



AGM 2016

RAANZ AGM 2016
Stratford Aero Club Sport Flyers clubrooms
Stratford Airfield
Saturday November 26
1100-1400 (approx)

Please ensure your club has considered the remits and nominations below, and appointed a member or the RAANZ President to represent your views at the AGM.

Remits for discussion/voting

Remit for AGM: Proposed amendments to Constitution

The Exec offer the following amendments for consideration and voting at the upcoming AGM. Please consider within your club, ready to discuss and vote on at the AGM.

Clause 7.3

From

7.3 Application for membership shall be considered by the Executive Committee and each applicant shall be notified whether or not the application made has been accepted.

To

7.3 Application for membership may be reviewed by the Executive Committee and the applicant shall be notified if their application is declined.

Discussion

Wording changed to reflect the way applications are processed. Most applications are processed by Admin and flow straight through to approval- if the CMV, FPP, medical are all kosher and signed off by one of our Instructors then all good. Very few applications get more serious consideration- perhaps because of a questionable FPP or a known history/baggage associated with the applicant. These get referred to the Exec for consideration.

Section 30

From

30.1 All members of the Society are required to comply with and promote the rules of the Society, the rules and procedures set out in the Society's "Policy and Procedures Manual" and any other official documents published by the Society. A member who fails to comply

with the prescribed practices shall be deemed to be not acting in the interest of the society.

30. If at any time the Executive Committee shall be of the opinion that the interests of the Society so require they may by letter invite any member to resign from the Society within a time specified in such letter.

30.3 In default of this resignation the question of the member's expulsion shall be submitted to a Special General Meeting to be held within six weeks after the date specified in such letter as the date before which the member shall have been invited to resign.

30.4 Any member whose expulsion is sought shall have notice of such meeting and of the grounds on which it is sought to effect the expulsion. At such meeting the member whose expulsion is under consideration shall be allowed to offer an explanation of his or her conduct verbally or in writing.

30.5 If two-thirds of the members present shall vote for his or her expulsion he or she shall thereupon cease to be a member of the Society. The voting at any Special General Meeting shall be by ballot if not less than five members present shall so demand. It shall be in the power of the Executive Committee to suspend such member from attendance at events and meetings of the Society until such Special General Meeting shall be held.

To

30.1 All members of the Society are required to comply with and promote the rules of the Society, the rules and procedures set out in the Society's "Policy and Procedures Manual", the Civil Aviation Rules, and any other official documents published by the Society. A member who fails to comply with the prescribed practices may be deemed to be acting contrary to the interest of the society.

30.2 The Committee may require such member, after due notice having been given, to attend before it and to answer such actions. The committee may, upon reasonable consideration of the evidence given, decide to suspend or expel such member. Consequently that member's right to hold a RAANZ issued flight certificate will be either suspended or rescinded. Any such decision will be binding and CAA will be advised accordingly.

Discussion

Want to simplify the process while retaining three important factors- **natural justice** (time and opportunity to defend their case); **executive responsibility** (it is not a popular vote issue); and **teeth** (the validity of a pilot certificate depends on current membership). We have not yet had to use these powers, but they are necessary in any organisation to protect and enforce standards if required.

Remit for AGM: Life Membership for Rex Kenny

The executive offer the following remit for consideration and voting at the AGM.

That RAANZ award Life Membership to Rex Kenny in recognition of many years service to the development and growth of microlighting in New Zealand.

Discussion-

It speaks for itself!

Nominations for RAANZ Executive

There is one vacancy on the RAANZ Executive.

We have received one nomination for this position-

- **John Nicholls, Bay of Islands Aero Club.**

New 10 November 2016 VNC charts

Have you got yours yet?

Major changes to airspace, including CFZs and associated airfield frequencies.

If you are not up to date you will be a danger to yourself and other airspace users.

And don't leave the old ones lying around at the clubhouse- someone may use them in error.

Throw out your old charts, get your new ones- NOW!

Clarification of rules regarding microlight pilots flying LSAs.

Microlights and LSAs have identical specifications regarding MAUW, stall speed and seats. The main difference is that LSAs are maintained by LAMEs to manufacturer's schedules and thus are able to be flown by Part 61 pilots over congested areas.

The recent amendment to Part 1.65.n clarifies who can fly LSAs.

(n) A pilot of a balloon, a glider, a hang glider, a microlight, a paraglider, a light sport aircraft, or a powered glider is not required to hold a pilot licence or rating issued in accordance with this Part if—

- (1) the pilot is not flying the aircraft for hire or reward; and
- (2) the pilot meets the appropriate pilot and operating requirements under Parts 103, 104, or 106

This confirms that a pilot holding a RAANZ Microlight Pilot Certificate can fly an LSA aircraft under the conditions of his/her microlight certificate and Part 103 rules- type rating required, day VFR only, not above congested areas.

We have amended our exposition to note this rules change.

1.1 General Rules

-
- A Microlight Pilot Certificate allows the pilot to operate both Microlights as defined in Part 103 and AC103, and Light Sport Aircraft as defined in Part 61.5.n

Microlight Instructors can issue microlight and LSA type ratings to Part 61 pilots as defined in the RAANZ exposition **2.25 Type Ratings for Part 61 Pilots**

Emergency Airworthiness Directive

[Emergency Airworthiness Directive: UK CAA UK Mandatory Permit Directive \(MPD\) 2016-008-E](#) - issued 03 Oct 2016

This MPD with effective date 3 Oct 2016 is applicable to **Pegasus XL-Q variants, Pegasus Quasar variants, Pegasus Quantum variants, Pegasus Quik, Quik, Quik GT450, Quik Lite, Gemini Flash IIA and Mainair Blade variants manufactured by P&M Aviation Ltd.**

This MPD is prompted by a port inner luff line attachment webbing failure on a GT450 wing with 620 hours TIS during taxiing. The polyester webbing loop had chafed against the chrome plated brass eyelet. The webbing wear was visible from the top side, but not from the underside of the sail.

A detached luff line is hazardous as it may go into the propeller. Pitch stability in a steep dive or in turbulence would also be compromised. It appears that the eyeleting process has been forming a ridge inside it capable of damaging the webbing. New tooling has been introduced at the factory to prevent recurrence of the problem.

The MPD requires an inspection of the luff line attachment webbing before further flight.

RAANZ 2017 National Fly-in

Advance notice- put it in your 2017 diary.

Canterbury Recreational Aircraft Club

Rangiora Airfield

Mar 31- April 2 2017

Membership changes

Michael Fairburn	Wairarapa Ruahine Aero Club	Advanced National	Upgrade
Hayden Faulknor	Hawkes Bay and East Coast Aero Club	Intermediate	Upgrade
Stephen Butler	Auckland Recreational Microlight Aircraft Club	Intermediate	Upgrade
Karl Jones	West Coast Microlight Club	Advanced National	Upgrade
Derek Simmons	Central Hawkes Bay Aero Club	Intermediate	Upgrade
Robert Hyland	Gyrate Flying Club	Advanced National	Joined
Liam Gahegan	Bay of Islands Aero Club	Novice	exam
Amy Sheppard	Canterbury Recreational Aircraft Club	Novice	Joined
Donald Preston	Fiordland Aero Club	Advanced National	Joined
Douglas Pilbrow	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Kevin Rotsaert	Associate	Advanced National	Upgrade
Frederick deLange	Canterbury Recreational Aircraft Club	Novice	exam
Geoffrey Pannett	Hawkes Bay and East Coast Aero Club	Novice	Joined
Liam Wedlake	Canterbury Recreational Aircraft Club	Novice	Joined
Victor Menkal	Associate	Advanced National	Joined
Roger Palmer	Canterbury Recreational Aircraft Club	Novice	Joined
Henriette Beikirch	West Coast Microlight Club	Advanced National	Joined
Zheng Qiu Yang	Feilding Flying Club	Novice	Joined
Andrew Turner	Canterbury Recreational Aircraft Club	Novice	Joined

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Aircraft Salvage - Public Tender

Aircraft:	Morgan Aero Works Cheetah Sierra 100
Serial No:	23 S 5
Year:	2012
Airframe Hours:	18.5
Engine:	Jabiru 3300
Serial No:	33A1917
Engine Hours:	28.5
Year:	2008



The above aircraft is in damaged condition, after a heavy landing incident. The nose landing gear collapsed during the incident. The engine has suffered a propeller strike.

The aircraft is offered on an "As-is, Where-is" and "With all Faults" condition. The aircraft can be viewed at Wanaka Airport, during normal business hours.

To view the aircraft, contact:

Derek Emeny

027 500 3010

derek@aviation.claims



Figure 5. View of the wings (no apparent damage)

Tender Conditions

Offers need to be submitted no later than 4pm Friday 18th November 2016 to salvage@aviation.claims

- All salvage bids to be in NZD (exclusive of GST)
- Once the successful tender is notified, funds need to be deposited into Aviation Claims Ltd Trust account within seven days. The ownership of the salvage will thereafter be transferred to the successful tenderer.
- The salvage is located at Wanaka Airport and should be collected within fourteen days after title has been transferred. Salvage storage costs after fourteen days will be charged to the successful tenderer.
- Aviation Claims Ltd, the Owner and/or Insurers make no representation whatsoever concerning the accuracy of the information supplied, and the Tenderer acknowledges that it has inspected the salvage and is bidding on their own judgement of the condition of the salvage and records.

Aircraft Damage Details

Assembly	Damage
Airframe Assembly	Both lower longerons are bent down at the forward engine frame attachment area and bent up in the area above the landing gear attachment points. The side skins are stretched.
Landing Gear	Nose landing gear severed from attachment frame. Main landing gear damaged. Main gear attachment points distorted.
Propeller	Propeller is broken
Engine Assembly	Engine frame distorted. Lower engine cowling is broken. Engine rotates freely. Engine has suffered a propeller strike with the ground. Pilot reported the throttle was closed during the propeller strike.



Figure 4. View of the instrument panel



Figure 1, Left side view of the aircraft



Figure 2, Right side view of the aircraft



Figure 3, View of the engine assembly