



RAANZ AGM

2008



Marske Pioneer flying wing

TIMARU

November 15th

**Annual General Meeting
of the
Recreational Aircraft Association of New Zealand
Inc.**

to be held at the
**The Benvenue Hotel
16-22 SH1 (Evans St)
Timaru**

on
Saturday November 15th, 2008 at 10:00 am

- **Transport from Timaru Airfield: Phone Rob on 027 432 2551**
- **Accommodation: Make your own arrangements with The Benvenue, 0800 104 049, stay@benvenuehotel.co.nz**

**Stuart Parker
RAANZ Administrator**

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Agenda

1. Register of Voting Strength and Proxies
2. Apologies
3. Minutes of the Previous AGM
4. Matters Arising from Previous Minutes
5. President's Report
6. Treasurer's Report
7. Operations Officer's Report
8. Technical Officer's Report
9. Election of Executive Officers
10. Remits
11. General Business

**RAANZ AGM 2008
Nomination form**

We nominate _____
as a candidate for election to the RAANZ executive.

Nominating club

Nominating club officer
signature

I accept the nomination and am prepared to stand as a candidate for election to the
RAANZ executive

Nominee
signature

**RAANZ AGM 2008
Remit form**

We submit the following remit for consideration at the RAANZ AGM:

Submitting club

Submitting club officer
signature

**RAANZ AGM 2008
Proxy form**

We authorise _____
as our club proxy at the AGM.

Authorising club

Authorising club officer
signature

RAANZ AGM 2008
Register of Voting Strength and Proxies

Club	Members @ 15Aug087	% strength	Proxy holder
Airline Flying Club	4	0.7%	
Auckland Regional Microlight Aircraft Club	17	2.8%	
Bay of Islands Aero Club	23	3.8%	
Bay of Plenty Microlight Assn	44	7.2%	
Canterbury Recreational Aircraft Club	92	15.0%	
Central Haw kes Bay Aero Club	2	0.3%	
Coromandel Flying Club	9	1.5%	
Eastern Bay of Plenty Microlight Assn	9	1.5%	
Geraldine Flying Group	31	5.1%	
Golden Bay Flying Club	6	1.0%	
Gyrate Gyro Club	7	1.1%	
Hauraki Aero Club	2	0.3%	
Haw kes Bay Microlight Club	14	2.3%	
Kaitaia Aero Club	16	2.6%	
Manaw atu Microlight Club	30	4.9%	
Matira Flying Club	4	0.7%	
Middle Districts Sports Flying Club	7	1.1%	
Motueka Recreational Flying Club	8	1.3%	
Nelson Microlight Club	17	2.8%	
New Zealand Autogyro Association	18	2.9%	
Northern Recreational Flying Club	50	8.2%	
Northern Wairoa Aero Club	8	1.3%	
Northland Microlight Club	18	2.9%	
Otamatea Ruaw ia Flying Club	5	0.8%	
Rotorua Microlight Aircraft Club	2	0.3%	
South Canterbury Microlight Club	30	4.9%	
Southern Recreational Aircraft Club	53	8.7%	
Stratford Sport Flyers Club	14	2.3%	
Urew era Microlight Club	1	0.2%	
Waikato Microlight Club	27	4.4%	
Waimate Aero Club	4	0.7%	
Wairarapa Microlight Club	12	2.0%	
Wairoa Aero Club	2	0.3%	
West Coast Microlight Club	26	4.2%	
Whangaruru Flying Club	1	0.2%	
TOTAL	612	100%	

Minutes of the 2007 Annual General Meeting of the Recreational Aircraft Association of NZ Inc.

Held at Northern Recreational Flying Club Inc clubrooms, Whangarei airfield on Saturday November 17th, 2007.

1. Anton Lawrence (chairman) opened the meeting at 11:00 am and welcomed those present.
2. Proxies were confirmed for-

Club	Proxy	Voting strength	
ARMAC	Anton Lawrence	15	2.1%
BOPMA	Stuart Parker	64	9.2%
CRAC	Brent Thompson	103	14.7%
GFG	Ian Sinclair	43	6.2%
NMC	Alastair Hart	23	3.3%
NRFC	Heather Rye	53	7.6%
SCMC	Ian Sinclair	37	5.3%
SRAC	Evan Gardiner	55	7.9%
WMLC	Murray Payne	25	3.6%

With 59.9% of members represented, a quorum was declared.

Approx 50 members were in attendance, including 6 Executive members.

3. Executive Members present-
Anton Lawrence (chair)
Ian Sinclair
Evan Gardiner
Brent Thompson
Paul Woodley
Stuart Parker (secretary)

4. Apologies were received from-
Logan McLean
Peter Kernohan
Colin Alexander
Bert Gregory
Don Wise
Rob Peck
George Taylor

5. The minutes of the 2006 AGM were taken as read and discussed.
Matters arising from the minutes were

- i. 406MHz beacons. To be covered in General Business

Moved: That the minutes be accepted as correct (Stuart Parker/Anton Lawrence/carried).

6. Anton Lawrence read the President's Report.
 - i. NZ Air Games- on again/off again, no indication of real interest from RAANZ members.
 - ii. Training Manual- Human factors section added, navigation section due for review/ upgrade.
 - iii. Anton declared his intention to stand down from this position once a suitable replacement is found and up to speed.

Moved: That the President's report be accepted (Anton Lawrence/Ian Sinclair/carried).

7. Stuart Parker read the Treasurer's Report.

- i. Noted that the accounts are not yet signed off by the auditors pending certificates from the banks re final account balances. Will be posted on RAANZ website and Registry of Incorporated Societies when complete.
- ii. Annual subscription to be discussed in General Business following the RecPilot remit.

Moved: That the Treasurer's report be accepted (Stuart Parker/Paul Woodley/carried).

8. Evan Gardiner read the Operations Officer's Report.

- i. Good year with no serious/fatal accidents. But vigilance always required.
- ii. Flight Instructor seminars well attended, thanks to CAA for their involvement in organising and funding these.
- iii. RAANZ FRTO submitted to CAA, exam question pool to be completed.
- iv. Thanks to Bay of Plenty club for hosting 2006 national fly-in at Waihi at short notice.
- v. 2007 national fly-in at Waipukurau March 7/8/9, hosted by Hawkes Bay club. Planning well under way.

Moved: That the Operations report be accepted (Evan Gardiner/Stuart Parker/carried).

9. Anton Lawrence read the Technical Officer's Report.

- i. Permits need to be kept up to date to match aircraft configuration (engine, prop, etc)
- ii. 406MHZ beacons. Becomes law on 22 November 2007, mandatory from July 2008.
- iii. Anton declared his intention to stand down from this position once a suitable replacement is found and up to speed.

Moved: That the Technical report be accepted (Anton Lawrence/Evan Gardiner/carried).

Moved: Vote of thanks to Anton for his role as President and Technical Officer(Ian Sinclair/Evan Gardiner/carried).

10. Election of Officers.

Resignations were received from Peter Kernohan (immediate) and Anton Lawrence (on recruitment of a suitable candidate), creating two vacancies on the Executive.

There was one nomination for executive- Willie Morton (Evan Gardiner/Brian Millett)

With no further nominations from the floor, Willie was elected unopposed.

The secondment of suitable people to assist the executive with special projects to be discussed in General Business.

11. Remits

Canterbury Recreational Aircraft Association

"The RAANZ executive will undertake to negotiate with the SAA such a way in which 'Sport Flying' can be adopted as the official RAANZ magazine, including some number of pages or insert of microlight and RAANZ specific information either as part of 'Sport Flying' or as an insert, and be provided to RAANZ members free of charge as part of the annual subscription fee (such as to be set at the AGM) whilst discontinuing publication of the Recreational Pilot"

Considerable discussion from the floor on this issue. General feeling was that RAANZ identity should be retained, and that when members contribute, the RecPilot is a good read. The issue of contributions to the magazine would remain if included in 'Sport Flying'.

Moved: That the CRAC remit be accepted (Brent Thompson/Paul Woodley/defeated)

12. General Business

- i. Annual subscriptions. Given that we are funding activities out of subscriptions with a modest surplus, with no extraordinary activities scheduled for next year, and no additional costs relating to magazine publication, recommend that subs remain at \$65 per annum.

Moved: That subscriptions remain at \$65 per annum. (Stuart Parker/Ian Sinclair/carried).

- ii. 406MHz ELT/PLB. Mandatory from June 2008. Evan has spoken to one supplier about a possible member bulk purchase deal- most likely a fixed date one-time purchase with deposit or full payment at time of ordering. RAANZ to do mailout to members once deal established.

Agreed: Evan to investigate a bulk purchase deal.

- iii. Special project assistance. Various activities such as training Manual upgrades need specialist expertise and assistance beyond the executive, and will make better progress if that assistance is at least partially compensated- eg commission Wagtendonk to revamp the Navigation section of our Training Manual.

Agreed: That the Executive consider paid external resource to progress important Special Projects to the benefit of the organisation and its members.

- iv. Rex Kenny/CAA. Rex noted the good RAANZ instructor attendance at the recent Instructional Techniques seminars. He also noted that RTF procedures and standards remain an issue in specific regions, and need some attention. He also outlined progress on the Part 115 Adventure Aviation, LSA and Recreational Pilot rules.

Agreed: Thanks to Rex for his continued active support of microlight interests in the CAA.

13. There being no further business, Anton thanked the NRFC for hosting the AGM and closed the meeting at 12:45 pm.

President and Tech Report

It has been an interesting year for RAANZ, we have had an exceptional fly in at Waipukurau, the full integration of the FRTTO exam, implementation of an online database, the introduction of compulsory ELT/PLB, an AD on fuel systems two separate fatal accidents and an offer from RA-Aus to work more closely. I'd like to briefly discuss each item in more detail.

First off congratulations to the organisers of this year's fly in at YP, it was well organized with a couple of outstanding speakers who absolutely captivated the audience, there was a great turn out with some pilots flying quite some distances in earlier generation machines with no issues that I heard of. The fly down from Auckland was magic and the fly home over Boyd was even more magic, fortunately an empty water bottle saved Chris's right hand seat from the contents of my bladder but that's another story.

The RAANZ FRTTO exam has completed the one stop shop we have been aiming for for some time now, it has been a huge work in progress with a large effort from the exec and a special effort from Stuart for getting it from draft stage to an acceptable standard for CAA. There have been a number of RAANZ FRTTO certificates issued already highlighting the need for this. I'd like to take this opportunity to thank all those who helped put this together.

Stuart has also been a very busy boy and transferred the entire RAANZ database on to the web server. This now gives any member the opportunity to check their status at any time, this also gives instructors and IA's the ability to check on the individual status of a particular member, security level protection prevents unauthorised changes. This is a huge step forward and should prevent the need for long phone calls in the middle of the night from instructors and IA's trying to catch up on member's details. Once again many thanks to Stuart for his effort here.

The introduction of compulsory carrying ELT/PLB over 10NM went very smoothly with RAANZ organizing a discount for its members. It seemed that not long after our initiative you could buy them for a similar price anyway, so maybe we helped bring the price down across the board, we will never know. To my knowledge no one has found the need to use one to date, long may it remain that way. The fact that there has been very little negative comments about their use since their introduction would seem to indicate an acceptance of the value of such a tool, I know there are a number of happier WAGs out there.

We have seen the introduction of an AD requiring all fuel systems not already calibrated to become calibrated. When this first came out we were a little bewildered that anyone would consider flying without knowing exactly how much usable fuel they had on board, I must admit I still find this hard to believe. None the less human nature being what it is, will see a gauge on half full and think they have used half their usable fuel. I think we still need to reinforce the idea of a litre of fuel will last a certain amount of time and keep an eye on the clock. There is still no substitute for a bit of old fashioned flight planning even in a simple form.

We had two separate fatal accidents leaving three dead this year which left me feeling a bit empty and prompted an exec meeting in Wellington which Evan describes in more detail so I won't double up on that. But I would like to remind every one of the consequences of poor decision making and how one mistake can easily lead to death. If you think you have a medical condition or have been drinking just don't bother getting the

aircraft out and so reduce the pressure to fly because it may be a life or death decision, the same goes for marginal weather or an un maintained aircraft. Human factors would appear to have played a part in almost all of the fatalities in microlights since I can remember, I don't believe this is due to poor training but due to the insatiable need to fly which has over ridden commonsense. Please consider the friends and families, your children and wife's who may be affected by your judgement or lack of it.

Over the course of the year the exec was approached by RA-Aus on ways we could work closer together, this centered around common use of their website and the possible sharing of their magazine. While we have not been closed to the idea the cost of delivering the Australian magazine to NZ would mean the tripling of our fees and the exec has decided that this just might not win too many friends. Of course their magazine is available by private subscription. I think there is still work to do on this and hopefully the new exec will come up with a cunning plan.

I will be resigning from all positions including the exec this year in an effort to free up more time with my family before the kids leave home. It has been very fulfilling working with the different exec members over the years, I feel happy that the exec has done all that has been asked of it and more to improve the systems, exams etc. Sometimes the wheels of power have turned slowly but we have managed to achieve all our goals so I would like to thank all the exec and Stuart for a wonderful job as admin officer. Evan will be passing the operations position on and you will have a new Tech officer, so I wish the new appointees the best of luck and I'm sure Evan and I will still offer assistance and advice if necessary to ensure a smooth transition.

Thank you all very much and I know the spirit of friendliness and comradeship will continue, hope to see you in the sky or at a field in the near future.

Regards
Anton Lawrence

Operations Report 2008

The year in review: The updating of our pilot training manual progresses slowly but obviously the final rollout of our RAANZ issued FRTO was a highlight. Sometimes we are asked why we don't avoid all the extra work and just hook into the existing syllabus and procedures that ASL runs for GA pilots. While it is necessary that we adopt an equivalent standard of competence that all pilots require for their FRTO ratings, our own specific requirements do differ and it is important to reflect this. Also, feedback from our members suggest that if we can provide a one stop shop for all our pilot needs - that is a unique point of difference that RAANZ should foster.

After the second fatal accident involving microlight aircraft earlier this year the executive met together in Wellington to review our policy relative to the significance that the science of 'Human Factors' should feature in our procedures and training manuals. CAA generously offered the assistance of Ross St George to help us better understand this complex subject. There is no doubt that Human Factors, which is essentially the whole science of pilot decision making, is a key element in flight safety and we have consequently updated our manuals to reflect the importance that needs to be placed on this subject.

This years National Fly In was held at Waipukurau Airfield on the weekend of 7-9th of March. Although some of us had somewhat ropey flights to the venue and back home again, the fly-in itself was a great success with a wide variety of aircraft from through out N.Z. Ken McKee and his willing band of helpers organized a number of interesting activities and of course the usual flying competitions.

Congratulations to all those that competed and especially those pilots that won a trophy. The glider aerobatics display and the two guest speakers in the evening were simply outstanding.

Hopefully you have noted the weekend of 12 - 15th March 2009, being the dates for our next National fly-in at Motueka Airfield. This will be a new venue for our National event and the surrounding area offers a wide variety of interesting country to explore by air and strips to visit. Bob Wagner and his team have booked some good weather and I am sure will have planned an interesting itinerary.

This year is my final report as your Operations Officer. I have held this position for nine years now and it has been a privilege to have participated in the growth and maturity of our sport during that time. As a Pteradactyl pilot from the early eighties it is a constant source of pride to me that our organization has managed to maintain the basic 'keep it simple and affordable philosophy' that was so important when microlight operations were first set up all those years ago. Sure the level of sophistication and expense of some of the microlight aircraft that we now have available would have exceeded even our wildest imagination at that time, but the basic tenet of personal responsibility, common sense flight rules and club based flight training at a reasonable cost remains to this day. It is so important to me that those many pilots that get so much pleasure from flying around their local patch on a fine day in their 1st generation microlights are still able to do so with basically the same freedoms and lack of fuss that they have always had.

Just as importantly, I believe, our organization has established and maintained a mutually

respectful and productive relationship with CAA - and to a degree at least, has established the credibility and integrity of our sport within the wider aviation community.

I have really enjoyed my time as your Operations guy - and the support and friendship I have enjoyed from many of you. I especially appreciate the leadership and dedication from all of our Instructors and ATOs that have helped promote the strong safety culture that we now have within our organization.

In my opinion, this is **the** critical component for our future progress.

Finally, I am very pleased to confirm that Willie Morton will be your next Operations Officer. Of all our senior and most capable ATOs, Willie is, in my opinion, the best possible choice for this appointment and I am sure he will acquit himself well during the foreseeable future. Good luck Willie and thank you for stepping up to the plate.

Safe flying,

Evan Gardiner
Operations Officer

RAANZ Executive AGM 2008

- maximum of 6 elected (3 year term)
- plus appointments if required (1 year term)
- plus Admin, Ops, Tech

Position	2003	2004	2005	2006	2007	2008
Exec	Ian Sinclair (1)	Ian Sinclair (2)	Ian Sinclair (3)	Ian Sinclair (1)	Ian Sinclair (2)	resigning
Exec	Stuart Parker (3)	Stuart Parker (1)	Admin role			
Exec						
Exec	Don Wise (3)	Don Wise (1)	Don Wise (2)	resigned		
Exec	Nick Key (2)	Nick Key (3)	Term completed			
Exec		Bert Gregory (1)	Bert Gregory (2)	resigned		
Exec			Brent Thompson (1)	Brent Thompson (2)	Brent Thompson (3)	term completed
Exec			Mike Sheffield (1)	resigned		
Exec			Brian Leach (1)	resigned		
Exec				Anton Lawrence (1)	Anton Lawrence (2)	resigning
Exec				Rob Peck (1)	Rob Peck (2)	Rob Peck (3)
Exec				Paul Woodley (1)	Paul Woodley (2)	Paul Woodley (3)
Exec				Peter Kernohan (1)	resigned	
Exec					Willie Morton (1)	Willie Morton (2)
Exec						
Admin	Grant Coldicott	Grant Coldicott	Stuart Parker	Stuart Parker	Stuart Parker	Stuart Parker
Ops	Evan Gardiner	Evan Gardiner	Evan Gardiner	Evan Gardiner	Evan Gardiner	Evan Gardiner
Tech	Anton Lawrence	Anton Lawrence	Anton Lawrence	Anton Lawrence	Anton Lawrence	Anton Lawrence

Elections 2008

- 3 continuing term
- 1 completed term, 2 resigning
- 3 vacancies for election

RAANZ AGM 2008
Executive voting form

- There are **3** vacancies on the executive
- Please indicate the club you hold proxy for, your name and signature
- Please clearly mark up to **3** candidates you wish to vote for

■	_____
■	_____
■	_____

Your club _____

Your name _____

Signature _____

RAANZ magazine options: Recreational Pilot v Recreational Aviation Australia

The RAANZ executive have investigated the possibility of adopting the RA-Aus magazine Recreational Aviation Australia with a New Zealand/RAANZ section as our official magazine.

The magazine is normally monthly (11 issues) of 68 pages, off the shelf price AUD5.50.

This provides a number of options with significant impact on the RAANZ annual subscriptions, and issues of compulsion on members.

Option 1 Recreational Pilot, 4 issues (status quo)

- No increase in subs (\$65)
- 4 issues of typically 20 pages (4 colour, rest b&w).
- Medium quality
- Sometimes difficult to generate sufficient content from members/clubs.

Option 2 Recreational Aviation with RAANZ insert, 4 issues

- Subs increase to \$96
- 4 issues of typically 68 pages, all colour
- High quality
- Plenty of useful information
- Same problems generating NZ content

Option 3 Recreational Aviation with RAANZ insert, 6 issues

- Subs increase to \$123
- 6 issues of typically 68 pages, all colour
- High quality
- Plenty of useful information
- More problems generating NZ content

Option 4 Recreational Aviation with RAANZ insert, 11 issues

- Subs increase to \$190
- 11 issues of typically 68 pages, all colour
- High quality
- Plenty of useful information
- Lots of problems generating NZ content

The executive do not believe any option other than Option 1 (status quo) would receive strong member support, but would appreciate guidance and feedback from the meeting.