



## **RAANZ AGM**

**Saturday November 24<sup>th</sup> @ 11:00am**

**Middle Districts Sport Flying Club hangar**

[Click here for full AGM details](#)

There are some significant remits up for discussion and resolution which may change our Constitution regarding club membership, auditing our annual accounts, the election and term of the exec, the appointment of key senior persons, and the operation of the admin functions.

These are important issues that require serious consideration by all members and affiliated clubs, and your views and votes represented at the AGM.

We encourage you to do the following:

1. [Read the remits here](#)
2. Discuss with your fellow club members
3. Come to a decision
4. Make sure that decision is represented at the AGM- club proxy, in person, or your proxy
5. This will ensure that YOUR views are represented.

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## **Discussion document for consideration alongside the HBMLC remits**

### **RAANZ exec**

The HBMLC remits show some misunderstanding of the division between the Political and the Operational aspects of RAANZ. It is the Executive Committee's view that the remits in their present form could destabilise RAANZ and compromise its ability to continue its Part 149 delegation.

#### **Political-**

- ⌚ This is the RAANZ (Inc) side of the operation, controlled by our Constitution.
- ⌚ It covers the elected Executive, including President and Vice President.
- ⌚ The constitution currently calls for 6 elected members, each serving a 3 year term.
- ⌚ The purpose of the 3 year term is to provide some stability and continuity as exec members come and go in rotation.
- ⌚ Because of recent unscheduled changes in exec membership, the ideal of 2 members rotating out each year has got 'lumpy.' Consideration could be made to restoring a strict 2 out of 6 rotation each year.
- ⌚ The President and Vice President positions are filled by decision within the exec, rather than by a public popular vote.
- ⌚ These positions are effectively the same as any exec member (save the President

holding a casting vote), and in the interests of collegiality and practicality it makes sense to keep them out of a 'popular vote'.

- ⌚ Historically, at each AGM it has always been difficult to fill even 2 vacant positions on the exec. committee. This proposal with only a one year term, no 'mentoring' assistance from current exec members and the need to find 6 new exec members each year is going to be a very difficult task.
- ⌚ **Our recommendation is that the exec term remain at 3 years, with 2 rotating each year, and Pres and VP internally elected.**

#### Operational-

- ⌚ This is the RAANZ side controlled by Part 149 and our Exposition.
- ⌚ It covers **what** we do (delegated authority), **how** we do it (policy and procedures), and **who** does it (senior persons).
- ⌚ All these must comply with Part 149, and be approved by the Director of CAA.
- ⌚ The senior persons (CEO, OPS, TECH, ADMIN) roles are specific to people who have been given a Consent to Delegation.
- ⌚ These consents are normally issued to one person at a time, valid for a period of 5 years before being due for renewal.
- ⌚ We currently have two persons (Evan, Stuart) with delegation to issue microlight pilot certificates, and one person (Colin) to approve modifications.
- ⌚ The consent process requires the applicant to pass a full CAA specific Fit & Proper Person process, attend a delegation course, be approved by the Director, and receive a "Consent to Delegation" from the Minister of Transport.
- ⌚ This process can take several months to complete. Under the proposed remit while waiting for this process, RAANZ without a Delegated Authority, would not be able to issue or upgrade any flight certificates. It is probable that many disaffected RAANZ pilots, waiting an unknown time for their flight certificates, will migrate to other 149 organisations never to return to RAANZ.
- ⌚ These Delegated positions are not to be filled by popular vote, or changed on a yearly basis by the AGM. We would quickly lose the patience and confidence of the Director, and it is likely we would lose, or have suspended, our Part 149 delegation.
- ⌚ Our Part 149 delegation depends on the Director having confidence that RAANZ is in stable, safe hands. The template of responsibilities held by the Delegated Authority holders are clearly defined by CAA and any decisions made by these senior persons are taken as decisions made by the Director himself.
- ⌚ **Appointments to these positions are not by popular vote, but must be made by the exec taking a long term view, with due consideration of the abilities and acceptability of each candidate and these senior persons must ultimately have the confidence of the Director.**

#### Admin role-

- The remit proposes a part time Admin position but the successful applicant must be available to both RAANZ members and the Executive committee during normal working hours. This position will be publicly advertised, could be contracted out and will be contested on an annual basis.
- ⌚ Given the Admin role is one of the senior persons (see above), it is more significant and permanent than apparently imagined.
- ⌚ Currently, inquiries from members and liaison with the exec. committee extends well

beyond normal 9-5 working hours and includes evenings and weekends.

- ⌚ The proposed position would significantly reduce availability and accessibility to members.
- ⌚ Stuart currently provides far wider assistance to RAANZ than the remits job description. He is our very capable 'go to' guy for our web development, database management, PHP programming, liaison with other aviation organisations, development of systems and procedures, etc.
- ⌚ It is unlikely that any one person would do these tasks for a similar cost, in a contested market and with no certainty of continuity.
- ⌚ **We believe the proposed change would lower the availability of service to RAANZ members, increase the cost to RAANZ, and almost certainly require an increase in membership fees.**

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### CAA fee increases

You will no doubt be aware of the recently announced increases in CAA fees and charges.

RAANZ is a member of the NZ Aviation Federation which had a representative on the small Sector Reference Group CAA consulted with prior to setting the fees. That process was frustrating- CAA had been told by government that they had to move toward self-funding via cost recovery, so there was a certain air of inevitability about the 'consultation process.'

Our NZAF rep repeatedly challenged CAA on their operating and overhead costs, and to whittle charges to a justifiable and reasonable scale....with some success.

Apparently the Minister has said all parties were in agreement with the increases- that is NOT the case. The NZAF sent the following response to the Chairman and Director- The Director subsequently met with NZAF and acknowledged that the increases were causing significant issues for some operators, that they were a done deal, and that CAA were taking steps to reduce or contain costs in certain areas of their organisation.

In general we microlighters got off lightly- we are very fortunate to have an independent GP based medical declaration- long may that continue....and see comments later in this e-zine re you responsibility as a pilot to keep it independent.

### NZAF to Graeme Harris (CAA Director)

*Dear Graeme,*

*The NZAF has received a large amount of correspondence from GA pilots and organisations in relation to the proposed new CAA fees and charges, with particular emphasis on the medical fees. Almost without exception, the concern is over the "justification" of the amount it is going to cost GA pilots to renew their "lifetime" licenses from 1 November. I am fully aware that you will have been inundated with letters, memos and emails from individuals as well as groups and organisations. This can only serve to illustrate for you the huge amount of concern that is out there in the GA side of industry.*

*NZAF has had a representative attend most of the Sector Review Group discussions, (George Rogers), and has forwarded the minutes and notes etc., on to all of its constituent members. It could be argued that this information has not "filtered down" to the rank and file member who is now faced with paying these new fees and charges. However, we are aware from George's reports to NZAF Council that requests for some information about the makeup of the proposed hourly charges, (direct costs, support costs, accommodation,*

*indirect cost etc., cost comparisons with other similar government regulatory agencies, were not provided SRG which made it difficult for the group to develop a feel for the appropriateness of the proposed charges. It was recognised that the potential impact on GA pilots and owners/operators was potentially significant and would be a real concern to them. This is clearly proving to be the case. It was also recognised that part of the problem flowed from the lack of revision of fees and charges for a significant number of years but that is of little comfort to the current users of the services. Maybe CAA could follow the lead from Maritime N Z and phase in its fees and charges over say a 5 year term.*

*Graeme, NZAF is more comfortable with the present Chair, Board, Director and Senior Management of the CAA than has been the case for a long time. we feel that we now have senior personnel with CAA who are on the same page of the song book as industry, who understand and care and are sympathetic to the needs and desires of the GA sector of industry. Our relationship, particularly with yourself and the senior staff we have dealing with is extremely healthy and robust. Our plea would be, long may it continue and I have no doubt you would share those sentiments. We also accept that CAA is in fact the regulator, that you have a role and function to perform not only on behalf of Government but also as a signatory to the ICAO Convention. It just seems to us to be totally unjust that those of us who just wish to fly recreationally are going to be faced with an additional \$20 \$30 per hour in costs just to maintain a current medical. (Depending on how many hours are flown per annum, age, frequency of medicals etc.) NZAF has, as you are well aware, been negotiating with the CAA and exploring the possibility of the RPL coming out of the CAA to a Pt 149 organisation. It could now be that this has become far more urgent and that the negotiation could extend even further to encompass all the non professional licenses. We understand that this could very well fit into the CAA Senior Staff thinking pattern.*

*We are aware that the new fees and charges have now been gazetted. However, we are sure that you will still have "room to move" with respect to a gradual fazing in of the charges as outlined above. It would certainly help to tone down the outraged members who have been so vocal to both yourself and NZAF. NZAF has a Council meeting scheduled for 25th October at 1300 hrs in the Wellington Airport Conference Centre and as always, there is an open invitation for you to attend to both hear first had the vies of industry and also to put the CAA perspective. We would welcome your attendance.*

*Sincerely, John A. Pearce. President NZAF*

### **Nigel Gould (CAA Chairman) reply**

*Thanks John..*

*Fully appreciate the concerns you and your members have.*

*Both Graeme and I have received similar comment from many sources within the sector, and are meeting with AIA this morning.*

*The necessity to amend the Authority's pricing has been well documented, with past inaction being a major area to be confronted. In addition several anomalies needed to be corrected.*

*As noted in consultation, a very material cross subsidy continues to exist with airline passengers contributing a significant amount to general aviation costs.*

*Although the new fees are set in place and become operative next month, we have taken on board the challenge of reviewing further internal procedures and associated costs, with a particular initial focus on medical administration requirements. We will be continuing a very open consultative program with the sector.*

*You will be aware that even with the new fees introduced with their phased introduction over the next couple of years, and steady state costs within the Authority, we still will be running a deficit during this transitional period. This leaves us with little room to move in the short term.*

*Thank you for the invite to join you next week. I would very much have appreciated the opportunity to meet with your members, but regrettably have prior commitments which at this late stage cannot be changed. I remain keen to be able to meet all representative groups within the sector, and look forward to a further opportunity to be able to do so.*

*With regards...*

Nigel

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## Transponders and ADS-B

It is Airway's intention to replace the existing SSR (secondary radar/transponder system) with ADS-B by about 2020.

This will mean that all controlled airspace as well as selected MBZs with significant commercial traffic will be ADS-B transponder mandatory. No ADS-B transponder- no entry.

ADS-B has significant advantages for ATC and commercial operators- **everyone** is transmitting their position, altitude and heading, and **anyone** with an ACAS receiver has a picture of traffic around them.

The following article written by Max Stevens is a good backgrounder about ADS-B.

## Transponder FAQ

**Max Stevens, Executive Officer, Gliding NZ**

### **I'm in the market for a new transponder – what should I buy?**

This is an increasingly common question as many of the old Mode A/C transponders in our gliders fall over – what to do?

One thing is certain; you should definitely not buy Mode A/C, unless you can get a good second-hand one at a sharp price, because it will become unusable within the next 8 years or so. If you need a transponder now, you should buy a Mode S with “extended squitter”, which will see you well into the foreseeable future as ADS-B replaces radar Worldwide.

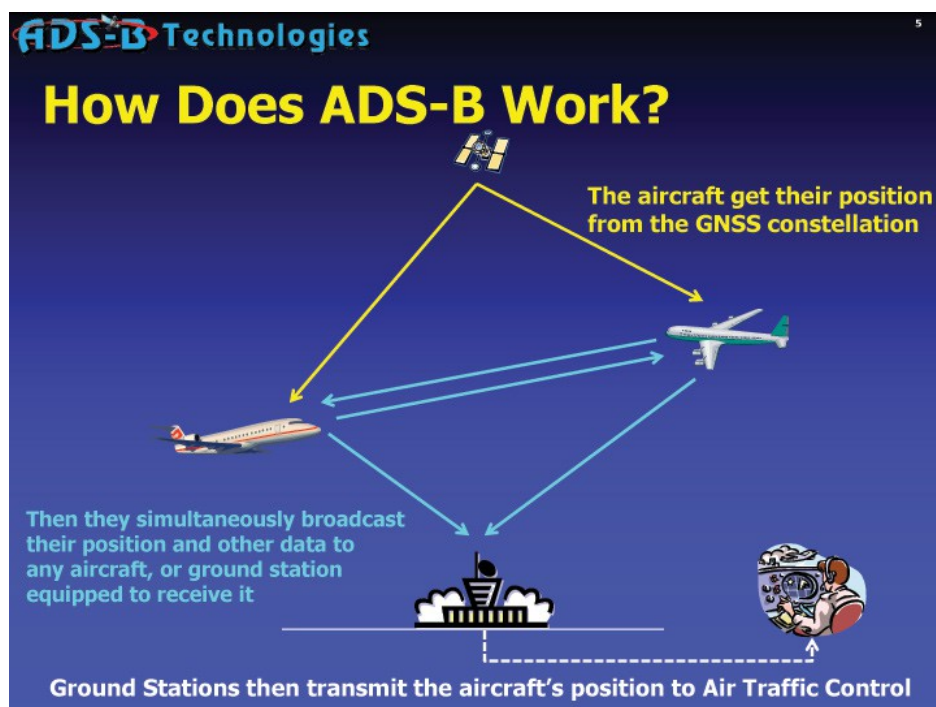
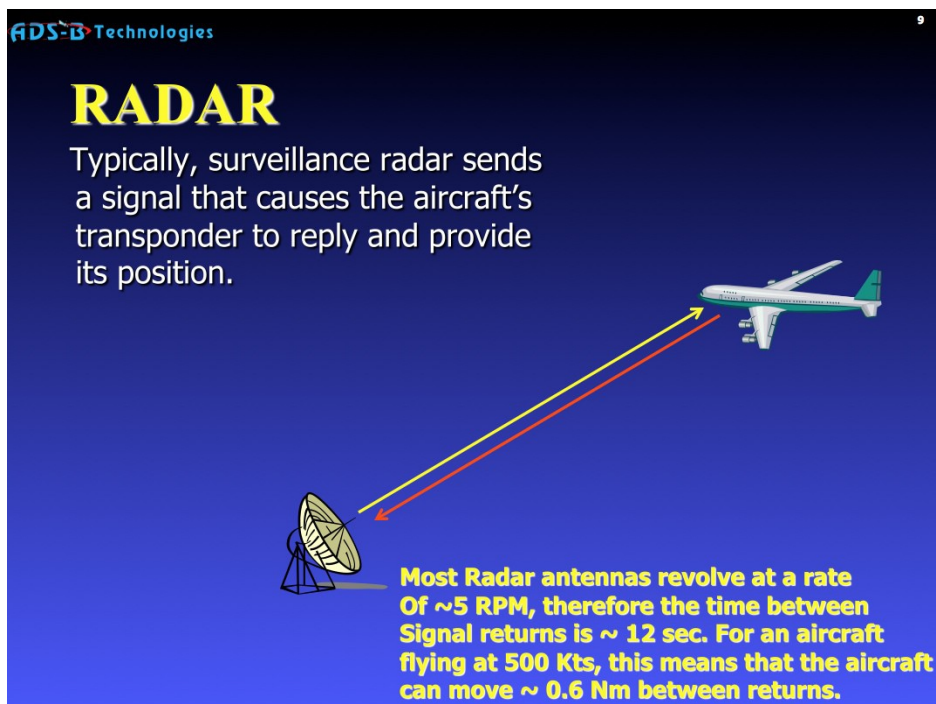
### **OK, why is this, and what's in it for me?**

ADS-B has better coverage and is vastly more accurate (and much cheaper for Airways) than radar. So Airways will not be replacing their radars once they reach the end of their economic life around 2020-21. Meanwhile ADSB will be gradually phased in, with a national deployment plan solidifying in about 2015. The benefits will accrue mainly to the heavy end of commercial aviation in terms of safety, efficiency and reliability, but GA aircraft will need it to get clearance into controlled airspace – think about that FAI 1,000km diploma you've always wanted and the sky is full of wave. If you've got ADS-B, Airways will be able to see you, even in the deep south, so getting a clearance should be easy – and you won't even have to enter a squawk code because the “box” will already have that built in against your rego.

### **What is ADS-B?**

Automatic Dependent Surveillance – Broadcast! In layman's terms, your transponder takes GNSS position and altitude data and adds this and your aircraft identity to the Mode S transponder data burst (via the aforementioned extended squitter). This is called ADS-B

(out), and enables the Airways ground receiver to display your information on a “synthetic radar” screen. ADS-B (out) will automatically transmit continuously at twice per second – it doesn’t need the radar to sweep round every few seconds and tell your transponder to respond. However, experts say the glider battery drain should not be significantly worse than modern transponders.



### What's the catch?

At the moment, the GNSS side of ADS-B (out) is very expensive. This is because it has extra layers of signal processing to enhance accuracy and provide the vital internal assessments of signal integrity and confidence – unlike the GPS engine in your average gliding kit. However, developments are under way and the cost is expected to come down significantly as the World really gets into ADS-B over the next 10 years.

### **Will Airways assist GA with ADS-B fitment?**

Airways are certainly mindful that mandating ADS-B (out) could impact heavily on light GA aircraft at current prices. When transponders first became necessary in NZ about 20 years ago, Airways did a bulk-buy and a hire-purchase scheme over 10 years that greatly assisted the national implementation of radar. Most gliders were fitted early because the annual cost was modest. Given that ADS-B is an order of magnitude cheaper than radar for Airways, it could be argued that Airways should do a similar deal to facilitate GA buy-in this time round. But who knows? – watch this space! (Australia intends to keep its radars as backup to ADS-B at least in the medium term, so existing transponders in most VFR aircraft will still work, albeit with much more limited coverage than ADS-B.)

### **If my old Mode A/C still works, will I have to do anything soon?**

No. But, after a certain date (probably around 2018), CAA Rules may require new/replacement transponders to be Mode S with ADS-B capability – but the GNSS data source will probably not be required until nearer the phase out of radar. Once the old radars are gone for good, just stand-alone ADS-B (out) avionics with no transponder functionality will be all that's required.

### **OK then, what's ADS-B (in)?**

ADS-B (in) is an extra receiver in the aircraft to enable the display of the broadcast positions of ADS-B (out) aircraft, possibly on a moving map navigation display. This will have a much greater range than the FLARM we currently use, but will always be optional.

### **Airways ADS-B Planning Task Force**

Airways is actively engaging with the aviation industry in planning the transition from radar to ADS-B. GNZ is participating in Task Force meetings and will keep readers informed of progress as it affects gliding.

### **Editor's note:**

The ADS-B transponder market is pretty immature at the moment- the transponders are expensive (\$5000), most not fully integrated, and with few manufacturers.

There are companies currently developing small, pocketable ADS-B transponders with integrated altitude encoder and certified GPS. Given the likely timeline of at least 2020 before you have to jump, these will become available, And as volumes go up and R&D costs are recovered, pricing will come down. There is also the likelihood that Airways will provide some subsidy to purchasers closer to the deadline.

Our recommendation is to wait as long as you can before going the ADS-B route. If you need a transponder in the meantime, go for a cheapo or second-hand Mode C- on the understanding it will be junked come 2020 or so.

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### **Skyleader Aero:: Dealership opportunity**

We are a company manufacturing ultralight aircraft in UL and LSA category. We are looking for a dealer in New Zealand. Our company is located in the Czech Republic, Jihlava city. If you know about someone who might be interested in Dealership in NZ, please let me know. We have a wide product range. We make all-metal low-wing aircraft and also carbon-fiber high wing aircraft.





## Photoselection 2012



SKYLEADER 200



SKYLEADER 100



SKYLEADER 500



SKYLEADER GP ONE



SKYLEADER 600

JIHLAVAN airplanes s.r.o., Znojemska 826/64, 586 01 Jihlava, Czech Republic  
Tel.: +420 567 115 312, Fax: +420 567 115 323, E-mail: [market@skyleader.aero](mailto:market@skyleader.aero)

[www.skyleader.aero](http://www.skyleader.aero)

Best regards, Lubomir Vit [lubomir.vit@skyleader.aero](mailto:lubomir.vit@skyleader.aero) [www.skyleader.aero](http://www.skyleader.aero)





## West Auckland Airport (Parakai) news

**Our new radio frequency:** From 15th Nov, West Auckland Airport Parakai will be on 123.5 MHZ. The call will still be "Parakai Traffic".



*Until 14th Nov, 119.1.... From 15th November, 123.5 in the pink area.*

The area in pink (within 10 nm of the Airport with cut-offs at the start of other radio areas), and it will be interesting to see how it is presented on the new maps.

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**Ordered your new November 2012 VNCs yet?**

**Better get on to it!**

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## Human powered helicopter flies

FAI News

During yesterday's Awards Ceremony of the [106th FAI General Conference](#) in Antalya, Turkey, Todd Reichert was announced to be selected as the winner of the prize of the [Prince Alvaro de Orleans Borbon Grant](#) for the project called "Atlas" Human-Powered Helicopter.

The [AeroVelo](#) team, co-founded and led by Todd Reichert and Cameron Robertson works in collaboration with the Human-Powered Vehicle Design Team at the University of Toronto. Over the last five years nearly 100 students have been involved in the various human-powered projects such as the Snowbird Human-Powered Ornithopter and high-speed streamlined bicycles.

By awarding this prize to Reichert, the FAI Executive Board wished to recognise his activity blending science, technology and sport, which is not only academic in nature, but also highly visible to the public and media organisations. The unique projects that Todd Reichert, Cameron Robertson and AeroVelo have developed have become symbols for creativity and encourage youth participation and interest in sport aviation. The FAI Executive Directors were also convinced by the fact that this project was not only the result of innovative research but also directly enhanced the capability and understanding of students.

*"Cameron and I were absolutely ecstatic after hearing news of the award. Not only does it recognise our efforts on an international scale and give us motivation to continue our work, but it also provides the crucial funding to do so. The direct impact of this grant means more projects like the Snowbird Human-Powered Ornithopter and the Atlas Human-Powered Helicopter, more hands on learning for students, and more public attention for aviation,"* said Todd Reichert.

The Prince Alvaro de Orleans Borbon Grant is awarded to persons or institutions who have devoted themselves to create and/or promote technical developments and innovation in sport aviation. It is in principle (but not necessarily) awarded every two years with the goal of supporting research and innovation focused on the advancement of sport aviation and simulated flying. The value of the prize is 20'000 USD.



## I'M SAFE- yeah, right!

If you want some sobering reading, [click here](#) and look at the recent fatal accident reports involving microlights, and in particular pilots apparently flying with known medical conditions and against the advice of their GP.

At the risk of commenting on incidents where the person involved can no longer defend themselves, we DO need to read, discuss and learn from these incidents. If not, we are at risk of repeating them ourselves.

One incident (ZK-RAZ, Normanby, South Taranaki) involved a pilot under instruction from a friend. Extracts from the accident report follow (my editing)..

*1.5.4 In January 2009 the owner ...submitted a medical declaration and fit and proper person questionnaire to obtain a Novice Microlight Pilot Certificate. He was subsequently issued with the certificate.*

*1.5.5 The medical examination for the issue of a microlight pilot certificate is performed in accordance with the Land Transport Authority –“Fitness to Drive for Private Driver’s” booklet. On completion of the medical examination, a medical declaration is then required to be signed by the applicant and a medical practitioner who is either a designated medical examiner to the CAA or the applicant’s regular general practitioner. **On this occasion the medical practitioner was neither a designated CAA examiner nor the applicant’s regular general practitioner.***

*1.5.6 The fit and proper person questionnaire for the issue of a microlight pilot certificate specifically asks an applicant to declare any significant medical history. **The owner answered “no” on the declaration.***

*1.5.7 The owner’s medical history indicated he had an enlarged heart and was required to take regular medication. In 1992 he suffered a heart attack. The owner’s heart condition was on-going and in February 2008 he underwent heart bypass surgery including a valve replacement. Prior to the accident the owner’s most recent medical history occurred in October 2009 when he suffered a TIA (Transient Ischemic Attack).*

...  
*1.13.2 With respect to the owner, the post mortem revealed potentially significant heart disease including an artificial valve and evidence of previous heart surgery.*

...  
*2.5 Whilst the owner would have had no knowledge of some of the underlying pathology involving his heart, the fact that he had and suffered a TIA a month earlier, raises the possibility of his experiencing a medical event. Therefore it is not inconceivable that an unintended bunt-over/PPO occurred during a medical event. ..*

...  
*3.5 The owner suffered a recent TIA and had a heart-related medical history. This history increased the likelihood of the owner suffering an incapacitating medical event such as another heart attack or TIA.*

...  
***3.9 It is considered that if Civil Aviation Rules had been complied with, the accident would not have occurred.***

...  
*4.1 The Executives of RAANZ and SAC were sent a copy of this report so that they could provide further education to their members. In particular, to show how in this accident non-compliance with Civil Aviation Rules compromised flight safety.*

The other incident (ZK-MDM, Tauranga Aerodrome) involves a pilot doing a series of solo circuit consolidation- normally an uneventful exercise. Again, my editing...



1.13.2 The report also noted evidence of abnormality of one of the pilot's heart valves, 'mild thickening of mitral valve with some hooding of the free edge of the leaflets'. It concluded that this could produce sudden death by arrhythmia.

1.13.3 A 20mm thickness of the wall of the left ventricle of the heart was also noted. A cardiologist review of the post mortem findings noted that that thickness 'suggests significant left ventricular hypertrophy' which can also be associated with increased likelihood of cardiac arrhythmia.

1.13.4 It was reported that the pilot had recently ceased taking the prescribed medication (Efexor) for long-term depression. **His General Practitioner (GP) had previously stated to the pilot on 9 April 2010 that he should not fly until his medical condition had improved, as it could impair his concentration.**

1.13.5 The post mortem blood toxicology tests however found traces of venaflexine, a component of Efexor, at a level consistent with recent therapeutic use.

...

2.1 The accident scenario does not suggest any form of aircraft failure. In-flight medical incapacitation, however, cannot be excluded and the information available suggests that the pilot most likely suffered some form of in-flight medical incapacitation and was unable to return the aircraft to controlled flight.

2.2 Toxicology blood tests found therapeutic levels of anti-depressant medication in the pilot's blood so **medical opinion is that it was likely that he was still taking his medication.**

2.3 The pilot had flown 10 uneventful circuits immediately prior to the accident. Medication related side effects have the potential to contribute to impaired judgment or loss of control, although this was not thought to be likely in this case.

2.4 The safety investigation and medical information available indicates that the pilot most likely suffered an in-flight medical incapacitation and was not able to return the aircraft to controlled flight.

...

**3.4 The nature of the final flight manoeuvres suggests that an in-flight medical incapacitation is the most likely cause of the accident.**

We enjoy considerable freedoms in microlighting, one of which is that we can fly on a relaxed medical based on self-declaration and the sign-off of our regular GP. It relies on us being honest about our medical history- to ourselves and our GP- and always doing an IM SAFE self assessment prior to each flight. If we don't, the results can be quite devastating:

- We wreck a perfectly good aircraft.
- We kill ourselves
- We kill a friend helping us out
- We leave a spouse and family asking why did we do it to them
- And we may be the catalyst for CAA imposing more stringent and expensive medical requirements on our fellow fliers.

I don't want that- do you? If you are ever tempted to hide something from your GP, your medical declaration, your IM SAFE preflight.....**DON'T**. It's that serious, it's that simple.



## Membership changes

Shane Fleming	Golden Bay Flying Club	Senior Flight Instructor	Upgrade
Oliver Barnfather	Nelson Microlight Club	Advanced Local	Upgrade
John Stewart	Southern Recreational Aircraft Club	Advanced National	Upgrade
Ian Remnant	Fiordland Aero Club	Advanced National	Upgrade
Erol Yanar	Canterbury Recreational Aircraft Club	Advanced National	Joined
Matthew Breen	West Coast Microlight Club	Novice	Joined
Tony Jensen	West Coast Microlight Club	Novice	Joined
Nathan Smith	West Coast Microlight Club	Novice	Joined
Graham White	Hawkes Bay & East Coast Aero Club	Novice	Joined
Mark Bradshaw	Fiordland Aero Club	Novice	Joined
Matthew Tieman	Canterbury Recreational Aircraft Club	Advanced National	Joined
David Swateridge	Hawkes Bay & East Coast Aero Club	Novice	Joined
Wang Yunhai	Gyrate Flying Club	Novice	Joined
Oliver So	Gyrate Flying Club	Novice	Joined

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PO Box 15-016  
Dinsdale 3243  
Hamilton

07 825 2800  
[office@raanz.org.nz](mailto:office@raanz.org.nz)  
w: [www.raanz.org.nz](http://www.raanz.org.nz)

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