

Minutes of Annual General Meeting & Extraordinary Executive Meeting 2018

Saturday 1st September 2018

Venue: Brentwood Hotel, Wellington

www.brentwoodhotel.co.nz, 16 Kemp Street, Kilbirnie, Wellington **See
their website for directions and parking information.**

Meeting starts at 9:30 am Saturday. Delegates are encouraged to stay Saturday evening anyway to take part in a group dinner.

MINUTES OF NZHGPA AGM
& Extraordinary Executive Meeting
1 September 2018
Brentwood Hotel - Wellington

Call to Order – 9.40am

Kyla opened meeting, welcome - introductions, housekeeping.

Present – Kyla MacDonald, Evan Lamberton, Nicky Hamill, Stefan Sebregts, Janice Lamberton, Tim Born, Kris Ericksen, Ian Manton, Glen Ogilvie, Dave Washer, Chris Connolly, Carlos Palmer, Mark Hardman, Grant Firth, Ross Gray, Grant Tatham, Herman Ahrens, Derek Divers, Duncan Macnab, Daniel Francis.

Apologies – Bex Rae, Hagen Bruggerman, Blake Round – Nick Tabor arrived late.

Election of vote counters – Kris Ericksen proposed Kyla/Ross, agreed unanimously

Minutes of 2017 AGM tabled.

Short discussion. No matters arising.

Motion:

That the minutes of the 2017 AGM be accepted as a true and correct record.

Moved by Kyla, Seconded by Mark Hardman. Agreed Unanimously.

Executive Reports:

President.

Kyla – Kyla spoke to her report.

Chief Executive

Evan – Evan spoke to his report.

Administrators report.

Nicky – Nicky briefly spoke to report as tabled.

Internal Auditor

Kris – Kris briefly spoke to his report.

PG Training

Mark H – Mark read his report to the meeting.

HG Training

Grant – Grant briefly spoke to his report.

HG operations

Mark A – Evan discussed advised Mark's absence – no report was submitted.

PG operations

Blake Round – Blake could not make the AGM – no report was submitted.

Discretionary Funding Committee

Kris Ericksen – No applications, nothing to report.

REMITTS

Remit 1.

The Northland Hang Gliding Paragliding Club would like to forward a non-constitutional remit for the upcoming AGM.

The Club would like to the Executive to discuss the high membership fee and is asking it to be reduced to a lower level in the new financial year. As far as the amount is concerned we would rely on the accounts and the new budget brought forward at the AGM for 2018/19. We would like to make suggestions being as informed as possible.

Reasoning : Our membership has grown substantially to an increased level in comparison to previous years. Therefore there must be a substantial increase in income via the membership fees. We are at the opinion that the additional membership will only partly cause additional costs and there has to be a surplus if our accounts are managed prudently.

For this reason we believe that there should be an easement by reducing membership fees as these have been relatively high when compared with other Part 149 organisations.

Proposed : Herman Ahrens PIN 11

Seconded : Guntram Gross PIN 17

Derek spoke to the remit – surplus achieved by default, advisory groups set up late and some funds put aside for those costs associated with meetings etc.

Mark Hardman reminded that a few years ago when CEO position was implemented we were budgeting a few years with losses. But with membership increases over the years the losses have not been so great. Part of the reason for the surplus is that we haven't done what we have said we would do.

Ross Gray reminded us that we haven't yet voted on the budget, or approved the accounts – need to look at the finances first and then go back to the remit, looking at fees in conjunction with the budget ahead. Remit is moot because no amount was proposed in the remit.

Evan agreed with Ross and suggested we do the budget first. Herman happy to look at the remit in this way.

Election of Officers

Blake Round and Duncan Macnab – continuing on executive committee.

Mark Harman and Grant Tatham nominated as per the Agenda - unanimously re-elected to the executive committee.

Duncan Macnab spoke to the meeting to introduce himself and advise his background and intentions for the association as a whole and the role/s, as he is so far the only potential candidate for the position of president for the coming year.

Break for morning tea 10.50am. Reconvened 11.15am.

Evan nominated Ian Manton, seconded Dave Washer, accepted by Ian.

Duncan nominated Ross Grey, seconded Grant Tatham, accepted

Grant nominated Carlos Palmer, Evan seconded, accepted

Mark Hardman nominated Glenn Ogilvie, seconded Duncan, accepted

4 open positions – 4 nominations, all agreed unanimously by meeting.

Accounts

Derek spoke to the accounts – budget in the agenda was prepared using information available at the time. Since then the proposed new president would like to make a few changes to some of it. Budget shows increased income, increased expense, small deficit. If we update the budget today, to include various presidential items the deficit will be increased by a few thousand dollars. Some items in the budget haven't occurred yet and may go into the next year. Grants figure has been committed already – one of the reasons for surplus last year was that no grants were applied for.

Derek moved that the budget deficit be increased by \$8,000.

Mark requested we speak to the budget, specifying the amount of exec honorarium, concerning Duncan's requirements and the now having 8 exec members. Duncan spoke to his reasoning for the increased honorarium and president's expense budget. Ross reminded that honoraria is a recruitment tool, not a reimbursement and/or payment. Also mentioned the exec should have more face-to-face meetings, further discussions to that. Discussions to what sort of expense level is required for president position.

Evan pointed out budget already includes extra honoraria costs for 7 exec members @ \$1500 and Pres @ \$5000. Also need to add line item Honoraria for Auxiliary officers – Airspace and internal Auditors @ \$1500 each.

Change Executive Meetings to Executive Expenses and increase by \$5000 to \$7000.

Total deficit \$13750.

Discussion re forecasting – Ross pointed out that we can't really predict future trends, as voted on each year. Mark H suggested we should have a financial policy set out what we have in reserves, why we have it? Duncan noted that we had a surplus of \$20k last year which means we are still better off this year even if we have a deficit of \$15k.

Discussions re advisory groups and budget figures and how the groups will control them.

Kyla moved that we accept the expense components of the budget (2 exec and pres exp), seconded by Ross. Voted unanimously to accept expense budget.

Further discussions re database increase and projects.

Revenue – budget is formed around no growth. Ross suggested we focus on whether we are happy with a deficit, whether we wish to have a 'break even' or whether we wish to have a surplus.

Further Remit discussions – are we prepared to keep fees at the currently level? Reduce or increase the fees?

Remit 1 as above voted on.

For: 6 Against: 29 Abstentions 11 Motion not carried.

Mark H proposed keep fees as is Seconded Kyla

For: 34 Against: 1 Abstentions 11 Motion carried.

Lunch 12.05pm

Reconvened 1.05pm

Nick Taber – Airspace Officer

Nick spoke to his report and advised on various aspects of airspace issues.

Wanaka – changes in airspace relating to Queenstown airport, master plan, using Wanaka as an overflow for domestic flights – will be controlled airspace eventually.

Drones – Remotely Piloted Aircraft – Threats to personal safety (drones) and threats to airspace (RPAs).

Informed meeting about Airshare website to show where our sites are and give info about the site. Would like to get CAA onboard to get this on Airshare site.

Good news – new improved airspace rules for Nelson and Napier/Hastings.

Doug Hamilton – CAA – Flight Operations Inspector

Doug's field includes drones – recreational flights unit.

Issues:

Relationship – CAA w NZHGPA – considered pretty good by CAA.

Audit – why hasn't NZHGPA been audited for a bit? Hinted that we should feel OK that we haven't been looked at. No charge for audits unless ongoing issues.

Airspace – drone possibilities – no plans of prolific airspace for drones specifically. CAA restricted somewhat by Govt with what happens.

Wanaka – Long Gully, proposal to have a low flying area in Long Gully by User Group. Will have consultation. CAA have no idea about Wanaka airport/Queenstown yet.

IFIS app – is a password App but we can use our membership number to log into it.

VNC charts – can us App NZrunways (or OZrunways).

SMS plans – NZHGPA doesn't have to do it... yet. But doesn't mean it's not a good idea. Suggests we put it in across the board at a fundamental level and look at fundamental units ie be proactive instead of reactive.

Reporting under part 12 – no requirement for us to report accidents and incidents. Part 106 and 91 relate to us – we as pilots have to report (but not the organisation). Do the reporting – better info in = better info out.

Drones/Airshare – CAA trying very hard to get info out to drone owners of the rules etc, hard to police, 175,000 drones come into NZ every year from o/seas.

Health & Safety requirements – consider if we are a PCBU (employing somebody) that we have everything covered.

Kyla asked – what can we do to influence issues such as Wanaka, if CAA is governed by Govt? Suggested maybe MPs – make sure good data and info to put forward good case.

Nick discussed various issues with Doug re airspace applications. Doug advised to put all complaints in writing – cannot do anything on 'hearsay'. Mark H asked Who to? Doug said – go to the Director, to the man at the top. They will then delegate to someone to investigate. Doug gave some constructive advice about drones and people breaking the rules. Need good information to prosecute those not following rules.

It was noted that the Accounts had not previously been accepted formally by the meeting.

Evan moved that financial accounts (page 2 and 3) be accepted, Duncan seconded. Accepted unanimously.

Stefan bought up that we need to appoint a financial reviewer as per our constitution.

Motions –

1. we accept that there has not been any external audit of the accounts; Kyla/Ross - unanimous
2. we nominate Derek to be the financial reviewer for the next 2 years; Duncan/Evan - unanimous
3. we agree for the purposes today we accept going forward that the reference in the constitution to reviewer and auditor is the same person, to be reviewed in the coming year. Ross/Evan – unanimous.

Meeting closed: 2.50pm

Afternoon tea.

Extraordinary Executive meeting opened 3.10pm.

Voting rights: One per delegate present and per Exec member present.

Auxiliary appointments:

Airspace Officer – Nick Taber happy to continue

Internal Auditor – Kris Ericksen happy to continue

Medical Advisor – Sam Bartholomew happy to continue

Book Store – Evan will continue until stock is gone

Kyla motioned that the above be reappointed to above positions, seconded Mark H. Unanimous.

Committees

Hang Gliding Committee – to stay as is: Dennis Thorpe, Maximilian Gebhardt (Mark Alton stepped down)

Paragliding Comp Committee – to stay as is: Tim Brown (Leighton Joll & Wayne Rohrs stepping down)

Johnny Hopper assisting for Wayne at the moment.

To discuss at Exec meeting 2nd Sept, with intention to email out to membership to call for nominations to both committees.

Topic for discussion at the Extraordinary Executive Meeting – Glen Ogilvie

I would like to formally ask if NZHGPA would be prepared to back a submission to the CAA, with the aim of improving the rules with regards to powered low flying?

Detail:

We are seeking the backing of NZHGPA for a submission / change in the exemptions to improve the rules regarding powered paragliding (PPG) and foot launched powered hang gliders (FLPHG). If NZHGA is willing to support a submission, the paramotoring community would prepare one and have NZHGPA submit/discuss it with the CAA.

The exact details of the submission to the CAA is not yet defined, but the intent would be to improve the legal status for low flying in non-urban environments devoid of infrastructure or members of the public (such as empty beaches, river beds, open wilderness, etc.) by applying for an exemption. Our low flying rules are more restrictive than many other countries. I would suggest we base it on the rules in other countries, such as the UK.

I understand that Australia and Norway are both considering changes to paramotoring low-altitude flying rules.

I am not trying to encourage flying that would put pilots at risk, or cause concerns to farmers and other members of the public. This exemption would not affect the rules requiring flying at a minimum altitude 1,000 feet above residential areas.

The aim is to help prevent the odd case where someone can't publicly post videos of reasonably safe practices that are common in other countries, because of our New Zealand rules. Foot dragging, for example is a common paramotor competition activity that is prohibited by CAA rules in NZ.

We will do appropriate research into the situation in other countries, and will prepare a submission to make our rules more suitable for powered paragliding. The intent would not be to allocate specific areas, or anything like that. Maybe however, a lowering of the minimum height, or adoption of the UK rules.

The UK rules are listed here: <http://www.ppginfo.com/airlaw.html> and have a 500-foot proximity rule, rather than a minimum altitude above ground level. This 500-foot proximity rule would also give greater freedom to FLPHG pilots.

A poll on the Paramotor NZ Facebook page has 38 pilots in support of improving the laws, along with some discussion.

Regards
Glen Ogilvie

Glen spoke to his remit. Discussions from the floor.

Glen looking for backing in principal for his research for a submission for a rule change to allow low flying for powered gliders. Safety advisory group should be consulted, and should include responsible safe behaviour. Evan supported. Unanimously supported.

Manuwatu Club

Manuwatu Club intends to close due to lack of membership, currently 2 members. Falls outside our constitutional rules. Sites to be passed on to other clubs. Closure to happen at end of our membership year. Need to ensure MAN comes off list of clubs to choose from before next renewal period – take 2 members off MAN now and put onto WTN.

Auckland Club – Proposed OPM changes

Proposed change to the requirement for training gliders, OPM section 6.6.8.1 to only be certified gliders to be used for training.

We propose a change to section 6.6.8.1 of the OPM,

Any glider used for training shall be classified EN A or B, LTF A or B, LTF1, LTF 1-2, DHV 1, DHV 1-2; **alternatively, AFNOR / ACPUL / SHV (12 A's) or of a type approved for training use by the NZHGPA**

to read:

Any glider used for training shall be classified EN A or B, LTF A or B, LTF1, LTF 1-2, DHV 1, DHV 1-2, and be flown within the designated weight range for that particular glider;

Proposed by Stefan Sebregts PIN 4650

Seconded by Eva Keim PIN 1366

The Auckland Club president was presented with a question from a visiting pilot if his glider he brought from Russia was to be accepted for his PG2 training. The glider apparently was bought from a production company of a well know paragliding school in Russia, and the glider has a passport and is signed by a tester. It did not have formal EN or other accepted certification.

According to the current OPM, the glider could be used if approved for training by the NZHGPA.

Subsequently, a referral was made to instructors, since they would be responsible for safety during training.

We deem it not the responsibility of instructors to take on the role of certification institutes, and make a solid decision on its suitability. Even if accepted, the process to possibly then have it authorized by the NZHGPA as a non-certified glider for training seems ominous.

In this case, the instructors approached felt it totally inappropriate to even begin thinking about training on a non-certified wing. Other instructors may have a more lenient view though.

We have not even investigated the possible consequences of insurance, even if it was approved by an instructor and the organisation.

In this day and age, there is no reason NOT to be taught on a properly certified low level wing.

Therefore, the deletion of part of the clause seems logical, and to only accept certified wings for training use.

Since AFNOR and ACPUL are officially superseded by CEN, and [possibly only old gliders would still have this certification, it makes no sense to have this remain in the list of accepted certification. SHV is a very rare occurrence, and hence can be omitted too.

Training under the guise of NZHGPA requires schools to be operating under the highest standards, both local and international standards, and there is simply no room for accepting anything other than the current proven standards.

Further to the previous, a further proposal is put forward, relating to Airworthiness Standards “5.9.1.1 (a) Paraglider”, and “5.9.2.1 (a) Hang Gliders”.

This currently reads for 5.9.1.1 (a):

All tandem paragliders flown in New Zealand shall be tested to a CEN/AFNOR or DHV Gutesiegel standard equivalent. This testing can be carried out within New Zealand provided the tests are submitted to and approved by the Operations Manager. Information on materials and line types stating compositions and breaking strength shall be available, along with a line plan including dimensions and layout. A recommended maintenance schedule of the paraglider’s life should also be included.

This currently reads for 5.9.2.1 (a):

All tandem hang gliders flown in New Zealand shall be tested to a German DHV Gutesiegel certification standard and/or the British Hang Glider and Paraglider Association certification standard and/or the United States HGMA certification standard. This testing can be carried out within New Zealand provided the tests are submitted to and approved by the Operations Manager. Information on materials and line types stating compositions and breaking strength shall be available, along with a line plan including dimensions and layout. A recommended maintenance schedule of the paraglider’s life should also be included.

This seems totally outdated, and no testing is carried out in New Zealand. We propose to only accept tandem paragliders and tandem hang gliders already tested and certified to DHV, EN, or LTF or the appropriate Hang glider standards.

Proposed by Stefan Sebregts PIN 4650

Seconded by Eva Keim PIN 1366

OPMF36a

The Warrant of Fitness form for paragliders includes at present a section on line length whereby it is declared that the line condition, length, overall dimensions and symmetry of left and right sides are consistent with safe loading and trim of glider.

P	F	LINES	P	F
		Stitching on Lines intact		
		No breaks or abrasions in sheath		
		No kinks or unevenness in lines		
		Attachment points to glider secure		
		Line condition, length, overall dimensions and symmetry of left and right sides consistent with safe loading and trim of glider.		

ess of this glider he/she shall refer to the NZHGPA

There is a reluctance of some OSO's to sign off on these forms with their signature, as in doing so, they effectively say the line length has been checked, and verified by them.
We doubt that many paragliders have their line length properly checked at regular Warrant of Fitness checks.
This issue has been raised before, but no change has been carried through as of yet.

We propose a change to the WOF form to leave out the line length check, and have this as a 'not checked' option for the WOF, or if there is a proper checked being carried out, a Pass/Fail column.

Proposed by Stefan Sebregts PIN 4650
Seconded by Eva Keim PIN 1366

Section 5.3.1 Operating Standards – Pilot Qualifications

5.3.1.1 (b)

This implies that each pilot of a hang glider and paraglider **shall** submit and have accepted by the NZHGPA a Fit and Proper person declaration.

Is this actually happening in the Visitor Pilot subscription?
It does not feature in the information on the NZHGPA website page for Visiting Pilots.

Section 5.10.2 Helmets

5.10.2.1 Helmets must be serviceable hard-shell protective helmet conforming to or exceeding the 'Australia and New Zealand Bike Helmet Standard'.

I'd like some discussion and thought around this. Personally, I don't think this standard is suitable for air sports activities, as the construction of bicycle helmets generally has lots of vents in it, and this means less foam around the head, and does not offer the same hard-shell as proper air sports certified helmets.

Why do we not change the requirement to be EN966 or comparable, helmets that are properly suitable for air sports?

We seem to be having loads of other strict safety requirements.....the human head is quite an important thing.....so, let's protect it the best we can.

Section 5.5 of the Constitution, relating to 'Minutes'

5.5.1 Full Minutes of all General Meeting will be recorded permanently in s and be made available to all members within two months of the general meeting.

This has not been happening for a long time (2-3 years?), and only recently after raising this with the President, has a previous meeting minutes been made available (feb 2018 meeting).

This lack of availability leads to a detachment of the Member Organisations, and/or members as to what the Exec and NZHGPA is active on and what is playing.

As per Constitution, please adhere to the publishing of the meeting minutes. And if possible, do so retrospectively for the last years too.

Further to this:

5.3.1 An agenda for any General Meeting is to be sent to the Secretary of each Member Organisation and each delegate and/or proxy.....

The previous and current secretary of the Auckland Club has not received any agendas for General Meetings in the past.

Therefore, more detachment of the Member Organisation, and more importantly, also no option to be part of any voting.

As per Constitution, please adhere to the procedure, and include Member Organisations.

Amendments to the above proposed changes:

1. (take out AFNOR)

Voted: For 12 Against 0 Abstention 3

2. (take out 'already') – this will go to exec meeting to make sure appropriate hang gliding standards are included.

Not voted on yet.

3. Evan has proposed new WOF form that now only has tick box for optional line check.

Also has amendment so that pilot is signing to say he has checked under supervision of WOF inspector. If student or tandem glider then must be signed by authorised WOF inspector. This was discussed further and agreed for Evan to work on the wording further. Not voted on.

4. Already done by visiting pilot.

5. Discussion on helmets, will be taken to safety committee group. Not voted on.

6. & 7. Discussion on constitution rules relating to what is a General Meeting or Executive meeting. All AGM meeting minutes have been made available on the website. Idea of the remit is to get better communication

Trevor Leighton

Trevor Leighton passed away a few days ago, Grant Tatham spoke to the meeting to advise of his passing and pay tribute to him. Exec to send card/acknowledge to his family.

Meeting closed 4.30pm