

## Minutes - Exec Meeting – 12 Dec 2018 – 7:30pm

**Present:** Evan, Nicky, Blake, Ian, Ross, Carlos, Duncan, Mark, Kyla (joined at 8pm)

**Apologies:** Grant couldn't connect to the meeting.

### **Last meeting minutes:**

Up on Trello, all happy with them.

**Task:** Evan to put minutes up on website.

### **Matters arising**

### **General business**

**The Mount – fatal accident:** discussions between the exec members on what happened, what he was flying and what is happening at the moment as far as the investigation goes, flying conditions at the time. What type of accident was it? Speed flying or pilot error – what should we be doing to help prevent?

**CEO report:** Evan posted a summary of his month's activities on Trello, talked to them briefly. Completed setup of induction information and online test for Tasman Club (using same platform as Radio exam). Not made public yet as final signoff on MOU still not happened. Final draft of site rating form went out to exec for look, then needs to go to CAA. Has also been updated OPM. Pilot flying tandems without rating – noted by Blake – Evan has spoken to him and advised him of the consequences. PG1 form published, appropriate committee thanked. Airborn – how do we sort posting out FMC mag to certain members aswell – working on it with Nicky. Media correspondence re accidents. CAA Health & Safety correspondence/meetings/investigation re fatal accident at Kario. Blake had requested statistics on speed flying from accident reports – members' interests, mostly paragliding, increasing speed flying, HG falling, powered about same. 7 fatalities – what they were doing PG/HG/speed etc. – maybe up to 50% are speed flying related. Speed flying seems to have higher serious/fatal accidents proportionately. Blake commented that social media/videos and lack of understanding etc about speed wings isn't helping. Further discussions. Evan discussed a few options about what NZHGPA can do to assist in speed flying or to make speed flying totally separate from NZHGPA – significant risk to flying sites due to the accidents. Blake replied with his thoughts. Further discussions on what should take place to when.

Moved Duncan, seconded Mark.

That the NZHGPA will only continue to condone speed flying activity until the end of this membership year unless a satisfactory syllabus is presented from within the speed flying community.

Passed.

Evan will draft definition of speed flying, with other information for the speed flying community to work with/through.

**Kyla MacDonald - Advisory groups:** have been meeting monthly via calls – making slower progress than she would like, left things vague so that groups could find their own way to operate – which may have caused time delays. Now trying to focus on one or two items instead to get things done more effectively. A couple of people have fallen away from the groups or have been non-responsive so have left the groups. Need more membership to the groups. Mark suggested Blake join the training advisory group in an interim measure re the speed flying issues. Blake agreed.

NZHGPA communications – the groups want to be communicating a bit more to the membership about who is on the groups and what they are working on – Kyla is working on that.

Overlaps between advisory groups/exec discussions on various issues. Kyla conscious that groups are communicating so that not doubling up but getting feedback and results. Mark to give Kyla some contacts for outside advice.

Workloads discussed – not onerous as not terribly effective – Evan offered assistance to get priorities sorted, Kyla said that in time that would be useful. Further discussions on what should be a priority and what the safety group has been looking at eg Pilot Manual. Blake suggested they should look at the AIRS system and reporting, modifying present system of looking at an app. Mark happy to assist safety group in looking at alternatives.

**Face to face meeting** – advisory groups would like to have face to face meeting, maybe make a weekend of it, and could it be in conjunction with an Exec face to face meeting as some members are in both groups. Maybe later on in the flying season? Duncan advised that Exec put that on hold to get good items to discuss at such a meeting – maybe sometime mid-May? Discussions re bringing in experts to give advice at this meeting re SMS etc. Mark suggested we concentrate on 3 issues, NZHGPA exec workloads, SMS and Speedflying. Kyla also suggested to add mentoring programme (incorporated with SMS).

Moved by Mark, seconded Carlos.

That the NZHGPA plans for a mid-year in-person meeting, re NZHGPA exec workloads, SMS and Speedflying. Duncan suggested mid-May 11/12th as he's off overseas – planned location of Christchurch.

**Treasury Report:** Evan noted that an email came through this afternoon - a thank you gift was given to a gliding club member for work on airspace, with no authorisation from NZHGPA prior to – reimbursement was requested. Should Nick have a budget to use for these purposes so that he didn't have to make special effort each time for these types of things? What should be the protocol?

Moved by Mark, seconded Ian.

That the Airspace Officer is invited to approach the Exec/Ceo or President whenever they incur expenditure. Contact should be made before money is spent.

Nicky advised that there is \$200k on deposit at the moment with \$45k on call.

**Correspondence:** A pilot requested assistance with funds for X-Alps race. Membership check showed it has lapsed and so pilot will be advised by email by Duncan that they are not eligible for funding.

**Duncan – meetings with clubs:** Christchurch, met with Dave Dennis and Grey Hamilton, watched them in progress, had time with Simon Corbett (club pres) and Lorraine Johns. Discussed various issues of operations ie tandems/trial flights, standards between schools, skills students end up with etc. Some issues to be addressed with advisory groups. Blake suggested an anonymous reporting system for non-compliance – not for a punishable end, but so that the NZHGPA can act or make investigations with better information. Further discussions re non-compliance, accident reporting and students – are there sufficient stats to make any good conclusions. Duncan spoke briefly to other visits including DOC & FMC meetings and other South Island flying communities. Planning to do another email out to the wider membership encompassing some of his meeting findings/conclusions.

Safety – flying with a margin, discussion of photo on cover of Airborn – insensitive as to location where a pilot died only a year ago, and depicting acro over land does not promote safe practices. Duncan has emailed Bill asking for copy of photo for front on mag prior to it being finalised, to avoid future problems. Further discussion on how much input we should have on the content and how could we use the mag more to our advantage. Encouraging the exec to be more proactive in putting articles forward to publication in Airborn.

**Treble Cone Update** – access opened up again, rolled out on informal, as required basis. H&S management tool required to be used. FMC useful to assist with ski-field issues – Dean has contact with FMC.

## General Business

**Next Meeting:** late January 23<sup>rd</sup> January.

Meeting closed 9.45pm.