  Carried
8	There being no further business, the meeting was closed.	Bob Pearce

# CK Group Trustee Report 2023-24

1. As there have been a few changes of share ownership in the last couple of years since our last face-to-face AGM, here is a brief reminder of what our group is:
  - a. CK is a joint owned equity registered with the CAA and BMAA as having multiple ownership.
  - b. As our aircraft is owned by multiple owners who each own an equity stake in the aircraft, we are jointly responsible for the continuing airworthiness of the aircraft. To this end we operate CK under the guidance of the BMAA for syndicated group ownership.
  - c. The responsibility of the day-to-day running of the aircraft is derived down to a management committee with a nominated trustee being the registered owner with the CAA. This keeps registration costs to a minimum.
2. The aircraft operates on a Permit to fly, renewal issued by the BMAA after each annual inspection. The BMAA ties the issue of the permit to all registered owners being paid up members. That said, I have secured clarification from BMAA that only flying members now need to pay annual subscriptions. However, I do need to write to the BMAA explaining for each instance, why an owner is not intending to maintain membership.
3. The state of the group and aircraft remains healthy. More details in the individual reports to follow but generally, the aircraft has an exceptional rate of serviceability and the funds are well managed, capable of protecting us from most eventualities.
4. We managed to get another good deal on our insurance, fixed again for two years. Our broker saved us anything between £400 to £800 by shopping around for an open pilot cover. We have also enjoyed a reduction after I provided a detailed explanation of the aircraft storage and security arrangements.
5. Many will know of the press coverage that Gloucester airport will be placed for sale. The Gloucester and Cheltenham councils have confirmed they are looking for a new investor but little will happen until the third quarter of this year (2024). They have stated a wish to sell as a going concern and not as an asset stripping exercise. But no guarantees have been made. I continue to monitor developments.

Bob Pearce  
Trustee CK Group  
23 Jan 2024

# Finance Statement for CK syndicate January 2024

## General situation

This statement covers the calendar year from 1 January to 31 December 2023. All figures are accurate to the best of my knowledge and ability.

Our account balance is healthy and as of 31 December 2023 stood at £30,823.77, an increase of around £2700 compared with the same time last year. As a syndicate we always look to maintain a robust engine fund to ensure we have funds and options for the future. 2023 saw the lowest annual addition to our engine fund since the syndicate stood up in 2019, reduced compared to previous years as a result of the reduction in monthly subs from September 2022, and the increase in the costs of fuel, aircraft components, hangarage and insurance.

As of 1 January this year, our hangarage costs have increased by another 10% in line with a blanket increase across the whole of the airport, and I would expect landing fees to increase soon too as the airport seeks to get match fit for sale.

## Fixed costs and charges

Our monthly subs exist primarily to cover hangarage, insurance and permit related costs, but I have also included the purchase and installation of the EFIS as this enhances the value of the aircraft as a group asset. The table below outlines the group's fixed income and outgoings, which show that we continue to make a reasonable surplus from monthly subs:

Fixed income		Outgoings	
Monthly subs	£9720.00 <sup>^</sup>	Hangarage	£3,269.85
		Insurance	£2,743.81
		Permit related engineering	£462.10
		EFIS installation	£810.17
		Total	£7285.93
<b>Annual fixed cost surplus</b>		<b>£2,434.07</b> (£9720.00 - £7285.93)	
Monthly equivalent cost		£607.16	
<b>Member monthly equivalent</b>		<b>£30.36*</b> (current subs are £40)	

<sup>^</sup>This would normally be £9600 but was higher in 2023 owing to some members not responding to calls to reduce their monthly subs when the rate was reduced in 2022

\*This is the figure for 2023 and does not reflect the increase in the hangarage costs implemented on 1 Jan 24, which is the equivalent of ~£1.40 PPM.

### **Flying related costs and charges**

In September 2022 we made changes to the flying cost structure, including increasing the hourly rate from £45 to £60 to address increases in fuel costs. The table below shows the funds incoming to the group from member flying, the billing from the airport for fuel and landing fees, and the flying related engineering costs. The figures show that we are just about breaking even on the flying related income, despite the significant rise in the hourly rate in 2022:

Flying Related Income		Flying Related Outgoings	
Flying	£11,576.09	Airport Costs (Fuel, landing fees)	£7,280.72
		Eng and maintenance*	£3,996.49
		Total	£11,277.21
<b>Annual Flying Surplus</b>		<b>£298.88</b> (£11,576.09 - £11,277.21)	

\*This figure does not include Permit related costs or the EFIS.

### **Options to consider**

The group may wish to consider what, if any, action is required in the light of these figures. The bulk of our surplus is created from monthly standing charges, with the flying costs just breaking even.

Option 1 - Do nothing because we have a healthy bank balance and will still make a good surplus that would support a range of options in the future

Option 2 - Increase the hourly rate to spread the surplus more equally across fixed and variable costs

Option 3 - Reduce the monthly subs by a small amount, noting that we may yet see further increases in airport costs as they prepare for the sale. This would reduce the surplus but make the fixed monthly charges better relate to fixed costs

# CK Maintenance Report - 2023

Aircraft has remained reliable, and gone through the expected consumable and service items. We still have good compression and oil pressure, and we aren't burning an excessive amount of oil.

The ethos of proactive repair and replacement of lifed components will continue. This means that with the low hours the aircraft does, we should be good for another year of reliable operations.

Regarding engineering costs we have had the expected oil/plugs/tyres/etc costs. However we have had a few Ad hoc extraordinary costs, these being new door handles ( the old handle had many worn out bits, which made the doors prone to opening up in flight !!).

We also had a shock absorber problem, and as these can't be serviced or repaired, we replaced the defective one. We do have another new one and will change this when the next service/inspection is done.

Simon Dutton  
Maintenance Team Lead  
23/01/24

BP added:

EFIS fitted as approved last year. The instrument is now classified as a primary instrument. This was due to the manufacture description not being as accurate as it could and the need to connect to the pitot/static system. Hence, the placard states to land should the EFIS fail. However, we have original instruments that are also primary so this is unnecessary. The BMAA technical office helped greatly with this at no extra charge.