

SAHPA ANNUAL GENERAL MEETING

Barberton Golf Club

30 June 2016, 18H00 for 18H30

Minutes

1. **Welcome:**

Jon welcomed all present 40 members attended the meeting

2. **Apologies:**

Anthony Allen, Peter Wallenda

3. **Minutes from Previous Meeting:**

Approved

4. **Financial & Membership:**

Membership as at 20 June 2016 is as follows:

Total 721 (591 PG, 73 HG, 117 PPG, 19 PPC, 36 PPT, 13 PHG) 115 Students (from 1 January to date)

Financial: Our financial Yearend had to be changed in accordance to the Aero club's financial year end and so the audited statements reflect only 10 months for 2015 and not a year. The accountant who used to do the financials had sold her business and we had to appoint new accountants/auditors. Veritas Chartered accountants are registered Accountants and auditors. Members had no objections on this appointment.

The FAI sporting licence was always subsidised by all pilots but this changed last year. All members competing in any local or international competitions must apply for a FAI sporting (Competitors) licence which is valid for a year. The NAC is a member of FAI and need to pay over 9000Euro and only recover about ½ of this from the members. No profit is being made from this.

Please understand that SAHPA is the only AeCSA section that does ALL bureaucracy and fee splits on your behalf. Most other sections force members to pay AeCSA + Section in December. At SAHPA we do it on the license renewal date and collect all payments incl. RAASA license in one payment from you. SAHPA is of the view that if we do not do this, we will have more rogues.

Financial statements were on available for viewing.

SAHPA has spent no money on marketing due to being very careful with regards to issues that needed to be finalised first. Applications have been submitted for the TPM and SAHPA has got extra cash left for us to now spend some of it on marketing and promoting the sport.

SAHPA is also trying to keep the fees as minimal as possible but there are a lot of expenses that are not under our control, namely Aero Club, Insurance and RAASA. One of the members asked about bringing family membership back and Khobi said that SAHPA will look to see if it is possible.

Financial were found in order and approved.

5. **Chairman report:**

RAASA: The ATO training under RAASA is very logistical as classified under part 62. This is the same category for Microlights but there are a lot of differences between the 2 sections.

There is however issues starting with our powered section as the powered section's definitions

are very similar.

PPT is a craft with an engine and can be foot launched and should therefore stay under SAHPA. Currently RAASA are not happy that the powered section trikes are not registered or inspected and if changed all PPT's will need to carry a logbook for repairs /maintenance, engine, frame and propeller and will need to be signed off.

SAHPA is currently shielding the members from extreme regulations. An ATO had to be set up to make all training legal and Hans had to write a TPM. The ATO has been approved last week with a TPM. All instructors who do not commit and abide can be told to leave and apply directly with RAASA.

SAHPA's exams are currently open book but there have been instructors who have given out the mastercopy for the students/ pilots to copy and RAASA has received a complaint about this. The perception is that if the exams are placed online it will improve the credibility of our training system. SAHPA has not approved this yet and if we do agree, an exam room must be set up, a qualified adjudicator needs to be appointed. If this is done will it improve the quality of training. Part and parcel of the ATO system is Auditing, where RAASA may audit the office and one nearby school. For the rest we have to have a list of approved persons to Audit other schools (may not audit themselves, probably will result in PG Instructor Auditing a HG School & vice versa).

ATO documentation – RAASA wants to still make a few changes to the TPM but Hans has asked RAASA if we can forward the document to the instructors for viewing. RAASA has agreed and Hans will send it out shortly.

One thing that is requested is that a person is nominated to warn public of incoming pilots at landing sites. In the cape the Tandem Association can appoint someone to do this. IF RAASA is going to audit they will most probably audit the Cape area first.

Head of Training: Hans Fokkens' work load has increased and with the ATO, paper trails and audits an Instructor HOT will need to be nominated and will need to be paid. The costs will be covered by the TFI and Instructors in SAHPA and not the by the recreational pilots. K Bowden will work out an amount the schools will need to contribute annually and this will be communicated to the schools and TFI members once finalised.

RAASA is currently working on a new part (Part 115) whereby all commercial pilots from all the sections will fall under and regulated. Until then it is absolutely critical that SAHPA TFI pilots refer to their flights as training flights only. All TFI companies must change their websites to refer to as training flights and not Adventure/ Sight seeing/ Thrills / Extreme Sport etc. "Come and Experience the sport of paragliding with a qualified Instructor" is the language to use.

Speed flying: Speed flying does not fall under SAHPA and our insurance will not cover these pilots. Landowners can only agree to let SAHPA registered pilots fly their sites. We are discussing how to do this, we are probably going to have to allow non-rated wings for this, but SAHPA consensus is they have to do full SAHPA training including XC for sports on borrowed equipment if necessary (no concessions on training)

Development: A budget is available for the development program (training PDI's) from the sports and recreation ministry. The SAHPA committee is not going to handle this. Any instructor/school interested in applying for this may have our blessing, but will need to write weekly reports, etc. IOW there is budget, you just have to write motivations & AeCSA can help you with this.

6. New Committee:

No nominations were received for this year's SAHPA elections and because of some resignations members will need to be co-opted onto the committee.

Resignations received were from: Mias De Klerk, Neil Koopman. Khobi Bowden

Jon Pio stated that he will stand for one more year but SAHPA is going to look at employing an operations manager who can attend the RAASA and Aero club meetings, etc. Khobi and Jon will send out a job description to members and cv's are to be submitted to the SHAPA office.

The 2016/2017 SAHPA committee is as follows:

Chairman – Jon Pio

NLO – Hans Fokkens

PPG Section- Pieter Wolmarans

HG Section: Lennox Olivier (Co-opted)

Ron Aylward (Co-opted)

Tracey King (Co-opted)

7. General:

James Braid and members thanked J Pio, K Bowden, L Liversedge who were present at the AGM and committee members for all their hard work over the years.

Meeting adjourned at 20H10