

# Canterbury Recreational Aircraft Club

## Membership Information

### Welcome to the Canterbury Recreational Aircraft Club

The club is based at Rangiora Airfield and has its own clubrooms, along with two large hangars which are available for rent to club members. The clubrooms are available for you to use at all times, and you can even stay overnight if needed.

Food and drink are available in the clubrooms at the prices posted on the fridge. This is an honesty system so please make sure you place the required amount in the tin. Tea and coffee are free. There is a phone for local calls only. The door code is given to all members on request.

### Vehicle Access

All vehicles must be parked in the designated carpark, just off the access road. Please do not park on a taxiway.

### Hangars

Places in the two club hangars are available for rent to club members at \$150 per month. Due to demand, there may not always be a space available when required.

### Aircraft Operations

Both training and solo flights may be undertaken in the club aircraft, however it is generally not possible to hire them for extended periods, due to the demand for training. Your instructor will brief you on all the procedures required for the safe and correct operation of our aircraft. All use of the aircraft is to be entered in the flight log in the hangar, and payment should be made immediately, either by cash or cheque into the safe, or by internet transfer.

Solo flights may not be carried out in the club aircraft unless authorised by an instructor. You should record the details of all flights on the whiteboard, and also tell somebody where you are going, and when you expect to return.

All pilots should carry a cellphone, and have the numbers of the clubrooms, the CFI, and the President and Secretary in case of an emergency.

Any damage to the club aircraft should be reported immediately to either the CFI or Safety Officer, and a placard placed on the aircraft advising that it is not available for service.

### Governing Body

Microlights in New Zealand are governed by "Part 149" organisations delegated by CAA – our club is affiliated to the Recreational Aircraft Association of New Zealand (RAANZ). Information about RAANZ can be found on their website – [www.raanz.org.nz](http://www.raanz.org.nz)

# Canterbury Recreational Aircraft Club

## Learning To Fly

All our instructors operate as volunteers – please treat them accordingly – it is a privilege to receive flight training, not a right. It is normal to offer your instructor reimbursement for his costs - \$30 per lesson is regarded as an appropriate figure.

### What You Need

The first thing you need to do is to arrange a trial instructional flight. Contact one of the instructors listed below and arrange a flight where you will get to fly the aircraft.

Once you have decided that you want to learn to fly, you will need to have your GP complete a Medical Certificate for you, and you will also need to complete a Fit & Proper Person Declaration. Take the completed forms to your instructor (at your next lesson). Your Instructor will then arrange for a Microlight Pilots License to be issued by RAANZ (Recreational Aircraft Association of New Zealand). At this stage you will need to join the club (current subscription is \$80, and joining fee \$30) and also RAANZ (Annual Subscription - \$70). You will also need to purchase both a Pilots Logbook and a Pilots Training Manual.

### Scheduling Lessons

Instruction should be arranged with your chosen Instructor. Please be aware that our Instructors have busy lives too, and may not always be available. Weather will also be a factor – we do not normally fly in strong nor-westers! Your Instructor will record your progress in your logbook which you should bring to each lesson.

### What It Costs

You only pay for time in the aircraft – ground instruction is included as part of the package. The current hourly charge is \$125 for the Tecnam, although this may change if fuel prices increase substantially. On average a student may take 10-15 hours to go solo, so the likely cost is around \$1200-\$1800.

### Instructors

Doug Anderson	021 510 548 (also instructs on weightshift)
Dave Mitchell	025 228 9556
Easwaran Krishnaswamy	022 640 2604
Volkmar Wollenweber	021 278 0035
Stu Bufton	021 260 2142
Tony den Haan	027 480 8259
Mike Small	027 436 2609
Andrew Love	021 818 816

# Canterbury Recreational Aircraft Club

## Membership Application

### Personal Details

Name :

\_\_\_\_\_ (surname)

\_\_\_\_\_ (first names)

Address :

\_\_\_\_\_

Phone :

Home :

Cell :

Work :

Fax :

Email :

\_\_\_\_\_

Occupation :

Date of Birth : \_\_\_\_\_

### Partner/Next Of Kin

Name :

\_\_\_\_\_ (surname)

\_\_\_\_\_ (first names)

Street Address :

\_\_\_\_\_

Phone :

Daytime :

A/Hours / Cell: \_\_\_\_\_

Relationship :

(circle)

*Partner*

*Family*

*Other*

### Membership

Type :

(Circle One)

*Flying Member*

*Social Member*

A flying member is one who is, or intends to become, a member of the Recreational Aircraft Association of New Zealand (RAANZ) or; a rated pilot under Civil Aviation Regulations or; wishes to commence flight training under the club's training programme or; wishes to fly in the club aircraft as Pilot in Command.

A social member is one who wishes to belong to the club for the camaraderie and enjoyment of participating in aviation as a non flyer.

Proposer's Name : \_\_\_\_\_

Seconder's Name : \_\_\_\_\_

### Statutory Declaration

I hereby declare that I will agree and abide by the rules and directives of the Recreational Aircraft Club of New Zealand Inc. (RAANZ) and the Canterbury Recreational Aircraft Club Inc. (CRAC). I hereby agree to save harmless, indemnify, and keep indemnified the RAANZ and CRAC and their respective officers, members, employees, agents, volunteers and representatives against all actions, suits, claims and demands, costs, damages and expenses to which they shall or may be liable for or in respect of of any loss, damage, accidents or injury of whatsoever nature of kind and howsoever sustained or occasioned and whether to aircraft property or any property or persons arising directly or indirectly or in connection with any activity related thereto and not withstanding that any waiver or other indulgence has been given to any person or persons in respect of any obligations and the person named below shall and do fully and completely indemnify and protect the RAANZ and CRAC and their respective officers, members, employees, agents, volunteers and representatives against any and all liability for damage, loss or injury caused by any act, omission or negligence on the part of any person named below and the persons, servants, agents or crew.

Signed \_\_\_\_\_

Date \_\_\_\_\_

## For the Applicant

---

The medical requirements to fly a microlight are mostly equivalent to those for driving a car, if you are fit to drive a car, you are most likely fit to fly a microlight (not necessarily with a passenger).

You can have your General Practitioner sign-off the medical for you, or go to an Aviation Medical Examiner. Most people prefer to use their GP.

There are two possible ways for you to declare yourself fit on the form...

If you **do not** suffer from any of the following...

- (a) Epilepsy and other periodic disturbances of consciousness, giddiness, history of severe head injury.
- (b) Diabetes, requiring insulin therapy.
- (c) High blood pressure, coronary artery disease.
- (d) A history of alcoholism or drug addiction.
- (e) Psychiatric disorder.

then you should sign at the FIRST Applicant Signature space.

If you do suffer from any of the above, then after discussing with your doctor you can sign at the SECOND Applicant Signature space.

When you have the medical completed, **show it to your instructor, and KEEP IT IN YOUR LOGBOOK.** Do NOT send it to us or include with your membership application.

## For the Doctor/Examiner

---

The applicant wishes to fly a microlight aircraft, the medical requirements for this are such that The Land Transport Authority booklet "*Fitness to Drive for Private Drivers*" shall be used as a basis for examination.

**If the applicant suffers from any of...**

- (a) Epilepsy and other periodic disturbances of consciousness, giddiness, history of severe head injury.
- (b) Diabetes, requiring insulin therapy.
- (c) High blood pressure, coronary artery disease.
- (d) A history of alcoholism or drug addiction.
- (e) Psychiatric disorder.

**they CAN be deemed fit to fly IF the condition is being controlled appropriately** and you are satisfied that the applicant is fit to fly with the condition under control and sensible precautions put in place.

For example, for an applicant with Type 1 Diabetes you could place a restriction that the applicant must test before flight to ensure the Blood Glucose level is within a safe level, and that the applicant carries some rapidly absorbable glucose snack when flying.



# Fit & Proper Person Statement (Page 1/2)

THE INFORMATION SOLICITED HEREIN IS REQUIRED PURSUANT TO SECTIONS 9 AND 10 OF THE CIVIL AVIATION ACT 1990, WHICH PROVIDES FOR A FIT AND PROPER PERSON TEST TO BE SATISFIED

## Step 1 : Personal Details

Full Name :

Place of Birth :

Date of Birth :

Residential Address :

## Step 2 : Previous Documents

a) Have you previously had an application for an aviation document rejected or have you been the holder of an aviation document which has been suspended or revoked (other than a licence that has been superseded by a replacement or a higher licence)?

**Please choose No  or Yes  If answering "Yes", please give details.**

b) Do you currently hold an aviation document. ( RAANZ , SAC , Part 61 , Engineer or other )

**Please choose No  or Yes  If answering "Yes", please give details.**

## Step 3 : Please answer the following three questions

a) Have you been convicted in any court of law of any transport safety offence in the last five years or are you presently facing charges for a transport safety offence?

**Please choose No  or Yes  If answering "Yes", please give details.**

b) Have you been convicted on any criminal charge or are you presently facing charges for any criminal offence?

**Please choose No  or Yes  If answering "Yes", please give details.**

c) Have you any history of physical or mental health or serious behavioural problems?

**Please choose No  or Yes  If answering "Yes", please give details.**



# Fit & Proper Person Statement (Page 2/2)

## Office Use Only

Fit and Proper Person

No  or Yes

Processed By \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

## Step 4 : Declaration

I hereby certify that to the best of my knowledge and belief the statements made and the information supplied in this questionnaire and the attachments are correct. I hereby consent to the disclosure by the New Zealand Police of any details of any convictions I may have pursuant to this application, to the Assistant Director Safety Certification, Civil Aviation Authority.

**Applicant's Signature** \_\_\_\_\_ **Date** \_\_\_\_/\_\_\_\_/\_\_\_\_

The provision of false information or failure to disclose information relevant to the grant or holding of an aviation document constitutes an offence under Section 49 of the Civil Aviation Act 1990 and is subject, in the case of an individual, to imprisonment for a term not exceeding 12 months or to a fine not exceeding \$5,000.

**YOU MUST GIVE THIS FORM TO YOUR INSTRUCTOR**

**DO NOT SEND THIS FORM TO THE SECRETARY**



## Personal Details

Name :

\_\_\_\_\_ (surname)

\_\_\_\_\_ (first names)

Address :

\_\_\_\_\_

Date of Birth :

\_\_\_\_\_

## Candidate's Declaration

I hereby declare that to the best of my knowledge and belief I am in good health. I am not receiving medical care and so far as I am aware do not suffer from any of the conditions listed (a) to (e) below.

I also declare that I do not suffer from any medical condition or disability, either mental or physical including any visual defect or chronic ear, sinus or respiratory disease, or take any medication which would be likely to affect my ability to fly a Microlight safely. I fully understand that if at any time hereafter I know or suspect that I have developed any condition listed hereunder, I shall cease flying and inform RAANZ.

If my physical or mental condition renders me unsafe to fly I will cease to fly until I have obtained a medical opinion from a Registered Medical Practitioner that I am fit to fly.

**Applicant's Signature** \_\_\_\_\_ **Date** \_\_\_\_/\_\_\_\_/\_\_\_\_

If an applicant is unable to sign the above because of a medical condition listed (a) to (e) below, and the condition is stabilised by medication, and the Medical Practitioner considers the candidate may be fit to fly, then the candidate may sign below acknowledging that **he/she may only fly after meeting all of the obligations placed on the certificate by the Medical Practitioner on this form under the heading RESTRICTIONS.**

Note : The Medical Practitioner may consult (if considered necessary) with the RAANZ Medical Officer at the address stated in the RAANZ Policy and procedures manual.

**Applicant's Signature** \_\_\_\_\_ **Date** \_\_\_\_/\_\_\_\_/\_\_\_\_

## Medical Guidelines

The validity of this certificate is FOUR years for pilots up to the age of 40 years and TWO years for pilots over the age of 40 years, unless otherwise specified.

**The Land Transport Authority booklet "Fitness to Drive for Private Drivers" shall be used as a basis for examination.**

Any minor injury, medically prescribed drugs, dental anaesthesia, illness not referred to on this Medical Declaration and blood donation probably makes the pilot temporarily unfit to fly. The pilot should seek medical advice before resuming flying.

Persons with Red/Green colour eyesight deficiencies may not fly as a pilot in command within control zones unless they hold a F.R.T.O certificate and the aircraft is equipped with an approved communication radio.

## Medical Certificate

I am a **Designated Medical Examiner to the Civil Aviation Authority / Applicants Regular Medical Practitioner (delete one)**, and I understand that the above applicant wishes to fly as a pilot of a Microlight aircraft.

Following questioning and Medical Examination in accordance with published guidelines on this form , I am not aware of any reason why it should not be safe medically for the applicant to fly, nor am I aware that the applicant suffers from any **uncontrolled** acute or latent conditions listed in (a) to (e) below.

- (a) Epilepsy and other periodic disturbances of consciousness, giddiness, history of severe head injury.
- (b) Diabetes, requiring insulin therapy.
- (c) High blood pressure, coronary artery disease.
- (d) A history of alcoholism or drug addiction.
- (e) Psychiatric disorder.

To my knowledge the applicant is not taking any medication which could jeopardise pilot / passenger safety.

**The medical Examiner/Doctor determines that the applicant is either (choose one)**

- (a)  Fit to fly as a pilot in command with a passenger
- or
- (b)  Fit to fly solo as a pilot in command without a passenger.

**Applicant's Full Name** \_\_\_\_\_

**Doctor's Signature** \_\_\_\_\_ **Date** \_\_\_\_/\_\_\_\_/\_\_\_\_

**Doctor's Full Name** \_\_\_\_\_

**Doctor's Address** \_\_\_\_\_

**DME Stamp or Medical Practitioner Number:**

Where the Medical Practitioner applies restrictions to this certificate, this shall be recorded below.

## Restrictions

**This Medical Declaration EXPIRES on the** \_\_\_\_/\_\_\_\_/\_\_\_\_