

RAANZ Ops report 2018

Another year has flown by and for some reason it seems to get shorter as age progresses. This however, has not waned my enthusiasm for flying and enjoying the simplicity of what RAANZ has been able to achieve over the past decades in keeping processes uncomplicated but up to date with a progressive industry.

With a membership of close to 700 members it challenges RAANZ to ensure we have a strong base of experienced and enthusiastic instructors (109 at last count). Overseeing these instructors we appoint ATO's (27 at the moment) that are of a high calibre with their exceptional experience and respect. It is expected that they uphold and represent RAANZ policies at a high level and be a 'mentor' for other instructors.

The flight standards an ATO expects at an Instructor's annual flight review set the appropriate flight standards required of all RAANZ pilots.

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 and ability to at least a competent standard. I note that number of our instructors and ATO's (29) currently hold part 61 instructor ratings including examiner status for CAA. This is an indication that microlighting has been well accepted by the aviation fraternity and we are on an even par with all.

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 about to introduce it. 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 will be a step up on what we do presently for our instructor training and I am sure will be the envy of other aviation factions.

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.

One of the recent issues that has emerged from some unfortunate accidents in the past is that the pilot may have been affected with a known medical problem or not being really fit to fly.

It is ultimately the pilot's responsibility to ensure that they are fit to fly. Part of your declaration on your medical form you indicated that should you 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 will not fly until advice is sought. Remember IMSAFE

Last year I indicated to the executive of RAANZ that I will be stepping aside this year to allow some fresh individual into the position as Operations officer. This person has to be an outstanding ATO with a thorough understanding of RAANZ and CAA procedures and rules. They have to have integrity and responsibility and be sanctioned by CAA and the exec. I have nominated an appropriate qualified person and all is being presently processed.

I have been flying since 1970, joined RAANZ (then MAANZ) as an inaugural member and have been involved with the executive for many years. I have thoroughly enjoyed being part of a great team and being able to give something back into what can only be described as a great organisation with a passion for the love of simply flying simply. I will continue to hold my ATO status and enjoy my flying for a long time yet.

Fly safe

Bill Penman