

RAANZ Ops report 2017

The executive of RAANZ has been busy as usual throughout the year and have got together regularly to review the various issues that are raised from industry that may impact on our operations. This includes accident and incident data, membership, instructional techniques and a myriad of others. We also regularly meet with CAA to discuss any issues they have and what we can do for our members to simplify or improve operations.

Recently CAA held a meeting for all part 149 organisations. This was most valuable to ensure that we are all on the same page with how we manage and operate our expositions. There were some interesting statistics that were presented. Across the board, that includes GA as well as microlight operations, there is still a high number of accidents and incidents, especially in loss of control in the air e.g. flick spin die scenarios, and runway issues e.g. undercarriage damage and ill-conceived crosswind techniques. Interestingly enough the statistics produced by the FAA in the USA have a similar proportion per capita of pilots.

Obviously we have to address these problem areas. It is important that if pilots have a feeling of some short comings then you should approach your instructor to remedy such. e.g. crosswind landings for our light weight aircraft requires quite an amount of skill and it is not over until your craft is safely in the hangar. How often do you practise stalling recovery techniques? It is easy at altitude but not so if low level.

One of the CAA flight safety officers advised that during his travels and enquiries there seemed to be a lack of basic knowledge in some operations that may have never been covered in the syllabus when being trained. This includes GA training as well. This is a bit disturbing. It is vital that instructors stick to the syllabus, do not brush over any part of it and ensure that the student has a thorough understanding.

As mentioned last year we have embarked on a mission to produce an on-line Instructor technique course and I am pleased to say that we are almost there. We have had some very experienced people involved and we have based it on the CAA requirements but have simplified the syllabus a bit and made it interactive. This will be followed up by an instructional briefing class. This is an improvement on what we have presently got documented for our instructor training.

I have got some interesting statistics from our membership data base.

- We presently have 670 members.
- To manage BFR's, instructor ratings and renewals we have 30 Authorised Testing Officers (ATOs).
- There are 77 senior instructors and 19x junior instructors. (6x completed certification this year)

To allay the concerns of some of the industry that tend to criticise Microlight instructors abilities we have some very experienced people in our fold.

- 18 have current ATPL, A, B or C category instructor ratings.

- 33 have a current CPL or PPL.

I also know of a number of senior instructors and ATOs that have held GA instructor ratings and CPLs in the past.

RAANZ has appointed 3x new ATOs this year to replace those that have required. This is an appointment that requires a high standard and dedication to our sport. Long story short, we do have some very experienced instructors at the top who do an amazing job in ensuring our members are getting the best. As our organisation encourages a club based fraternity we do have the advantage of great peer pressure from our members that CAA are very encouraged by.

Remember we never stop learning.

Fly safe

Bill Penman