

RAANZ AGM2015

Ops report

Another year has flown by and for some far too quickly. The executive of RAANZ has been quite busy and have got together regularly. From my perspective it has been quite rewarding in appointing new ATOs, upgrading and flight testing new instructors, presenting at road shows, assisting in organising an ATO seminar, reviewing our part 149 exposition, keeping in touch with CAA, fielding queries for all and sundry along with being able to get out and about to various fly-ins and participating in our great sport.

There has been some changes in who we deal with in CAA and RAANZ has spent quite some time this year getting to know and be onside with these personnel. The ever growing popularity of micro-lighting in NZ and acceptance by those in general aviation as a whole has meant that we have to ensure that our teaching methods, maintenance requirements, rule compliance and flying abilities are responsible and overall safe.

Colin and I completed a North Island roadshow at the end of last year that included aircraft ownership, maintenance responsibilities, licensing and BFR requirements, safety issues along with a myriad of other topics. The attendance was very pleasing along with great feedback. It is important that the various messages delivered are taken aboard before and with every flight.

One area that is letting our organisation down is that we are not consistently reporting accident and incidents as we should be. If you are not sure if anything is reportable chat to your instructor or file through our RAANZ system and we will ensure anything significant will be passed onto CAA. This reporting system has the ability to recognise trends and issues that can be passed onto other aircraft owners and pilots to maybe prevent something similar. We must learn and capitalise on other's experiences.

In September we managed to get 20 of our ATOs together for two days in Wellington to discuss various topics but mainly to ensure that we are all on the same page when it comes to instructing techniques and that our standards are common. The theme was 'back to basics' in ensuring that all pilots receive a solid understanding of how, why and the consequences of what we do in the air to ensure safe and enjoyable flying. As a result of this seminar there has been a tidy up of what is required when training our budding instructors. We are also working on an Instructor Techniques course for which participation will be mandatory. The expertise and experience at this forum was mind boggling and is testament that RAANZ is in great hands with fantastic ATOs. CAA I believe were suitably impressed.

RAANZ, namely our Admin stalwart Stuart has produced an aircraft log book especially designed for microlights along with a pre-take-off check list sticker that can be attached on the dash. We are also about to introduce an aerobatic rating for those more adventurous.

It has been reiterated before but is always worth mentioning again that in a voluntary organisation like ours it is often not really understood the effort that our behind the scenes executive, instructors and ATOs put into making the success micro-lighting is today. Well done all. Fly safe.

Bill Penman