

RAANZ AGM

HAMILTON



November 18th

2006

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

held at the
**Waikato Aero Club clubrooms,
Steele Rd,
Hamilton Airport**

on
November 18th, 2006 at 10:00 am

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Notice and Agenda for the

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November 18th, 2006 at 10:00 am

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 2006
Nomination form**

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

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

Nominee signature	
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**RAANZ AGM 2006
Remit form**

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

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Submitting club	
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Submitting club officer signature	
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**RAANZ AGM 2006
Proxy form**

We authorise _____
as our club proxy at the AGM.

Authorising club	
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Authorising club officer signature	
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RAANZ AGM 2006
Register of Voting Strength and Proxies

Club	Members @ 18 Aug 06	% strength	Proxy holder
Air New Zealand Microlight Club	1	0.1%	
associates	4	0.6%	
Auckland Regional Microlight Aircraft Club	22	3.2%	
Bay of Islands Aero Club	31	4.5%	
Bay of Plenty Microlight Assn	61	8.9%	
Canterbury Aero Club	1	0.1%	
Canterbury Recreational Aircraft Club	87	12.7%	
Coromandel Flying Club	10	1.5%	
Eastern Bay of Plenty Microlight Assn	9	1.3%	
Fiordland Microlight Club	1	0.1%	
Geraldine Flying Group	23	3.4%	
Golden Bay Flying Club	8	1.2%	
Hauraki Aero Club	6	0.9%	
Hawkes Bay Microlight Club	17	2.5%	
Manawatu Microlight Club	36	5.3%	
Matira Flying Club	11	1.6%	
Mercury Bay Aero Club	6	0.9%	
Mid Canterbury Microlight Club	2	0.3%	
Middle Districts Sports Flying Club	6	0.9%	
Nelson Microlight Club	17	2.5%	
New Zealand Autogyro Association	22	3.2%	
North Otago Aero Club	3	0.4%	
Northern Microlight club	3	0.4%	
Northern Recreational Flying Club	47	6.9%	
Northern Wairoa Aero Club	24	3.5%	
Northland Microlight Club	29	4.2%	
Opotiki Microlight Club	3	0.4%	
Pine Park Flying Club	3	0.4%	
Rarotonga Microlight Club	1	0.1%	
Rotorua Microlight Aircraft Club	3	0.4%	
South Canterbury Microlight Club	34	5.0%	
South Otago Aero Club	1	0.1%	
Southern Recreational Aircraft Club	58	8.5%	
Stratford Sport Flyers Club	14	2.0%	
Te Kowhai Microlight Club	2	0.3%	
Urewera Microlight Club	2	0.3%	
Waikato Microlight Club	24	3.5%	
Wairarapa Microlight Club	8	1.2%	
West Coast Microlight Club	24	3.5%	
Woodbourne Aviation Sports Club	1	0.1%	
unknown	19	2.8%	
TOTAL	684	100%	

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

**Held at Canterbury Recreational Aircraft Club Inc hangar, Rangiora airfield on
Saturday November 19th, 2005.**

1. Mike Sheffield welcomed visitors on behalf of the host club, and outlined the activities for the day.
2. Stuart Parker opened the meeting at 10:20 am and welcomed those present.
3. Clubs and delegates attending were confirmed for

Auckland Regional Microlight Club	-	Anton Lawrence
Hawkes Bay Microlight Club	-	Gary Conroy
Manawatu Microlight Club	-	Stan Hyde
Northern Recreational Aircraft Club	-	Neil Forman
Northland Microlight Club	-	Bert Gregory
Pine Park Flying Club	-	Peter Kernohan
South Canterbury Microlight Club	-	Derek Zandbergen
Southern Recreational Aircraft Club	-	Evan Gardiner
Waikato Microlight Club	-	Stuart Parker

Approximately 50 members were in attendance, as well as 6 Executive members.

4. Executive Members present were Evan Gardiner, Ian Sinclair, Stuart Parker, Anton Lawrence, Don Wise, Nick Key, Phil Budding, and Bert Gregory.
5. Apologies were received from Ruth Presland (Wanaka), Bruce Nell (Northern Recreational Flying Club), and Peter Karl (Waikato Microlight Club).
6. The minutes of the 2004 AGM were taken as read and discussed. Matters arising from the minutes were
 - (i) Complete the fly-in cookbook guide and checklist. (Stuart Parker)
 - (ii) Nationals fly-in trophies- appeal to all members to assist with the recovery of all trophies for the next fly-in. To be included in Rec Pilot magazine (Ian Sinclair). A register of trophies to be prepared to assist with tracking (Stuart Parker). Recover the SCMS Brevet cup (Stuart Parker).

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

7. Stuart Parker read the President's Report.
 - (i) Grant Coldicott's contribution as Administration Officer was acknowledged, and the continued commitment to accessibility and service to members was emphasized.

Moved: That the President's report be accepted (Stuart Parker/Phil Budding/carried).

Moved: That formal vote of thanks be made to Grant Coldicott for his services to RAANZ (Stuart Parker/Ken McKee/carried with acclaim).

8. Ian Sinclair read the CEO's Report

Moved: That the CEO's report be accepted (Ian Sinclair/John Bolton-Riley/carried).

9. Stuart Parker read the Treasurer's Report.

- (i) Noted that the accounts are not yet signed of by the auditors pending certificates from the banks re final account balances.

- (ii) Some discussion on Rec Pilot costs being down due to fewer issues this year; a question on the intended use of reserve funds- confirmed that they are to be held in reserve for unexpected expenses rather than budgeted running costs;
- (iii) Suggestion that the executive look for most favorable interest rates without unduly risking reserve funds.

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

10. Evan Gardiner read the Operations Report.

- (i) Mike Sheffield offered that in lieu of any other offers that CRAC hosts the National Fly-in for 2006.

Moved: That the Operations report be accepted (Evan Gardiner/John Bolton-Riley/carried).

11. Anton Lawrence read the Technical Report.

- (i) Discussion about the IA appointment process, with forms now available on the website.
- (ii) Question about logbook requirements for Aircraft, Engine and Propeller. Tony Hansen said it is important that the logs be able to move with the component (engine/prop/airframe) when/if they change hands.

Moved: That the Technical report be accepted (Anton Lawrence/Don Wise/carried).

12. Election of Officers.

There were 3 vacancies on the executive (Stuart Parker moving to appointed position as Admin officer, Nick Key retiring, Phil Budding completing his current term), with 4 nominations (Brian Leach, Mike Sheffield, Brent Thompson, Phil Budding).

Candidates introduced themselves and spoke on their aspirations.

A formal vote was held, scrutinized by Stuart Parker, Peter Dyer and Tony Den Haan.

The successful candidates were Brian Leach, Mike Sheffield, and Brent Thompson.

13. Remits

- (i) CRAC- That RAAZ subs be paid by members to their clubs and forwarded as a lump sum to RAAZ. Mike Sheffield spoke in support of the remit, saying that as the clubs already are collecting subs from members it made sense to do both together. Stuart Parker said that from the Admin perspective it was simpler and more convenient from a workflow perspective to let members pay/renew when required, but that members should be encouraged to align membership renewals with BFRs. The remit was withdrawn.
- (ii) WMLC- That the RAAZ AGM be held in conjunction with the National Fly-in. Stuart Parker spoke in support of the remit, suggesting it may help to build interest and attendance. Rodger Ward pointed out that the purposes were quite different, and the AGM needs to be run as a formal meeting which may suffer in a casual fly-in environment. The remit was withdrawn.

14. General Business

- (i) John Jones and Rex Kenny (CAA) were welcomed and spoke on various aspects of microlight aviation, in particular the proposed rules for 406 MHz EPIRBs

There being no further business, Stuart closed the meeting at 2:30 pm.

RAANZ President's Report 2006

I would like to thank all members of RAANZ who contribute to the organisation by generously giving their time and skills to others. The positive and inclusive way that our members present themselves within the aviation community is to be applauded and encouraged. I believe that it is reflection of the standards and attitudes set by our senior Inspection Authorities, Instructors and club officers. Successful sharing of the sky requires a positive and productive attitude and I think this is core RAANZ culture. Thank you for your individual and combine efforts.

I would like to acknowledge the effort of Anton Lawrence who has done an outstanding job compiling the IA resource CD and running the IA workshops which were well received by both IAs and interested owner/pilots. This resource sets the bench mark at a very high standard. Thank you Anton.

Stuart Parker has our administration running like a well oiled machine. He has introduced changes to day to day membership services that have improved our overall responsiveness and efficiency. Stuart supports the executive team with secretarial work and accounts for all financial transactions. Thanks Stuart and keep up the good work.

The RecPilot is in better shape than it was at our last AGM. It is being well supported with member contributions and by advertisers. Please keep those flying stories rolling in. The real life experience and personal adventure articles are appreciated by our readers.

Your executive meet formally with CAA during this year. It is beneficial for RAANZ and CAA to have these meetings to reinforce the business as usual relationships we have with CAA personal at a slightly higher level of management within CAA. Thanks to Rex and Tony for their ongoing support at the coal face of the microlight world.

I attended the recent CAA Safety Coordinator Course. This was a worth while and well run event that positively contributed to the aviation community. I would recommend it to anyone who thinks it would be useful for them.

2006 has seen the 3rd 149 organisation emerge to support microlight operations. The RNZAC have a quite narrow and targeted pilot profile in mind. They will be an Aero Club member, trained by a Part 61 instructor in a plane signed out by an LAME. The plane will be a 4 Stroke modern factory built machine. You will not be able to get a check ride in your Bantam at an Aero Club using the RNZAC 149 Certificate. A pilot trained within RNZAC will of course be able to easily transition to a RAANZ certificate whenever they choose. This would involve the same process as someone transitioning from a Part 61 license or from a SAC certificate and presents an opportunity for RAANZ to gain members as pilots progress from RNZAC onto their own machines and move into the wider microlight world.

I presented information about microlighting to the RNZAC annual conference in Christchurch earlier this year. It would be a fair observation that most of the people present still do not understand most microlight operations especially if the aircraft does not look like a GA aircraft.

We have heard many rumors this year that CAA want microlighting to be taken over by the RNZAC, or for our rules to be more like Part 61. These are all just rumors. They fuel speculative and create unproductive buzz. We made a point of asking about these things directly when we meet with CAA. CAA have no agenda to change the rules for microlights or the organisations that support microlighting. All 149 organisations must, of course, comply with the conditions of their certificate. At our meeting with CAA we reiterated that we are not seeking any rule changes and believe our current environment for microlighting is correct. We talked about the "non GA" style of machines that we support and the importance of keeping compliance achievable for our members.

During the year we had 3 executive resignations. It can be a difficult and time consuming job to align the energy and visions of individuals into a productive executive environment. The executive has managed to achieve worth while results this year. It is important to reconcile the time demands placed on executive members with fact that they are volunteers with limits to the time they can commit to RAANZ. Thank you to the executive team for their time and energy. This will be my last term as President of RAANZ. I remain available for other roles.

RAANZ is in good health and has a positive future. We have a wide variety of club sizes and styles. Our membership ages stretches from young to quite senior. Our airplanes styles span from minimal to complex modern. Our success depends on keeping it simple and making it fun.

Thanks for your support.

Ian Sinclair

President

RAANZ Operations Report 2006

I am very pleased to report that the year 2005/2006 has been another relatively successful year of microlight operations from a safety point of view. Very few serious accidents or incidents were recorded during the period under review. There is no doubt that the credibility of our organisation and the ongoing establishment of microlight aircraft as an attractive option for sport pilots in NZ, depends to a large degree on our flight safety record. While it is indeed gratifying to record improvements in safety statistics, all pilots must maintain the highest possible standards in airmanship for this trend to continue. It is as individual pilots that we ultimately define whether each flight is conducted safely or not.

RAANZ is very fortunate to have a dedicated team of Instructors and ATOs that lead the way in promoting a safety culture in our sport. This starts with initial training of the novice pilot right through to license renewal check rides for senior pilots with many hundreds of hours in their logbooks. Our Instructors' contribution to minimal incidents and reported examples of bad airmanship in recent times is acknowledged and appreciated.

Minimal accident/incident rates also has a positive flow-on effect for RAANZ executive members and allows us to deal with more productive tasks. We should all be pleased that RAANZ will soon be able to conduct training classes, invigilate examinations and issue FRT0 ratings to our members. Our training syllabus and question pool is currently with CAA for their approval. It should be noted that our FRT0 rating does not have an exact equivalence to a PPL FRT0 as their additional requirements for IFR etc are not applicable to microlight operations.

Two years ago RAANZ announced significant changes to our certificate structure and a major review of our operations and procedures manuals. I am pleased to report that these changes in the main have all bedded down quite nicely with very few operational or compliance issues arising.

Our current task is to review and re-write, where necessary, our pilot training manual. Currently we have two training manuals, a Pilot Training Manual and an Instructor Manual. However, we intend to combine these two manuals into one as we believe that whatever knowledge the instructor needs, the student will need also. Despite a few flaws in the old manual that will be easily changed, most of the basic training methods established years ago still hold good today. However, many of our pilots now operate 3rd generation microlight aircraft in an increasingly restrictive and complex airspace so, we need to accept some updates to our training curriculum. A good example would be 'Human Factors', which is now recognised as being increasingly important when analysing aircraft accidents and incidents.

Our training manual review is now web based, so if anyone has a desire to participate in this process they are welcome to contact either Ian or myself.

Our National Fly In was scheduled to take place earlier this year at Rangiora Airfield. The weather gods intervened but the re-scheduled event was very successful with a good turnout of pilots and aircraft attending. Thank you to the Canterbury Recreational Aircraft Club for hosting this event and congratulations to the winners of the flying competitions.

Which reminds me that there is apparently no venue confirmed for the 07 National Fly In. Hawkes Bay had previously intimated that they may be interested in hosting this event but if not we really need an alternative venue nominated very soon.

Safe flying,
Evan Gardiner
Ops. Officer

RAANZ Tech Report 2006

It's been a big year in the Tech seat.

The first issue to deal with was the ELT/PLB NPRM. After a lot of debate and contact with CAA a proposed rule was posted by CAA. There was further discussion within the RAANZ Exec and ATO forum resulting in a submission by RAANZ to CAA. We now wait for the final rule to be published. There can be no doubt this will make the carriage of the new 406 ELT/PLB mandatory, the question will be what minimum radius from base this will be.

The next major event was the production of the Tech Project CD and the following round of IA seminars to present and demonstrate this product. I would like to take the opportunity to thank all those who attended these seminars IAs and non IAs alike as it has help to iron out a few bugs and to add more material to the project, those who attended the final seminar got the benefit of the previous seminars. This project is to be a continuing and growing work, I have already added to it and produced a further 25 CDs which will go to those IAs who were unable to attend the seminars.

The next phase is to get the IA forum up to speed which should enable greater communication amongst IAs and even more feed back for the project.

In the process of researching the Tech Project the Jabiru flywheel bolt failure issue came to head resulting in my opinion on the problem being published. Jabiru on the 30th of October have also released a service bulletin on the subject, IAs must now ensure all engines have at least complied with the service bulletin, a higher level of repair will obviously be acceptable, any questions please contact me directly.

There have been several applications for IA approval this year and one still pending; it's good to see this level of enthusiasm to put something back into the sport.

Modification approval applications have also been a bit more forthcoming since the seminars, keep them coming as some of them have required further information or modification.

Defect reporting is still at low level, I have only had one report of the Jabiru bolt issue yet I know 10 aircraft have had dowels fitted and half of these have had broken bolts, RAANZ and myself should know of some of these, not all as some will be aligned to SAC. All defects especially ones like this need to be reported by all concerned, i.e. the owner and or the agent, there is no point trying to cover it up or to secretly resolve the issue, you won't feel good if someone suffers serious injury or worse loses their life through the lack of defect reporting.

Anton Lawrence

RAANZ Executive 2006

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

Position	2001	2002	2003	2004	2005	2006
Exec	Ian Sinclair (2)	Ian Sinclair (3)	Ian Sinclair (1)	Ian Sinclair (2)	Ian Sinclair (3)	standing
Exec	Stuart Parker (1)	Stuart Parker (2)	Stuart Parker (3)	Stuart Parker (1)		
Exec	Pete James (2)	Pete James (3)				
Exec	John Bolton-Riley (3)					
Exec	Bruce Lambess (3)					
Exec	Don Wise (1)	Don Wise (2)	Don Wise (3)	Don Wise (1)	Don Wise (2)	resigned
Exec		Nick Key (1)	Nick Key (2)	Nick Key (3)		
Exec				Bert Gregory (1)	Bert Gregory (2)	resigned
Exec					Brent Thompson (1)	Brent Thompson (2)
Exec					Mike Sheffield (1)	standing down
Exec					Brian Leach (1)	resigned
Exec						vacancy
Exec						vacancy
Exec						vacancy
Exec						vacancy
Admin	Grant Coldicott	Grant Coldicott	Grant Coldicott	Grant Coldicott	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 2006

- 1 continuing term
- 1 completed term, standing again
- 5 vacancies (including above)

RAANZ AGM 2006
Executive voting form

- (iv) There are **five** vacancies on the executive
- (v) Please indicate the club you hold proxy for, your name and signature
- (vi) Please clearly mark up to **five** candidates you wish to vote for

<ul style="list-style-type: none">● Ian Sinclair● _____● _____● _____● _____
--

Your club _____

Your name _____

Signature _____

REMIT: RAANZ Membership Options

Background to the proposal

There are now three 149 organisations in NZ. RAANZ accepts the reality that each one of these organisations will aspire to be NZ's premier microlight organisation. RAANZ intends to maintain its leading position and recognises that this will need some fine tuning of our structure at this time.

The potential exists for clubs previously affiliated to RAANZ to become disaffiliated in the new environment. This will disenfranchise any of their pilots who wish to remain with RAANZ.

Your executive has examined the options available to allow RAANZ to operate effectively in this new competitive environment and we have formulated a new initiative that will require a change to our constitution.

The significant aspects resulting from this change are presented below for your consideration. We suggest that you actively participate in the process of discussing this proposal at club level before voting for or against the remit that we will present at this year's AGM on the 18th November.

The remit

Currently our constitution has the following requirement:

7.1 The Society shall consist of an unlimited number of full members. All members must be current members of a club which is an Affiliated Club of the Society.

Our proposed change would read:

7.1 The Society shall consist of an unlimited number of full members.

Explanatory note

It is accepted that a strong club based organisation is very much a part of RAANZ, now and in the future.

However, with the changing environment, it is obvious that the rule that all RAANZ issued microlight certificate holders must also be a member of an affiliated club may result in a number of our members being disenfranchised. This constitutional change allows those members who are no longer a member of a RAANZ affiliated microlight club the option of retaining their membership of RAANZ and the right to hold a RAANZ issued flight certificate.

Points to consider

- There are now three 149 organisations in NZ. RAANZ needs to fine tune its structure to maintain its position as NZ's premier microlight organisation.
- This proposal allows disenfranchised members to retain membership of RAANZ.
- Microlight club based activities - social and flight training - are now such an established feature of the NZ microlight scene that we doubt this change will significantly affect club membership levels. It is noted that many SAC clients are also members of our clubs, not because it is a requirement, but because they choose to. Microlight clubs will have complete discretion as to their membership requirements for those pilots that use their club facilities. ie they can require all pilots that fly their club plane or utilise their IAs or instructors to be a paid up club member - if they choose to. This will now be a decision for each individual club rather than a RAANZ procedural requirement.
- Our procedures manual will require that all our IAs, ATOs, and instructors must be a member of, or tied to a RAANZ affiliated club. This requirement retains most of the core advantages of the previous rule and eliminates the risk of 'soft option' instructors operating outside club boundaries.
- The 'out of area' requirement remains as before. This rule requires any instructor that has been approached to process a certificate renewal or upgrade from an 'out of area' pilot to first make contact with the pilot's previous instructor. If this instructor has any reservations about the pilots renewal or upgrade the flight test must not proceed.