

RV Aircraft Australia Inc (RVAA Inc)

June 2022 Update:

2023 Goolwa Annual General Meeting:

Mark your diaries, request annual leave for the 2023 RVAA meeting at Goolwa, South Australia. The event will run from Friday 24 March, with the AGM scheduled for Saturday morning, 25 March. On Sunday 26 March there will be an optional fly away to Kangaroo Island for lunch!

The following events are in the early stages of planning:

Presentations:

OZ Runways Friday.

RV aircraft tools seminar by our own "Tool Expert" Ashley Miller.

Social events:

Meet and greet BBQ at Goolwa airport Friday night.

Tea at the Goolwa Hotel Saturday night.

And those that wish to fly to Kangaroo Island on Sunday, lunch at the Sea Breeze winery.

Some may want to stay on the island and get on a tour with Sea Link.

Goolwa accommodation:

Camping on the airport is permitted.

Motel Goolwa

30 Cadel St. Goolwa

Ph 08 85551155

Info@motelgoolwa.com.au

Discovery Parks

40 Kessell Road Goolwa

Ph 08 85552144

goolwa@discoveryparks.com.au

Agile Insurance:

Agile Insurance is paying the RVAA \$30 membership fee for every RV owner insured through Agile Insurance! If you have Agile Insurance, you will no longer be asked by the Treasurer to make an annual \$30 membership payment. How good is that? In order to protect your privacy, Agile Insurance will ask you to tick if you are or want to be a member of the RVAA. We will then receive your \$30 membership 'free to you' subscription. One request from the Treasurer, please email rvaircraftaustralia@gmail.com when you have purchased your insurance as we manually claim your membership fee.

One member recently pointed out that Agile Insurance was only a bit better than the SAAA's QBE insurance. However, he appreciated that he got free membership with the RVAA whereas he had to pay \$277 to be a member of SAAA to use their QBE insurance. To be perfectly clear I shall use the phrase that the SAAA has used several times in the insurance debate. Compare apples with apples. The SAAA/QBE insurance quote is the normal "Parts Only" policy. Should you have an accident such as a bird strike you will be paid or supplied with the leading-edge skins and ribs. You will be expected to de-rivet and rivet your damaged skin back together. The Agile policy is turnkey, take your damaged wing to a professional shop and come back later to fly it away. I certainly know which I prefer! Please pass the word around to your RV friends and colleagues that the RVAA Agile policy is the most competitive in Australia. If in doubt just go to our own personalised webpage policy calculator and check it out: <https://vansaircraftau.poweredbyagile.com.au/> . To our friends at Agile, thank you for supporting the most proven kit aircraft in the world.

Membership Forms:

It is a legal requirement that we have hard copies of your membership application forms. Currently we have just under one hundred membership forms on file, with another two hundred expressions of interest to join the RVAA. Attached to this newsletter is the membership form in word format. Could you please fill in the form and scan or photo a copy back to our mail address at rvaircraftaustralia@gmail.com

Banking Details:

To those members who self-insure our banking details are:

Account name: RV Aircraft Australia

Bank: Commonwealth Bank

BSB: 064166

Account Number: 10631618

Annual fee: \$30

SAAA Affiliation:

In compliance with your motion at the last Annual General Meeting we have written to the SAAA seeking affiliation as a type Chapter. The Chapter number chosen is 40, a very clever idea from one of our members Gary Spicer. The alphabet number for **R** is 18 and **V** is 22 = 40, hence Chapter 40!

Our affiliation as a Type Chapter is breaking new ground, something that the SAAA desperately needs to do to maintain relevance and viability. In essence Chapter 40 will not have monthly meetings like other chapters; however, we will be there to assist the SAAA in their aims of furthering sport and experimental aircraft in Australia. My sources tell me that our application 'rocked the boat' with our President who demanded that my membership of the SAAA be revoked. I understand that this has upset a number of National Councillors!

I can announce that we were offered a form of membership that was conditional upon RVAA members being financial members of the SAAA. Unfortunately, this is not in compliance with your motion at the Echuca meeting. The RVAA is an inclusive association. We want all of our members to be able to contribute to the SAAA, not just paid up SAAA members.

We have written back to the SAAA seeking clarification.

We have the potential to introduce one thousand RV owners and builders! Given the number of registered RV aircraft are flying in Australia or being built at this time, this expectation is realistic. We await their response. Realistically the RVAA does not need to be an affiliated member of the SAAA. We can live with that, but I'm not sure the SAAA can live without us... More to come.

An advocating win with CASA:

I have previously reported that several weeks ago CASA sought feedback on the proposed changes to the maintenance authority privileges that we as owner builders hold. CASA has announced that they have undertaken a review and agree that Australia should have an equivalent to the FAA Repairman's Certificate.

What does this mean? When the legislation is enacted those who have **bought** a second-hand RV aircraft, **built** by someone else, should be able to undertake repair, maintenance and annual inspections (issuing the maintenance release certificate) on their purchased airplane, a privilege they currently do not hold. In order to hold that privilege, a course and assessment will be required.

CASA has chosen to introduce a unique Australian equivalent to the FAA, being certificates 1 to 4. Taking the example of a RV builder, on completion of your build you will be granted a certificate 2 to undertake the maintenance authority you currently hold.

However, the original proposal stated that if you **sold** that aircraft, but **purchased** another RV aircraft, the knowledge and skill you had acquired over the years would **not transfer** to the new aircraft. The original proposal would require you to undertake a 16 hours course with assessment, in order to be granted a certificate level 3. This did not make sense and denied "recognition of prior learning".

On your behalf RVAA made direct contact with the relevant Director at CASA advocating for an amendment to their proposed legislation. CASA has accepted our argument. The proposed legislation will be altered to cater for experimental owner/builders maintaining **their** airplanes within the same 'family' group. We think you will be pleased with the outcome!

In a closing note I was a little disappointed to see that the SAAA had not picked this anomaly up and advocated on sport and experimental's behalf. The SAAA was most vocal about our need to make and submit submissions for the new medical, but was deaf when it came to this proposal. I certainly hope and trust that the SAAA's silence was not promoted by any expectations that they would attract additional past and experienced builders into their revenue generating 16 hours course. That kind of silence does not advance the cause for owner builders Australia wide. I hope I'm wrong in my suspicions, time will tell.

Membership of Australian General Aviation Alliance (AGAA):

The RVAA has been invited to join the Australian General Aviation Alliance. Current membership comprises of the following:

- Aircraft Owners and Pilots Association of Australia (AOPA) – *founding Member*
- Australian Maintenance Repair Overhaul Business Association (AMROBA)– *founding Member*
- Sport Aircraft Association of Australia (SAAA)– *founding Member*
- Air tourer Association (AA)
- Australian Licensed Aircraft Engineers Association (ALAEA)
- Australian Mooney Pilots Association (AMPA)
- Cessna 182 Association of Australia (C182AA)
- Cessna 200 Association of Australia (C200AA)
- Cirrus Owner Pilots Association of Australia (COPA)
- Colour Vision Deficient Pilots Association (CVDPA)
- Experimental Light Aircraft Association of Australia (ELAAA)
- Gliding Federation of Australia (GFA)
- International Comanche Society Australasia (ICSA)
- Lancair Owner Builders Organisation Australia (LoboOz)
- Regional Airport Users Action Group (RAUAG)
- Sports Aviation Federation of Australia (SAFA)
- Your Central Coast Airport Association (YCCAA)

As you can see it is an august body of aviators. The RVAA has accepted nomination at this time, conditional that the AGAA understands that we are not in a financial position, as we get up on our feet, to lend a financial hand. We don't want to overcommit and underperform at this time. However, our hearts and souls lay with the AGAA as we advance aviation in Australia.

Incorporation:

The Office of Fair Trading advises that as of 16th June 2022 the RV Aircraft Australia is now an incorporated Association to be known as RV Aircraft Australia Inc.

Alan Carlisle OAM
President, RVAA Inc