

# Annual General Meeting, 2008

*This is a summary of the salient points from the Annual General Meeting. Information considered member specific has been omitted from these notes. Complete minutes are available to members from Secretary Paul.*

Meeting held at Brendan's Hangar at Bunbury City Airport, 19<sup>th</sup> January 2008. 21 Members present, 2 apologies.

## A. WELCOME:

President Keith Mell welcomed members and thanked them for their attendance at the AGM which is the 14<sup>th</sup> of the club. Keith also congratulated Paul on being elected to the Board of the HGFA and on becoming HGFA Secretary.

## B. MINUTES:

Previous minutes were accepted as read.

## C. FINANCIAL REPORT:

Treasurer Julie presented the Financial Report which showed a small operating profit for the year.

## D. ELECTION OF OFFICERS:

The officers of the club for the next 12 months are: President: Keith Mell; Vice-President: Brian Watts; Secretary: Paul Coffey; Treasurer: Julie Watts; Committee: Brendan Watts and Peter Mitchell.

## E. CLUB MEMBERSHIP FEES:

Club membership fees will remain unchanged at \$48 for the coming year.

## F. SECRETARY'S PHONE CALLS:

Secretary Paul will receive appropriate reimbursement for phone calls.

## G. FAI COMPETITIONS & COLIBRI BADGES:

As a consequence of HGFA's affiliation with the Fédération Aéronautique Internationale (FAI), the World

Air Sports Federation, sport flying competitions and proficiency awards are open to HGFA members. The HGFA Board has moved to foster these competitions and awards throughout the microlight community. Colibri Badges are internationally recognised trike flying proficiency awards which are also only available to HGFA members. At the moment, Paul is the only triker accredited as an FAI observer in WA and can witness the completion of the requirements for any of the awards. The club has agreed to encourage members to complete these awards but more observers are required. Any interested members should contact Paul.

## H. CLUB SUBMISSION TO HGAWA:

At the forthcoming HGAWA (Hang Gliding Association of WA) AGM to be held in March, the club will be making a submission for state funding for sealed GPS units and computer equipment to be used for Colibri badge flights, cross-country endorsements and cross-country competitions.

In view of the fact that the club has never received any funding from HGAWA in the 14 years of the club's existence despite all our members paying the State Fees every year, we believe we can make a strong case for funding for this purpose.

## I. FUTURE COMPETITIONS:

As we have tried to run club flying competitions at



A slightly intimidating sight



All ready for the meeting...



Secretary Paul and President Keith

this time of the year for the past three years and been unsuccessful on every occasion, it was agreed to move the competitions days to a weekend in April or May when there is a far better chance of suitable weather. Members will be notified of dates and times through Triker News.

#### **J. HGFA MATTERS:**

##### **Club Affiliation:**

The HGFA insurers have notified that in order for clubs to be affiliated and to access HGFA insurance for club events, all members of the club need to be members of the HGFA. This places our club in a difficult situation because a reasonable proportion of our members are not HGFA members and will never be HGFA members. Paul has asked HGFA if a system of associate membership could be instituted for non-HGFA members so our club can remain affiliated. If this cannot be done, we will have no alternative but to cease affiliation and seek our own insurance for club events which would be an added cost we don't really need. Progress will be reported to members through Triker News.

##### **CASR Parts 103 and 149:**

CASR Part 103 is a major consolidation of the rules applying to people who carry out recreational aviation private flight operations, maintenance, and training for recreational aviation in a range of sport and recreational aircraft. The criteria for the establishment and operation of the various administering organisations will be contained in the related CASR Part 149.

The rules have been drafted as "simple rules for simple aircraft" and to state in a concise manner what may and may not be done using these aircraft. Operating limitations will be based on the capability of the aircraft, the kind of equipment fitted to it, and the capability of the pilot (and of the sport aviation bodies to train the pilot). Operations will be limited to VFR. Club members will be kept informed through Triker News as any changes to our operations come into force.

##### **ADS-B requirements:**

ADS-B is a replacement for the current radar network which is due to be closed down. If the proposed rules are enacted as they stand at the moment, all IFR aircraft

which currently are fitted with a transponder will be required to fit an ADS-B device (many thousands of dollars) by 2012. All other aircraft (including trikes) which are fitted with VHF radios will be required to fit an ADS-B device by 2014. All recreational aircraft organisations including the HGFA which is a member of the Australian Sport Aviation Confederation (ASAC), are lobbying strongly that such requirements are totally unnecessary for recreational aircraft which rarely fly above 5,000 feet and never fly into controlled airspace. Club members will be kept informed of the battle through Triker News.

##### **Maintenance:**

As an adjunct to Parts 103 and 149, we can expect more stringent maintenance requirements for our aircraft, especially those used for training. It appears that while much self-maintenance will still be allowed, all trikes will have to be presented to (yet to be appointed) specially qualified and trained maintenance personnel at major servicing intervals determined by both hours and time. This will apply to persons flying and maintaining our aircraft by applying appropriate requirements that may be unique to these kinds of aircraft. The rules will be consistent with Part 91 in areas of common coverage and will invoke personnel standards from Parts 61 and 66.

##### **K. PLANS FOR BUNBURY AIRPORT:**

The new RFDS transfer station is nearly complete. The water bombers and the DEC helicopters will soon be moving to their own new hard-stand area just west of the existing wind sock. Eighteen new hangar sites have been surveyed. Council will begin clearing operations next month in the north-east corner of the airfield and construction will begin soon thereafter on ancillary sealed taxiways to serve these hangars.

#### **GENERAL BUSINESS:**

##### **Around Australia with Angus:**

Angus Horwood spoke about his proposed Around Australia trip in July this year. Angus has teamed with

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**Grenville, Julie, Jim, Geoff, Fiona and Rob**



**At the table: Nigel, Ron and Greg**

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Ian Nuttall and the “You’ve got Wings” team (<http://youvegotwings.com>) from the UK who will be flying from Perth to Brisbane. Angus and the WestOz pilots, Roger Bunny, Howard Watts and Warren Watts will continue and complete the full circumnavigation. Rob and Fiona Donaldson will be flying part-way to Darwin and return. All accommodation has been arranged and a ground crew will be accompanying the trikes. Others wishing to join in as either pilots or ground crew should contact Angus direct at [dresscirclefarm@bigpond.com](mailto:dresscirclefarm@bigpond.com) or 08 9407 5171.

### **Easter in Corrigin with Jim:**

Jim Polinelli invites all interested trikers to join him in a trip to Corrigin for the Easter weekend. He has contacted all the local authorities and all pilots would be most welcome. You can camp at the strip or stay at the local pub about 4 Kms from the cross-strip. Trail and rig or fly there — the choice is yours — it’s a flight of about 4 hours from Bunbury. Contact Jim on 08 9493 1353 to express your interest and for the latest information.

### **Notify HGAWA meeting:**

Peter Simcock asked if members who do not have email could be notified of the place, date and time of the HGAWA AGM by phone or letter. Paul has committed to let Peter know.

### **HGFA v RAA:**

Peter Simcock raised the issue of cheaper membership fees for trike pilots with the RAA. There is a perception that a huge number of WA HGFA pilots have defected to RAA. The perception is not the reality as our club has only lost a total of eight in 15 years out of a membership of 170. Four sold their trikes and bought ultralights, two were unable to meet HGFA medical requirements and the other two left to become RAA instructors because of less stringent requirements. While annual pilot membership is cheaper with RAA, the cost

of annual trike registration is much more. Calculated over a 5 year period, the difference comes down to a matter of only cents per week for a far less comprehensive insurance cover which leaves the RAA pilot at risk of a possible major litigation payout in the event of an accident.

### **Maintenance Courses for Pilots:**

Peter Simcock asked about the possibility of maintenance courses for pilots being held as he is willing to go wherever and pay whatever it costs to become qualified as an authorised and certificated HGFA maintenance operator.

As the offering of pilot maintenance courses is exactly in line with current HGFA Board thinking, Paul has undertaken to investigate the requirements and the club will look at ways of bringing some such courses to Bunbury at reasonable cost for club members.

### **“Cowboy” Pilot:**

A member (unidentified) spoke about his disappointment at being regarded as a “cowboy” (his words) by some fellow flyers. He made the point that he wasn’t a cowboy because he did not ride a horse or work with cattle. He also noted that he has been flying for quite a few years now and has always tried to operate in a reasonable manner with the safety and well-being of his passenger as his main concern.

As he is very keen to qualify as a Flight Experience Instructor, it was suggested that he should be using every flying opportunity to demonstrate his suitability and professionalism through his attitude, actions, example to less-experienced pilots as well as his piloting, operational and procedural skills.

### **Close:**

As there was no further General Business, President Keith thanked all members for their attendance and closed the meeting at 10:00 PM.

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