



Recreational Pilot e-zine

Issue 160
December 2020

Minutes of RAANZ AGM2020

Fiordland Aero Club clubrooms, Manapouri Airfield, Saturday 21 November 2020, 1000-1110

Chairman: Rodger Ward

Present: 24 members present, including following from RAANZ exec-
Evan Gardiner (CEO), Rodger Ward (Ops), Stan Hyde (TECH), Stuart Parker (ADMIN),
Colin Alexander (MODS), Bradley Yorke (HELO), Bill Penman, Scott James, George
Taylor

Apologies: Easwaran Krishnaswamy aka Iceman (PRES), John Nicholls, Russell Brodie
Apologies accepted (Rodger/Evan/carried)

Prev minutes: Stuart reported the previous minutes (Parakai 2019) have been misplaced, but that
meeting was purely procedural with no resolutions resulting from it.
Report accepted (Stuart/Colin/carried)

PRES report: Read by Evan in Iceman's absence.
Report accepted (Evan/Stuart/carried)

ADMIN report: Presented by Stuart.
Moved that member subs remain at \$70 per year (Stuart/Scott/carried).
Report accepted (Stuart/Scott/carried)

CEO report: Presented by Evan.
Vote of thanks to Colin for his work as TECH & ongoing assistance re mod approvals
and mentoring Stan (Evan/Bradley/carried)
Concern re CAA erosion of Part 103 privileges- must be robustly defended.
Report accepted (Evan/Bill/carried)

OPS report: Presented by Rodger.
Report accepted (Rodger/Bill/carried)

TECH report: Presented initially by Colin, followed by Stan.
Report accepted (Colin/Stan/carried)

RAANZ exec: 6 vacancies
Scott James (CRAC nomination)
Russell Brodie (Bradley/Colin/carried)
George Taylor (FAC nomination)
John Nicholls (secondment)
Bill Penman (secondment)
Colin Alexander (secondment)

Remits: None received

Gen business: None

Meeting closed, followed by lunch and RAANZ Roadshow

Subsequent to the meeting, the new exec met and confirmed the following-

President-	Bradley Yorke
Vice-President-	Scott James
CEO-	Evan Gardiner
OPS officer-	Rodger Ward
TECH officer-	Stan Hyde
HELO officer-	Bradley Yorke
ADMIN officer-	Stuart Parker

RAANZ NZMO ROADSHOW

Coming to a spot near you in 2021! Details soon in RecPilot and on our website.



President report

Easwaran (Iceman) Krishnaswamy

Welcome to all present here and thanks for taking the time to come out to the AGM. We've had yet another busy year for RAANZ. Our membership has increased slightly with a count of just over 700 members and 250 current aircraft on the RAANZ register.

The RAANZ exec has been working hard on several issues that benefit our sport and the wider membership, in general,

1. I would like to inform the membership of a senior role change. I would like to welcome Stan Hyde to the role of RAANZ Technical Officer. I'm sure you will hear from Stan shortly. I would like to also take this opportunity to thank Colin for his contributions over the years especially the On-Condition program and technical expertise which literally gave our members the freedom of flight.
2. I would also like to acknowledge the work our admin Stuart Parker puts in behind the scenes to keep the cogs turning. The amount of additional work in admin is not to be seen lightly and he always goes the extra mile with a smile.
3. RAANZ exec team has put together our famed well received roadshow which will be presented across the country in 2020/2021. Please attend and support the presenters who have created this learning experience which I encourage all members to attend whether you are experienced or not - You might learn something new which might save your life one day.

The RAANZ National Fly for 2021 is in discussion and watch out for more info on the Rec Flyer.

I thank you all for the support over the years on the exec and as your president. As always please remember your actions have consequences for your entire membership so please fly safe and be courteous of the skies we share with a lot of other aviators.

If I don't acknowledge the impact of COVID-19 on the aviation industry and the lives of people in general it would be a big oversight. 2020 has been extremely hard for everyone in one way or another with so many jobs and livelihoods affected by this global pandemic and not to mention the loss of life around the world.

On that note, I would like the members present here to stand with me (in spirit) for a moment of silence in remembrance of our fellow aviators and friends/family who we have lost this year.

Thank you - Live long and Prosper

Easwaran ICEMAN Krishnaswamy

CEO report

Evan Gardiner

Certainly 2020 will indeed be a year to remember.....unfortunately for all the wrong reasons. But like most other organisations we have continued to function and tried our best to deal with issues as they are presented to us.

Perhaps the most challenging regulatory issue has been the on-going negotiations with CAA to address our need for an appropriate 'on condition' program to apply to microlight aircraft and engines that have either time or calendar expired components. I would also like to acknowledge that the progressing of this process has to a large degree been due the effort and expertise that Colin Alexander has brought to the program. Colin will step down as Technical Officer this year and while we are very appreciative that Stan Hyde has accepted the position of Technical Officer, we are certainly very appreciative of Colin's many years of service to our members. Not only just relating to aircraft maintenance issues either – Colin has always offered his wise counsel on all things aviation and this has been a valuable contribution to the executive committee and its deliberations.

Going forward there is a need to pay attention to several regulatory issues to enable continuing compliance with our part 149 exposition.

- Our 'On Condition' program so far has been a 'provisional' exercise only and early next year we will need to negotiate with CAA a process to progress this status to a more 'final' promulgation.
- Next year also CAA will conduct its 5 yearly Audit of our organisation before deciding if we comply with all those matters required before allowing the certification of re-entry as a part 149 Organisation. During this process it will be the task of all our Senior Persons to convince CAA that RAANZ complies with all those matters that make up our Exposition – and if not why not?
- Some of you may be aware that 'Flight over a built up area' is moving towards an entrenched position within CAA that may prove difficult to negotiate our way forward - if common sense doesn't prevail. This is not a new issue. We have several airfields in NZ that have always been impossible to access for take-offs or landings without our aircraft flying over a built up area in that process. In the past CAA have accepted that as long as our aircraft have access to a safe landing within gliding distance during the landing or take-off phase that this broadly meets their safety provisions. Of course we will argue strongly that our aircraft and in particular our engines and propeller combinations are so much more reliable than they were previously, that the perceived risk has diminished over time. There just has to be a sensible solution that makes sense, or there could be a large number of pilots adversely affected

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OPS report

Rodger Ward

It is my pleasure to present the 2019/2020 RAANZ Operations Officer report.

Activity through the year has been tempered to a certain degree by the impact of the ongoing Covid 19 pandemic, however it is fair to say that on a national level we have weathered the storm well with a forcing to spend money and time within the country.

There appears to be no lack of interest in recreational aviation.

It is no different of other forms of aviation where worst case scenarios are very bad.

There have been several fatalities throughout the year and our thoughts go to those affected by these tragic events.

It is always timely to remind members that we have the best regulatory Microlight operating framework in the world.

It is a privilege, not a right.

Our procedures have been refined over the years and are as simple as they can be without sacrificing the paramount importance of safety.

Please do not try and shortcut any system or rule.

Any deliberate non compliance by one could have a flow on adverse effect on the responsible majority.

Please keep the logbooks up to date and be sure to report any occurrence you believe to be out of the ordinary. By keeping the data up to date we can ascertain the true health of our sport. At times we might not like what we see but it does give us a chance to rectify things before they go badly wrong. By reporting you could well save the bacon of someone at the other end of the country if they are aware of your "near miss" or "just lucked in" event.

Achieving by good luck is not really achieving.

If you are unsure about any procedure or technique please put your hand up and ask. There are no dumb questions.

I would again like to thank all the Instructors for the work they are doing from one end of the country to the other.

Without this team of dedicated and very experienced aviators acting professionally in various local regions we would have nothing nationally.

Thanks also to Stuart, our administrator, who does so much work behind and in front of the scenes ensuring our paperwork is compliant and fielding numerous queries.

We also have a good working relationship with the regulator and look forward to working with them constructively in the future.

We are in the process of updating our written material and exam question database. This is a relatively slow process but progress is being made. At this stage it is being done on a volunteer basis but may need to be farmed out at some stage.

During the year we have made changes to our Procedures Manual to make the requirement for an Instructional Techniques course to be completed before the first issue of an Instructor Rating.

We have also clarified the privileges of a new Instructor to emphasise the fact that they are under the supervision of an ATO at all stages until they are upgraded.

We have seen over the last few years a rapid increase in technology that is available to "help" the pilot. One can get a bell or whistle to alert you to almost every possible scenario.

In isolation one cannot argue against any of the tools available but when all are added together we get a minefield of information. This minefield of information has the ability to create an overload situation where the actual flying of the aircraft is overlooked.

Remember that we are generally flying in a single pilot environment where it is absolutely essential that we are at a very high level in the basic airmanship skills so they are done automatically which then allows time to gather other information that may assist.

Looking out the window is extremely important and must not be overlooked.

I believe Recreational aviation is in a healthy state and certainly on a local level will remain so.

TECH report

Stan Hyde

Firstly, thanks to Colin for all the years and dedication to RAANZ as the Tech officer.

One hell of a lot goes on in the background at RAANZ and as pilots and aircraft owners you may not be totally aware of this. Colin has put in the hard yards for us as RAANZ members to reap these benefits.

We all thank you Colin and I know as the incoming Tech Officer; I have some pretty big boots to fill.

A bit about me....

- I have been a RAANZ member and Microlighting for the past twenty years. I have enjoyed being a RAANZ member and have attended all fly-ins and AGMs possible in this time.
- I enjoy the spirit of RAANZ and meeting likeminded people, quite a lot I recognise here today.
- I have owned eleven microlights over this time from the first-generation Mirage to carbon fibre and glass machines.
- I come with experience on these early machines as well as what most fly today.
- I have been Engineering in one form or another all my working career from Machining, welding automotive and aircraft.
- I have owned my own Engineering company which still operates today under my name.
- Engineering, engines, classic motorcycles, and microlights are my hobbies and all just part of my life's work so far.
- I am the Maintenance Officer at the Feilding Flying Club, looking after two Tecnams and put a lot of energy and time into helping others. I am a RAANZ I/A and one of the RAANZ OCP Officers.
- I enjoy these positions and intend to put the same energy into my new one as RAANZ Tech officer.
- Next year will be a catch-up year for me, picking from up where Colin is with this position and catching up with the I/As around the country, CAA etc. Also involved in the RAANZ Roadshows. Put a face to my name.
- I believe in the keep it simple system and want to work with you all to maintain this in our hobby.
- I don't expect it to be all smooth sailing but if we all work together this will certainly help.

Looking forward to next year.

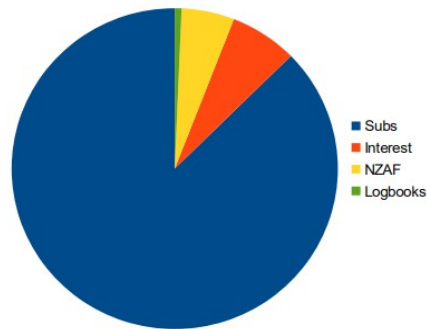
If you have any issues, give me a call.

Financial Summary

- Income \$59729
- Expenses \$49378
- Net cash flow \$10351 surplus
- Bank \$140991
- Assets \$5021
- Liabilities \$3429
- Net worth \$142583

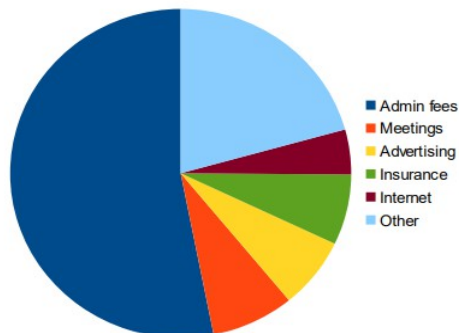
Income breakdown

Subs	52196
Interest	4002
NZAF	3130
Logbooks	400
TOTAL	59729



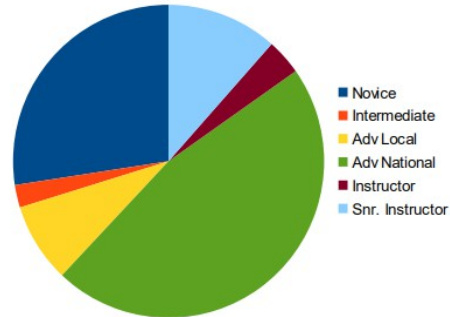
Expenses breakdown

Admin fees	26220
Meetings	3880
Advertising	3454
Insurance	3421
Internet	2185
Other	10218
TOTAL	49378



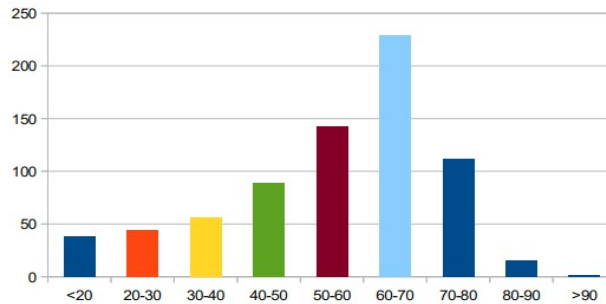
Membership by class

Novice	200
Intermediate	17
Advanced Local	60
Advanced National	341
Instructor	27
Senior Instructor	84
(ATO)	(28)
TOTAL	729



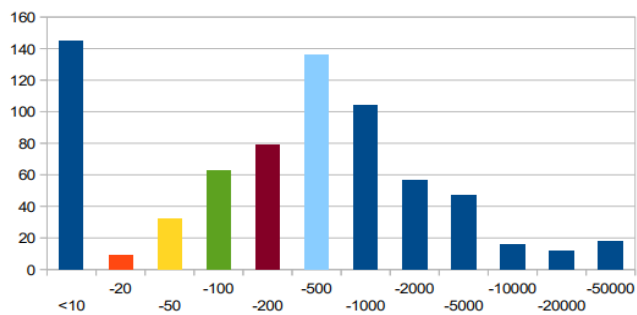
Membership by age

Under 20	38
20-30	44
30-40	56
40-50	89
50-60	142
60-70	229
70-80	112
80-90	15
Over 90	2



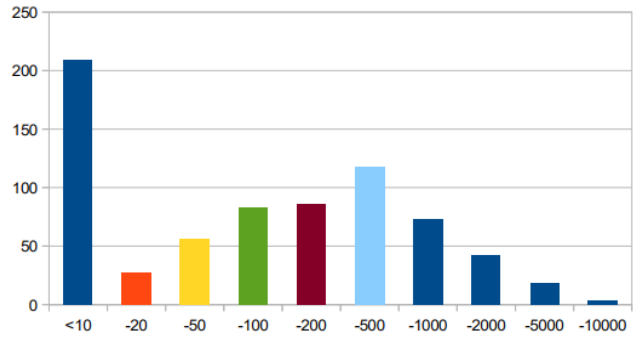
Membership by TT

Under 10	145
10-20	9
20-50	32
50-100	63
100-200	79
200-500	136
500-1000	104
1000-2000	57
2000-5000	47
5000-10000	16
10000-20000	12
20000-50000	18



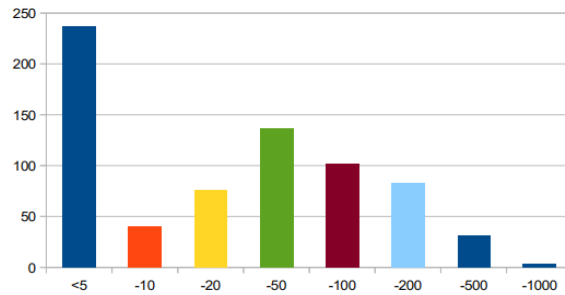
Membership by TT103

Under 10	209
10-20	27
20-50	56
50-100	83
100-200	86
200-500	118
500-1000	73
1000-2000	42
2000-5000	18
5000-10000	3



Membership by hrs/BFR

Under 5	237
5-10	40
10-20	76
20-50	137
50-100	102
100-200	83
200-500	31
500-1000	3



Membership changes

Guntram Gross	Whangarei Flying Club	Senior Flight Instructor	Upgrade
Basil Buwalda	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Montgomery Batchelor	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Makho Moyo	Feilding Flying Club	Intermediate	Upgrade
Leonard Carney	Feilding Flying Club	Intermediate	Upgrade
Patrick Grant	Wairarapa Aero Club	Advanced Local	Upgrade
Ben Friskney	NZ Autogyro Association	Novice	FRTO
Toa Carney	Feilding Flying Club	Novice	Joined
David Avery	South Canterbury Microlight Club	Advanced National	Joined
Enes Fraj	Bay of Islands Aero Club	Advanced Local	Upgrade
Peter King	Canterbury Recreational Aircraft Club	Advanced National	Joined
Nathan Spice	Parakai Aviation Club	Novice	Joined
Dorothy Cooper	Feilding Flying Club	Novice	Joined
Cathal McLaughlin	Geraldine Flying Group	Novice	Joined
Sophie Burling	Manawatu Aviation Club	Novice	Joined
William Jenkins	Manawatu Aviation Club	Novice	Joined
John Hood	Geraldine Flying Group	Advanced Local	Joined
Michael Smaill	Canterbury Recreational Aircraft Club	Advanced National	Joined
Gavin Grimmer	Hawkes Bay and East Coast Aero Club	Advanced National	Upgrade
Jordan Van Der Lem	Canterbury Recreational Aircraft Club	Advanced National	Joined
Daniel Taylor	Wairarapa Aero Club	Novice	Joined
James Hillson	Wairarapa Aero Club	Advanced National	Upgrade
David Gordon	Wanganui Aero club	Advanced Local	Joined

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Stratford Sport Flyers Open Day

Just to Advise the Stratford Sport Flyers will be hosting an Open Day. At Stratford Aerodrome.

STRATFORD AERODROME OPEN DAY

SAT 30th JAN.

Starts 10am through 4pm.

Everyone Welcome.

If Flying in Camping Next to your Plane OK.

Avgas on site Credit Card & EFTPOS.

Contact Nick [020 404 28854](tel:02040428854)

FEILDING FLYING CLUB & MANAWATU
AVIATION CLUB PRESENT

NEW YEARS DAY 2021 FLY-IN

Feilding Airfield

*The original first in the world aviation
event now held at alternating venues
across the lower North Island*

Spot Prizes
No Landing Fees
Lunch At Noon, \$15
AVGAS Available At Field
MOGAS Available On Request
NZFI Vectors 10/28 Freq 124.1

Event Contacts:

Stan Hyde: 021 045 3801
Colin MacMillan: 027 451 5817