



RAANZ AGM 2017

Highlights from the AGM

- 61% of members represented in person or by proxy
- Some grounded out by low cloud at Te Kuiti
- Some found the ground soft at Waihi (3. CAUTION: Surface soft after heavy rain)
- But no other major dramas reported arriving or departing
- Elected exec members-
 - Easwaran (Iceman) Krishnaswamy (President)
 - John Nicholls
 - George Taylor
 - Deane Philip
 - Scott James (new)
 - Graeme Main (new)
- RAANZ fees remain at \$70 per year, covering all services.
- Full minutes and reports [on the website](#), but main reports copied below.
- Thanks again to the MBAC guys for hosting the meeting.

Presidents Report

Rodger Ward (RAANZ President)

It is my pleasure to present the President's report for 2017.

Recreational aviation continues it's upward march. RAANZ membership has climbed to around 700 and there are around 1150 microlights on the CAA register. This is a significant percentage of total GA numbers.

Like previous years some of those who have looked sideways at us and our operation now realise that they may have dropped the ball and are rushing to catch up. We must be continually aware that our activity is under the watchful eyes of many and our guard must not drop with regard to maintaining a professional and risk averse culture.

In this rush to catch up many new participants fail to grasp or do not appreciate the work and effort that has gone on to get us to where we are today. I am a bit of a stuck record on this but make no apologies, we do have one of the best if not the best microlight operating frameworks in the world. We are treated as respected partners in the aviation community.

The framework we have is a privilege not a right and must be treated with respect. Maintaining and incrementally improving this framework must remain the main focus for this organisation for many years to come.

Tragically the sport has lost four participants during the year. Whilst three were not members of our association it does not take away the harsh reality of the worst case scenario that is connected

with our sport. Any bad news does reflect upon us all. Our sympathy and condolences go to those connected with these events.

We continue to have a very good working relationship with the regulator.

Recently at a Part103 workshop in Wellington CAA expressed the view that peer pressure was one of the best ways to maintain and improve flight safety. The club based structure of RAANZ is ideal in performing this task with local operators keeping their finger on the pulse and intervening early when counter-productive behaviour or attitude is detected.

Selfish action on the part of one or two could well have the undesired outcome of placing restrictions on the vast number of responsible recreational aviators. It is imperative that any new members into the recreational aviation environment are well screened and well briefed on what their responsibilities are.

We are also working with CAA to ensure any data used in comparisons with other participants in the aviation environment is meaningful and accurate.

We are also working on an in-house Instructional Techniques course. This will be around 75% computer based study at-home with a one day hands-on package. It is envisioned that all instructors will complete the at-home study package as a refresher and all new Instructors complete the whole course prior to the Instructor rating being issued.

Another successful annual fly-in was held in Rangiora. The weather man cooperated and around 35 aircraft had a fine time. The turnout reflected quite a range of different types and it is amazing to see what is available. Again thanks to all the locals that were involved in this event.

Next years Fly-in is to be hosted by the Stratford club. Mark 17,18 and 19 of February in your diaries and start planning the trip now.

Again thanks to all the people out in the field who have done the hard work at a local level to make the sport run as smoothly as it does. Without the support and generous donation of time and effort at local level the sport would be quite different.

Thanks also the exec team who have participated in lots of discussion throughout the year to ensure the membership have retained the privileges they have and are able to continue to participate in recreational aviation in a cost effective and safe manner.

Thanks also to those on the exec team that have special delegations issued to them by CAA. Without these guys putting their butts on the line the sport would be quite a bit different. The delegations are quite powerful and the holders effectively become an integral part of CAA. The work they do by issuing a flight certificate or approving a modification relies on a great deal of trust between various parties. CAA trust our delegation holders to do what CAA require of them. Our delegation holders trust members out on the field to do what is required of them.

Overall the sport and RAANZ are healthy. There will be challenges ahead with new players entering the Recreational Aviation environment. With cooperation between all members and a strong club based focus I am confident RAANZ will continue to be a major player in New Zealand Recreational Aviation.

Operations report

Bill Penman (RAANZ Ops)

The executive of RAANZ has been busy as usual throughout the year and have got together regularly to review the various issues that are raised from industry that may impact on our operations. This includes accident and incident data, membership, instructional techniques and a myriad of others. We also regularly meet with CAA to discuss any issues they have and what we can do for our members to simplify or improve operations.

Recently CAA held a meeting for all part 149 organisations. This was most valuable to ensure that we are all on the same page with how we manage and operate our expositions. There were some interesting statistics that were presented. Across the board, that includes GA as well as microlight operations, there is still a high number of accidents and incidents, especially in loss of control in the air e.g. flick spin die scenarios, and runway issues e.g. undercarriage damage and ill-conceived crosswind techniques. Interestingly enough the statistics produced by the FAA in the USA have a similar proportion per capita of pilots.

Obviously we have to address these problem areas. It is important that if pilots have a feeling of some short comings then you should approach your instructor to remedy such. e.g. crosswind landings for our light weight aircraft requires quite an amount of skill and it is not over until your craft is safely in the hangar. How often do you practise stalling recovery techniques? It is easy at altitude but not so if low level.

One of the CAA flight safety officers advised that during his travels and enquiries there seemed to be a lack of basic knowledge in some operations that may have never been covered in the syllabus when being trained. This includes GA training as well. This is a bit disturbing. It is vital that instructors stick to the syllabus, do not brush over any part of it and ensure that the student has a thorough understanding.

As mentioned last year we have embarked on a mission to produce an on-line Instructor technique course and I am pleased to say that we are almost there. We have had some very experienced people involved and we have based it on the CAA requirements but have simplified the syllabus a bit and made it interactive. This will be followed up by an instructional briefing class. This is an improvement on what we have presently got documented for our instructor training.

I have got some interesting statistics from our membership data base.

- We presently have 670 members.
- To manage BFRs, instructor ratings and renewals we have 30 Authorised Testing Officers (ATOs).
- There are 77 senior instructors and 19x junior instructors. (6x completed certification this year)

To allay the concerns of some of the industry that tend to criticise Microlight instructors abilities we have some very experienced people in our fold.

- 18 have current ATPL, A, B or C category instructor ratings.
- 33 have a current CPL or PPL.

I also know of a number of senior instructors and ATOs that have held GA instructor ratings and CPLs in the past.

RAANZ has appointed 3x new ATOs this year to replace those that have required. This is an appointment that requires a high standard and dedication to our sport.

Long story short, we do have some very experienced instructors at the top who do an amazing job in ensuring our members are getting the best. As our organisation encourages a club based fraternity we do have the advantage of great peer pressure from our members that CAA are very encouraged by.

Remember we never stop learning. Fly safe

Technical report

Colin Alexander (RAANZ Tech)

The environment for the maintenance of microlights has become increasingly more challenging in the last while. The changing of the guard at the regulator has indeed made this task more difficult and often the answers are not all that easy to understand nor relate to the current set of rules.

Your executive committee has worked tirelessly over a long period of time to try and educate the members of our organisation and to encourage and facilitate a club based safer environment for all our members. We have travelled up and down the country to keep abreast with the very latest ideas and encourage a solid safety culture.

Yes, the goal posts and requirements have moved. But have the goal posts of our sport and recreation also moved? I believe so. We now fly better, faster, fancier more advanced aircraft than most of us ever thought possible. So yes, you all want to change to the latest mobile phone and accept all the responsibilities associated with all its new features. So please be accepting of some of the more technical aspects of your aircraft. The maintenance of some of your aircraft may require some professional input to remain compliant and yes, it does cost money.

Spare a thought for our IAs who continuously have to up-skill in order to assess the airworthiness of your aircraft. The secret is in the admission that you are no longer able to easily do what the manufacturer of the aircraft requires you to do to maintain airworthiness.

There is however some confusion as to the interpretation of some rules and we are working very hard to obtain clarity on these issues.

We have requested the regulator to explore the option in some cases of "on condition" maintenance.

We are also exploring the option to be able to extend the maintenance latitude for annual flight permit revalidation.

I believe we will achieve these objectives over time including a general type approval for ADSB transponders and their installation.

I wish to thank the executive for their efforts and also really appreciate the work that is done by our IAs' around the country. I wish you all well for the forthcoming festive season and wish you all great flying weather.

POST THIS ON YOUR CLUB NOTICEBOARD!



RAANZ NATIONAL FLY-IN

STRATFORD AERODROME : FEBRUARY 16,17,18TH 2018

KEEP AN EYE ON THE STRATFORD AERODROME BLOG :

<http://blogspotbigsky.blogspot.co.nz/>

or Facebook <https://www.facebook.com/groups/1480127112008429/>



CONTACT NICK FURMAGE : 020 404 28854

Know someone not receiving notifications from RAANZ?

We email out reminders (Membership, BFR, Medical, Annual Inspection) and notifications (RecPilot available) to all current members with email addresses.

If you hear of someone not receiving them, get the to check that their **membership is current**, and their **email address is correct**. Easily done at the [myRAANZ](#) page.

Membership changes

John Douglas	Southern Recreational Aircraft Club	Advanced National	Upgrade
Viorel-Florin Predan	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Robert Bradnock	Feilding Flying Club	Novice	Joined
Gert van Kruiningen	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Tascha Lawry	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Bernard Lewis	Parakai Aviation Club	Intermediate	Upgrade
Iain Anderson	Parakai Aviation Club	Advanced Local	Upgrade
Stephen Crowley	Waikato Microlight Club	Intermediate	Upgrade
Jason Erasmus	Canterbury Recreational Aircraft Club	Novice	Joined
Steven Stokes	Whangarei Flying Club	Advanced National	Upgrade
Frank Wurmitzer	Hawkes Bay and East Coast Aero Club	Advanced National	Joined
Trent Sturley	Canterbury Recreational Aircraft Club	Novice	Joined
Montgomery Batchelor	Canterbury Recreational Aircraft Club	Novice	Joined
Dan Batchelor	Canterbury Recreational Aircraft Club	Novice	Joined
Jeffrey Arthur	Wairarapa Ruahine Aero Club	Advanced National	Joined
Mark McVey	Opotiki Aero Club	Novice	Joined
Arthur Warner	Bay of Plenty Microlight Assn	Novice	Joined