



AGM24

OPS report

It is my pleasure to provide the RAAANZ Operational report 2024.

First as always is my thanks to those Instructors out in the field who do an amazing job of training, mentoring and reviewing the performance of our many keen recreational aviators. This group set the example that we expect from all our pilots. Without this group of dedicated volunteers our organisation would have little value.

The overall experience level both in hours flown and years in the aviation of our Instructor base is something we can be justifiably be very proud of.

I keep saying that we have one of the best operating frameworks in the world for our type of flying. The range of aircraft we can operate is simply amazing. All have their own idiosyncrasies that must be mastered and competency maintained. Some are more complex than others but all are quite capable inflicting significant damage if not respected. It is a privilege to have access to the range of aircraft that we have. This range will become more diverse in the coming years with personal e VTOL aircraft on the horizon and the ever increasing performance of the Plastic fantastic. It will be a challenge to cater for the expanding range but I am confident we have the experience within our group to do so competently.

Throughout the year we held a series of Instructor Seminars. These focussed on the basic early lessons which are the foundation of any flight training. My thanks go to Phil Hooker from Tauranga for developing and facilitating these.

The basics of aviation have featured in a few aircraft incidents throughout the year. Through good luck in some situations no serious injuries have resulted.

It is vitally important to remember that we are recreational aviators and not on a war footing. Basic procedures and checks need to be learnt well and practised on every occasion we take to the air. Some of the skills that you are trained in may never be used in anger but it is like the Fire engine down the road. You hope it is never used but if it is you want to know that it has actually gone out and practised stuff that may be used in an actual fire and does know how to do the job.

Several incidents would indicate that basic preflight or critical take off checks were rushed through or not done completely.

Please do not forget the number one rule in aviation. **Fly the Aircraft.** There have been numerous accidents where a serviceable aircraft has basically flown itself to the scene of the accident whilst the pilot has been preoccupied dealing with a situation that was perceived to be less important than maintaining control of the aircraft. Gravity will always win if you give it a chance.

It is also vitally important that we preflight ourselves each time we head towards the Airfield with the intention to fly. The **IMSAFE** checklist must be gone through with brutal honesty and must include an **R** at the end. This is for **Recency** ie how current am I really for what I intend to do today. The accident files are full of examples where if this questioned had been answered honestly the event probably would not have occurred.

Any Take Off checklist must always conclude with **E. Emergencies or Eventualities**. I.e. What is our plan if something significant occurs shortly after take off. Being startled by something you could have prepared for can certainly reduce your effectiveness in dealing with it.

To continue to operate effectively one must keep up to speed on procedures and aircraft operating parameters. To help this revision process a series of questions are being formulated that will need to be completed before every BFR. Please treat this as a valuable learning opportunity. You never know what situations you may encounter whilst flying and being ready with answers or know where to find them will certainly help.

To help with this review process the Training resource on our website provides a wealth of information that is not only good for passing exams but also as a place to review very useful information. Many thanks to Rainer Kunnemeyer for his work with this material.

We continue to have a generally good working relationship with the regulator. Some investigations became quite detailed with respect to observation of rules and procedures. It is essential that all are aware of the rules applicable to their flying and actively observe those rules. It is also essential that record keeping is maintained legibly in the prescribed manner. The records you keep may end up in court one day. If you have any questions about what applies to you please ask. There are no dumb questions and it could well save some unnecessary work and angst later.

I must thank our Administrator, Stuart, for the tireless work that is done, quite often in the background, ensuring compliance is maintained and participants kept happy. Filing of complete and legible documentation certainly reduces the workload.

Regards,

Rodger Ward (RAANZ OPS)