



## AGM2018 (Feilding)

The RAANZ AGM 2018 will be held at

**Feilding Flying Club clubrooms, Feilding Airfield,  
Saturday November 17, 10:30am warm-up for 11:00am take-off**

Duration approx 2-3 hours depending on remits and discussion items.

### Agenda and Papers

- Welcome
- Proxies, voting strength and confirmation of quorum
  - Clubs may appoint a club member or exec member as proxy to represent the majority vote of their club.
  - Individual members may vote independently in person.
  - Proxies will be received at the AGM.
  - [Proxy form](#)
  - [Club voting strength](#) and proxies
- [Minutes of last AGM](#) and matters arising
- President's report
- Financial report (unaudited) and fixing of 2018 subs
- Operations report
- Technical report
- Executive elections
  - The RAANZ constitution provides for
  - 6 elected members for 3 year term
    - John Nicholls (BOIAC) completing term 2 of 3
    - George Taylor (SRAC) completing term 1 of 3
    - Easwaran Krishnaswamy (CRAC) completing term 1 of 3
    - Deane Philip (CRAC) completing term 1 of 3
    - Scott James (CRAC) completing term 1 of 3
    - Graeme Main (CRAC) completing term 1 of 3
  - plus immediate past president
    - Rodger Ward
  - plus CAA approved senior persons (CEO, OPS, TECH, ADMIN)
    - Evan Gardiner CEO
    - Bill Penman OPS
    - Colin Alexander TECH
    - Stuart Parker ADMIN
  - Nominations
    - There are currently no vacancies on the Exec.
- Break for lunch
- Remits

Remits will be received from current RAANZ members, preferably with local club committee support.

Remits will be received at the AGM.

[Remit form.](#)

- Other business
- Q&A session RAANZ/CAA/others
- Conclusion

## 2019 National Fly-in

Hello Stu,

John Paton here from the Fiordland Aero Club, I am the communication person for the 2019 RAANZ fly in at the Te Anau Manapouri Airport. The FAC has planning underway for the 2019 Fly in. Could you pass the following info on to the good people that put together the pilot e-zine, to let members know about the fly in.

### **RAANZ Celebrates 40 years of National Fly ins**

**Te Anau/Manapouri Airport**

**8th, 9th, 10th February 2019**

**Recreational aircraft from rag and tube to carbon fibre.**

**Hosted by the Fiordland Aero Club.**

Once we have costs and accommodation finalised we will send a write up with a photo or two for inclusion in the e-zine.

## FITWFI



**Central Hawke's Bay Aero Club**

**In time for lunch at noon, \$15**

**NZYP Waipukurau Vectors 02/20 119.1**

**Information ... [www.facebook.com/2019NZYP](http://www.facebook.com/2019NZYP)**

**Coffee & muffin on arrival. Awards after lunch**

## Membership changes

Colin MacDonald	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Cassian Steidle	Waikato Microlight Club	Novice	exam
Shanon Eyre	Matamata Aero Club	Advanced National	Upgrade
Hamish Janson	Gyrate Flying Club	Advanced National	Upgrade
Adrian Gloyn	Hawkes Bay and East Coast Aero Club	Advanced National	Upgrade
Michael Moss	Gyrate Flying Club	Advanced National	Upgrade
Andrew Turner	Canterbury Recreational Aircraft Club	Novice	Joined
Maria Pietras-Jensen	Canterbury Recreational Aircraft Club	Intermediate	Upgrade
Justin Sturrock	Associate	Flight Instructor	Upgrade
Jamie Bertie	Canterbury Recreational Aircraft Club	Novice	Joined
James Fleming	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Conor McCauley	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Erin Heese	Canterbury Recreational Aircraft Club	Novice	Joined
Rodney Dodd	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Gregorio Umali	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Clive Tidball	Canterbury Recreational Aircraft Club	Novice	exam
Arthur Warner	Gyrate Flying Club	Advanced Local	Upgrade
Brent Martlew	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Ilana Greeff	Parakai Aviation Club	Intermediate	Upgrade
Craig Ruane	Canterbury Recreational Aircraft Club	Novice	exam
Timothy Barrow	Fiordland Aero Club	Novice	exam
Rusell Dickson	Fiordland Aero Club	Novice	exam
James Rooney	Associate	Advanced National	BFR
Nigel Finlay	Associate	Novice	Joined
Michael Bryant	Feilding Flying Club	Senior Flight Instructor	Upgrade
Brett Cunningham	Feilding Flying Club	Novice	Joined
Darren Conole	Canterbury Recreational Aircraft Club	Novice	Joined
William Aitken	Canterbury Recreational Aircraft Club	Advanced National	exam
Jackson Hendry	Canterbury Recreational Aircraft Club	Novice	Joined
Peter Todd	Feilding Flying Club	Novice	Joined
Rachael Butler	Associate	Senior Flight Instructor	Joined
Fabian Dunker	Canterbury Recreational Aircraft Club	Novice	Joined
Frank Parker	Associate	Senior Flight Instructor	Joined
Thomas Spooner	Canterbury Recreational Aircraft Club	Novice	Joined
Warren Harper	Canterbury Recreational Aircraft Club	Novice	Joined
Meghan Bolton	Geraldine Flying Group	Novice	Joined
Desmond Leslie	Parakai Aviation Club	Novice	Joined
Gary Parata	Gyrate Flying Club	Senior Flight Instructor	Joined
Gary Bodley	Waikato Microlight Club	non-flying	Exam
Roger Wilson	Associate	Novice	Joined
Tui Rutherford	Parakai Aviation Club	Novice	Joined
Richard Scott	Parakai Aviation Club	Novice	Joined
Dillon Wobben	Canterbury Recreational Aircraft Club	Novice	Joined
Erwin Weber	Associate	non-flying	Joined
Hyeonwoo Park	Canterbury Recreational Aircraft Club	Novice	Joined
Flemming Ravn	Feilding Flying Club	Novice	Joined
Grant Nordick	Bay of Plenty Microlight Assn	Novice	Joined
Karl Morgan	Associate	non-flying	Joined

## The INs and OUTs of ADS-B

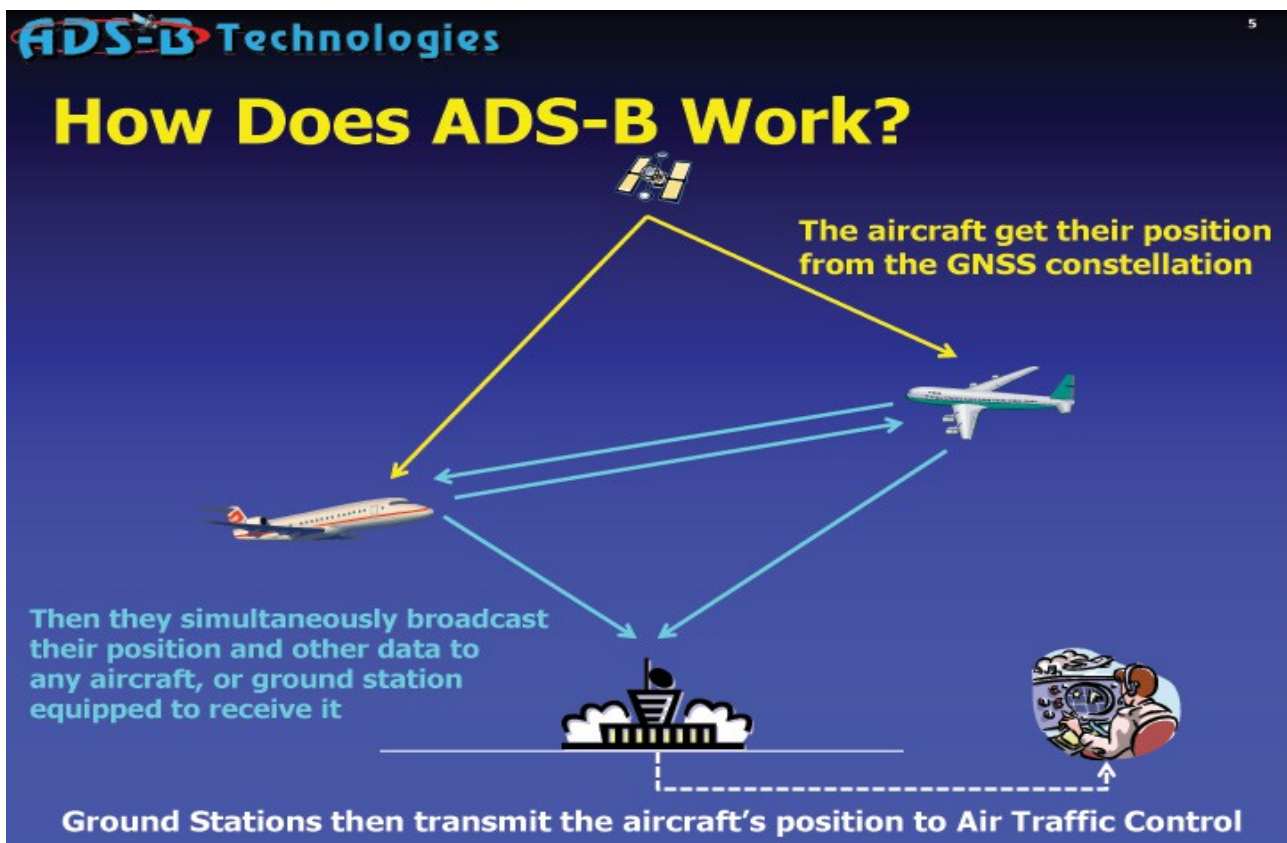
CAA are planning to mandate that **from December 31 2021 all aircraft operating in controlled airspace must be equipped with ADS-B OUT**. This is Part 1 in a series of articles to explain the who/what/when/where/why/how/how much as it will apply to Part 103 microlight operations, aircraft and pilots.

### The WHAT part

ADS-B is a technology for reporting, tracking and ultimately controlling aircraft. It is based on existing Mode S transponder technology, but extended to include more information about aircraft identity, position and velocity (speed and direction).

ADS-B is an acronym for:

- **A- Automatic.** The system transmits your aircraft information automatically. It doesn't have to be interrogated with a ping from a ground station and you as a pilot don't need to do anything apart from make sure it is operating.
- **D- Dependent.** Your position reporting is dependent on an accurate and reliable position source- in this case the GNSS (GPS) system. Essential that your GPS receiver can detect and reject erroneous data and only output valid position information. Bad data is worse than no data.
- **S- Surveillance.** That's what is for- anyone (ATC, other aircraft, FR24, third parties) listening knows who you are, where you are and where you are heading.
- **B- Broadcast.** This information is transmitted at least once every second to anyone who may be listening. No need for interrogation pings from ground stations- your aircraft is continually shouting your id, position and intentions.



There are two sides to ADS-B: ADS-B OUT and ADS-B IN.

**ADS-B OUT** is what will be required in each aircraft. It is the part transmitting the information and will normally consist of two pieces of equipment, although in some cases these may be available as a single unit.

- A **certified GPS receiver**. Because the system depends on the accuracy and reliability of the position information you broadcast, your GPS receiver must be certified to the required standard. The numbers to look for are TSO-C145, C146, C196 or C199. It is possible that a non-TSO'd GPS may be acceptable, but it would need to go through a testing and approval process and will likely end up costing more.
- A **1090-ES transponder**. 1090 is the frequency- the same as the existing Mode A/C and S transponders. ES stands for 'extended squitter'- the additional information required for ADS-B. The applicable standard is TSO-C166b. If you have an existing Mode S transponder, it may be capable of a software upgrade to ADS-B.

A couple of cautions-

- The USA ADS-B system uses a different technology (UAT), and their equipment is not compatible- **1090-ES good, UAT bad!**
- Not all GPS and transponders will be compatible, as they may require specific protocols and messages to integrate together and output the required performance parameters. Check with your supplier!

**ADS-B IN** is optional. It is the part that listens to all aircraft transmissions to build and display a picture of the surrounding traffic. This generally consists of a small receiver unit coupled to an EFIS or tablet/smart-phone running an app. This is still an emerging market and it is likely many low-cost solutions will become available, and add practical value to the pilot in terms of traffic awareness and avoidance.



This was a quick overview- more detail about equipment selection considerations in a later article.