

MEMBER SURVEY OUTCOMES: October 2015

532 responses which is approximately 20% of GFA membership.

Demographics

1. 5% of respondents were women which is close to the gender mix of our organisation.
2. Age spread was good. Spread is a bell curve with peak at 60yo, with 50yo and 70yo slightly less. Good number of responses from younger and older groups.
3. Good spread of experiences, large percentage with GPC, only a small number of coaches.

4. GFA Objectives

90-95% of members agree or strongly agree with our five current objectives (Freedom to fly: Safety: Promote & Develop the Sport: Promote a Culture of Excellence: Services):

Members were asked to suggest other focus areas for consideration. The main suggestions were:

1. Club development and support
2. Improved Communication
3. Reduced cost
4. Membership growth (including women and youth) and Promotion
5. Training approaches and standards

5. Support from Club, Region, GFA and other pilots

Key item is the low number where only 35% agree that Regional Associations provide a perceived benefit.

Members were asked to suggest ways of improving the information and support they get.

1. Club structure and engagement
2. Increased communication
3. Engaged and focused Regional Associations
4. Improved training approaches
5. Magazine improvements
6. Website improvements

6. Approaches to grow membership

In order to improve Member attraction and retention, the Board should focus on Individual pilot responsibility (50+%), Safety Culture (50%) and Club system (40%). [Percentage of members who placed these in the top three priority.]

7. Pathways and support

Personal flying appears OK but Clarity of requirements and support provided is less than 50% for

- *Becoming an instructor (45%)*
- *Becoming a coach (29%)*
- *Becoming an airworthiness inspector (48%)*

Members were asked to identify barriers to achieve these progression opportunities

1. Age was common barrier – too old
2. Lack of Airworthiness training opportunities
3. No clear pathways (instructor, coach , inspector)
4. Lack of support and focus from club
5. Lack of coaching
6. Poor Instructor skills and attitude
7. Little variation in training approach (courses etc)
8. Personal time, money, self-motivation

8. Effectiveness of clubs.

Clubs are best at training new pilots and consistently less able to support solo pilots, private owners, maintenance, and social engagement.

Members were asked to suggest changes that clubs could make to improve their effectiveness. They suggested improvements in:

1. Club management
2. Club focus
3. Club culture
4. Cross country flying and coaching
5. Post solo training
6. Instructor standards and the Instructors panel
7. Member Engagement
8. Mentoring
9. Alternate training approaches

9. Quality of our training systems.

The following shows percentage who scored Good or Very good.

- *Instructing 79%*
- *Coaching 55%*
- *Airworthiness 55%*

Members were asked to suggest how we could improve the quality of this training
General suggestions across all areas were

1. Increased theoretical training
2. Improved training resources
3. Communicating courses (when, where)
4. Succession planning
5. Clear pathways and goal setting

Comments specifically for each branch include

Instructing

- Provide simulators
- Poor skill level of some instructors
- Poor transition to post solo training
- Instructor training needs greater structure
- Increased access to intensive courses

Airworthiness

- Courses to be more generally available

- More basic airworthiness training within clubs
- Different levels of airworthiness qualifications

Coaching

- Many clubs are not providing coaching
- GFA aircraft to support coaching
- Support local coaches
- More training for coaches
- Coaching training resources

10 & 11 General Suggestions

There were a large number of comments and suggestions for improving our sport. Approx 950 suggestions.

1. Improve Airworthiness training
2. Support improvement in club culture, interaction and development
3. Increase post solo training, coaching and introduction to competition
4. Continue to improve communication, including visits by GFA officers
5. Reduce costs
6. Fight regulation
7. Improved governance of board and committees
8. Improve instructor training
9. Improve launching methods
10. Membership growth and promotion
11. Increase number of women and youth
12. Regional Association activity
13. Safety focus
14. Improve standards in flying, training, airworthiness
15. Training – theory program, resources,
16. Improve website