

Canterbury Recreational Aircraft Club

Membership Information

Welcome to the Canterbury Recreational Aircraft Club

The club is based at Rangiora Airfield and has its own club rooms and two hangars which are available for rent to members and non-members. The club rooms are available for you to use at all times, you may even stay overnight on occasion.

Food and drink is available in the clubrooms at the prices posted on the fridge, this is an honesty system so please make sure you put the money in the tin (on top of the fridge). The phone is available for local (Rangiora) calls only.

The door (and alarm) code is given to all members on request. A note about the alarm – to disarm it you'll need to enter the code and press the “away” key (many have been caught out on that). The hangars' combination is different to the clubrooms, ask your instructor.

Vehicle Access

The area between the club rooms and the hangars is not a road, it's a taxiway for aircraft, please keep your vehicles clear of taxiways at all times. Access to the club rooms is via the gate at the end of the entrance road, please park your vehicles in the car parking area to the side of the large hanger behind the clubrooms.

Hangars

Places in the two club hangars are available for rent to members at \$100/month, however due to demand places are very limited, do not expect to be able to get a hangar place quickly.

Aircraft Operations

Both training and solo flights may be taken in the club's aircraft, it is generally not possible to hire club aircraft for longer than a few hours. Your instructor will brief you on all the procedures required for the safe and correct operation of our aircraft, if in doubt, ask, questions are never foolish, not asking them is stupid! All use of the aircraft is to be entered into the flight log in the hanger, accompanied by payment in the supplied envelopes dropped into the safe – ask your instructor to show you where these are.

Solo flights may not be carried out in club aircraft before a club instructor approves you for solo flight in the SPECIFIC aircraft. All solo pilots must read the declaration and sign the “Solo Book” for the aircraft prior to making that first solo flight, your instructor will present this to you, probably when you least expect it!

You should record the details of all flights on the whiteboard in the clubrooms before leaving and remove them when you come back, preferably also tell somebody where you are going and when you'll be back and catch up with them when you do get back. Your safety is our #1 concern, but we need cooperation to ensure that.

All pilots should own and carry a cell phone, make sure you enter the club number (03 313 3592), the President's number (03 327 6448) and the Secretary's number (0800 021 029) into your phone's address book, especially if you fly the club aircraft. Make sure that the Club Secretary has your current cell phone number at all times

Any damage to the club aircraft must immediately be reported to the Safety Officer, Delivery Message, CFI or committee member and a placard placed on the aircraft to remove it from service.

Governing Body

Microlights in New Zealand are governed by “Part 149” organisations delegated by CAA -- our club is affiliated with the Recreational Aircraft Association of NZ. Information about RAANZ can be found on the web site www.raanz.org.nz, as can information from the CAA at www.caa.govt.nz. You need to be a member of RAANZ to enjoy all privileges of club membership.

Contact People

My Instructor :

President : Mike Sheffield, 03 327 6448

Treasurer: James Sleeman, 0800 021 029

Hangars: Paul Woodley, 03 352 2527

Web Site : <http://crac.recwings.com/>

Canterbury Recreational Aircraft Club

Learning To Fly

All our instructors are volunteers who have to work, live and play, please treat them accordingly – it is a privilege to receive flight training, not a right. A small gratuity for an instructor's time is encouraged.

What you Need

The first thing you need, is to fly, contact one of the instructors listed right and arrange an introductory flight where you will get to fly the aircraft.

Once you have decided that you want to learn you will need to have your GP complete a Medical Certificate for you, and you will need to complete a Fit and Proper Person Declaration.

Take the completed forms to your instructor (at your next lesson), your instructor will then issue you with a Microlight Pilot's Licence (RAANZ will send you a "gold card" license in the mail). At this stage you will need to pay the RAANZ joining fee, purchase a Pilot's Logbook and Pilot's Training Manual

Of course, if you already have experience flying this can be credited towards your Microlight Licence, so please take documentation (logbooks) along to show your instructor and discuss what can be credited.

Scheduling Lessons

Instruction is to be arranged with your chosen instructor, there is not always an instructor on hand, so you should definitely book a time. Your training status is recorded in your log book, so you must always have this with you when you go flying, as well as your medical certificate – it's a good idea to store this inside your log book.

What it Costs

You only pay for the time the aircraft is running, we don't charge for ground instruction (however this may be reviewed in the future), the current hourly charge is always on display in the hangar, due to fuel and oil price fluctuations it does change from time to time. This all means that an average student will spend \$1000 to \$1500 for instruction to get to their first solo.

What is the Licence

There are 3 license types, and much like the driver licensing system, you will advance through the three levels...

Novice

This is issued as soon as you have gained your medical certificate and allows you to receive flight instruction. Once you have achieved a suitable standard (determined by your instructor, the time it takes will vary considerably from person to person), your instructor will send you solo. Once you have soloed you will complete a number more hours of training both solo and with your instructor on board. The novice license gets renewed every year. All of your solo flights must be approved by an instructor and cannot extend past the airfield local area.

Intermediate

Once you have the required number of hours (25) you will complete the flight test and written exams to test your knowledge of Aviation Law, Air Navigation, Meteorology, and Aircraft Technical Knowledge. The license is valid for 2 years and allows you to fly in the local area (10 NM) without prior approval. You can not leave the local area without instructor approval and this must be for training purposes towards your Advanced only.

Advanced – Local/National

After some more flying, instruction in cross-country navigation and a flight test you will be eligible for an advanced license which removes the 10NM limitation of the Intermediate license. An Advanced Local licence allows you a 50nm range, while Advanced National, which requires some extra study in the use of a flight radio for communicating with air traffic control, ground personnel and other aircraft, allows you national flying.

Instructors

3-Axis (Conventional Aircraft) :

Brent Thompson	03 313 3592 (club)
Dave Mitchell	025 228 9556
Ross Marfell	03 385 7261
Tony den Haan	027 480 8259
Peter Small	03 312 5878
Mike Small	027 436 2609
Roger Ward	03 359 9671
Kim Twentyman	03 312 9219

Weightshift (Trikes) :

Doug Anderson	03 326 5928
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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.

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.



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 ____/____/____