

# THE HONOURABLE COMPANY OF AIR PILOTS

incorporating Air Navigators



## Australian Region

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# **Australian Region *Newsletter*** **August 2016**

## **Chairman's Notes**

*Sandy Howard, Chairman, Australian Region*



**W**ith winter biting, we all need some good news. Perhaps the accolades to our members in the Queen's Birthday Honours will help.

Peter Lloyd has been admitted to the Companion of the Order of Australia (AC) being further recognised "for eminent service to the aviation industry, particularly to the advancement of air safety in Australia, through leading roles with national and international aeronautical organisations, and air sport associations." Peter is, of course, well known for his continued activity with Safeskies, but few may recall his early Chairmanship of our Australian Region. Adrienne Fleming was awarded the Medal of the Order of Australia (OAM) for her work in training, women in aviation and with the Australian Air League. Adrienne performs sterling service on our region's Trophies & Awards Committee. We proudly congratulate them both!

The two casual vacancies on the Council for this year have been filled. The first by Barbara Parish from Adelaide. Barb is a former ATCO, holds a CPL, flies her own IFR C182 and, for some years, has been heavily involved with the Australian Women Pilots Association at both State and Federal level. The second by Paul Tyrrell. Paul has just left his position as CEO of the Regional Airlines Association of Australia and is now consulting. He is an active pilot and tells me that Rob Moore taught him early in his career; so any errors can be blamed on Rob!! We welcome them to the Council and look forward to them adding valuable experience to the team!

The Technical Committee has been busy as you can see below. A couple of points Mike has made are worth labouring. The first is the skills register. In the past, we perhaps could have been accused of being light on in our own consultation. A recent topic was extensively debated and reached a good conclusion. It was great to see the systems working as intended. Please, if you have any interests in the topics noted in the register form, submit it and join the Committee. Secondly, as progenitors of the RAPAC/NAPAC, consultation arrangements (see the "Origin of RAPACs" pdf at <http://rapac.org.au/>), the decline of CASA's relationship with that forum has caused some angst both on our part and that of the Convenors and participants, Australia wide. The production of the RAPAC web page outside CASA's sponsorship was a direct reaction to the state of affairs that existed. It would seem that fences are being mended and we look forward to CASA making full use of this valuable means of retraining contact with those working at the coalface!

The Aviation Careers & Education Committee is flushed with the success of this year's scholarship program, the results of which you can read below. You will also have received from us a request to donate to the Education Trust. We are at the birth of a venture of this nature. In the UK, the Company very effectively manages a number of trusts to provide both fully and partially-funded scholarships. At the start, we are in no way able to match their resources, but we hope to be able to augment the generous support we receive from industry partners. Additionally, in recent years, individual members have been contributing their own funds to their working groups to sponsor flying experience and prizes for teenagers. However, we consider that this funding would be better shared by all members through the Trust. To twist Pauline's words, "Please consider."

Our editor has suggested that we include "Letters to the Editor" in the newsletter. It was also raised by one of our esteemed members at a meeting in Canberra. A discussion worth having, which we might pursue, is to bring back the Safety Digest in paper form. What do you think?

Finally, we will be working toward the events surrounding the Master's visit and more potential for affiliations. Enjoy the *Air Pilot* which accompanies this newsletter and fly safe! →

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## **Editor's Corner** *Harold Walton*

Again, welcome to the Australian Region Newsletter this time for August 2016.

Back in September 2015 I took the unusual step of including an Editor's comment regarding a subject very dear to my heart, Air Traffic Control in Australia. I noted that my comments were primarily related to small aircraft general aviation activities and not necessarily to the "big" end of aviation and that the views were my own and did not necessarily represent the views of the HCAPA.

However it has been suggested that other members may wish to comment similarly and we are encouraging members to send in 'letters to the editor' for inclusion in forthcoming Newsletters.

Two issues that have generated a lot of discussion of late are Part 61, and the RAPACs. Please feel free to comment. Unfortunately, I have received no general comments to date.

Note that the Company makes no guarantee that your letter will be published and all will be considered by the Company Executive for appropriateness. →

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## **Technical & Air Safety Director's Report**



*Mike Cleaver*

Your Technical and Air Safety Committee has now been restructured along the lines I indicated in the last Newsletter. All those who replied with their offers for the Skills Register have now been added to the Technical Committee, and anyone who did not offer an updated skills list is no longer included. Also, I will only send you a request for input to any industry/Government consultation if it is in the area you indicated as having skills and/or interests, so TC members will not be bombarded with requests outside the area they indicated.

Firstly, may I thank those new members who have volunteered, and also thank those members who have retired from the Technical Committee for their generous service in the past. Secondly, if any member wishes to be included in the Technical Committee, please contact me and fill out the Skills Register form from the last Newsletter.

Most of the work we have done so far relates to airspace and radio communications, and input to the CASR Part 61 Solutions Taskforce on various matters where they sought industry input beyond their standing industry advisory panel membership. We have provided input here in relation to instrument proficiency checks and class/type rating reviews, as well as what type of approaches should be tested during tests and reviews. The Part 61 taskforce publishes a weekly or fortnightly

“top five” list of their current work priorities to fix things that have caused difficulty for us pilots, and whilst some urgent matters have been fixed by issuing exemptions, the long-term aim is to amend the regulations or the Manual of Standards.

On the airspace and communications side, we have commented on proposals to establish new GNSS approaches at Narromine, NSW, and Wangaratta, VIC; which would also include combining some CTAF allocations. Whilst supporting the new approaches we indicated some problems with one of the designs, pointed out errors in obstacles identified, queried some sector lowest-safe altitudes and ways to achieve separation between aircraft flying crossing approaches. We supported combining the CTAF allocation for Benalla and Wangaratta, and argued against combining the Dubbo and Narromine frequencies.

We are also keenly following the progress towards the issuing of a discussion paper on the most suitable VHF frequency to use when operating at, or overflying at low-level, aerodromes that are not currently shown on charts. Whilst noting some anomalies between charts, we also encourage the operators and chart authors to show more unlicensed aerodromes on the charts, where this does not cause clutter.

The State and Territory RAPACs have been significantly involved in these discussions, and we have supported the RAPACs in their quest to be better involved in consultation and to not have their Terms of Reference arbitrarily changed by the Office of Airspace Regulation. Whilst we have a strong team of members attending their local RAPAC as our representative, we would be keen to increase our representation in a few areas, particularly North Queensland, Darwin, North and South areas of Western Australia, and Tasmania. We have recently appointed Phillip Reiss to represent us on the Sydney RAPAC, and Peter Boughen for Brisbane. Peter has also kindly offered to cover North Queensland and Darwin in the absence of more local representatives. We have had success in increasing or retaining the frequency of some RAPAC meetings, specifically Brisbane and Adelaide. Please let me know if you can assist by serving on your local RAPAC in these areas, or to backup the existing representative in others.

I have also participated (albeit by very poor-quality Skype) in two meetings of the Honourable Company's London-based Technical Committee, along with about 20 UK-based members and two other Overseas Regions. These have been valuable for interchange of ideas – interesting topics being unmanned or remotely piloted aerial systems, various rule-making processes, the outcome of tragic airshow accidents in the UK, and a proposal to adopt True North for navigation using satellite navigation to replace the age-old way of using magnetised needles. There are also some interesting developments overseas in relation to medical standards for private pilots, which I am sure we will hear more of since the US Congress directed the FAA to simplify their requirements.

An upcoming matter for your consideration is an annual Human Factors conference that our Honourable Company sponsors, known as PACDEFF. This is managed by one of our Queensland members, Capt Dr Wayne Martin, who in his 'spare' time flies the B777 for Virgin Australia. This year's conference is to be held in Adelaide in November, in conjunction with the Australasian Aviation Psychology Association – they have a line-up of extremely interesting speakers who are world experts in their subjects, yet manage to produce a very affordable conference (\$295 registration for the 2 days). If any other members are interested in this topic, and can get to Adelaide in November, I strongly commend this conference to you – see [www.pacdeff.com](http://www.pacdeff.com) for details.

Finally, I wish to give notice that my term as Technical & Air Safety Director, nominally a two-year term, is due to expire at the Annual Meeting in March next year. While that seems a long way off yet, that time will pass very quickly and I am keen to identify possible successors who might take on some or all of my duties next year, and prepare them for the tasks involved. The role does not require you to be an expert at everything – it's more a matter of identifying who our experts are and coordinating their efforts to keep CASA, Airservices, ATSB and the Bureau of Meteorology informed as to what the Honourable Company's views are, usually when they ask us, and occasionally when they do not, but should!→

## **Part 61**

The saga that surrounds CASR Part 61 “Flight Crew Licencing” continues.

CASA has established a Part 61 Solutions Taskforce, which is continuing to address issues associated with the implementation of the flight crew-licensing suite of regulations.

The Taskforce regularly puts out an Update listing the Top five activities. The most recent was published on 25 July 2016 as follows.

“A great deal of work is underway and the update below represents the more significant activities and priorities for the Taskforce this last fortnight.

### **1. Air transport pilot licence flight test information sheet**

CASA is currently finalising an information sheet to provide greater guidance around the air transport pilot licence flight test requirement introduced under Part 61. The information sheet will be available on the CASA website this week.

### **2. Review of aerial application rating exams**

In response to feedback from the aviation community, the Taskforce is currently making arrangements to work with a contracted industry representative to review the aeroplane and helicopter aerial application rating exams. The review is expected to commence in September 2016.

### **3. Aircraft rating amendments**

Two amendments for aircraft ratings are about to be published.

The first is for the Part 61 aircraft and ratings legislative instrument. The amendment incorporates the AW169, removes redundant ratings, adds new types including the Legacy 450 and 500 and AW169, amends the G650 into two models for differences training purposes, amends the SA226/227 models for differences training from five groups to four, adds more aircraft to the list of multi-engine aeroplanes and adds the P-750 XSTOL to the list of single-engine aeroplanes that require training and a flight review.

The second adds more warbird type-rated aeroplanes to the regulation 142.045 legislative instrument, which allows training for those ratings to be conducted under Part 141.

It is expected that these approvals will be finalised next week.

### **4. Approvals for certain operators to conduct training for the aerial fire-fighting endorsement**

The taskforce has been working to finalise the regulation 141.035 approvals for certain operators to conduct training for the grant of the aerial fire-fighting endorsement. Drafts of the approvals have been prepared and adjustments have been made following further consultation with stakeholders. The aim is to finalise these approvals next week.

### **5. Instructor exemption and guidance**

The Taskforce continues to work on the exemption for instructors to conduct basic instrument flight training. While this task is progressing it has been delayed due to other higher priority tasks. The exemption is now being drafted and will be finalised as soon as possible. The Taskforce is also progressing the instructor rating advisory circular, sample grade 3 training courses and units for all of the training endorsements.

A full list of taskforce activities is available on the CASA website [[www.casa.gov.au](http://www.casa.gov.au) under

Home › Rules and regulations › Regulation reform › Flight crew licensing regulations suite-post implementation activity.

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## **Subscriptions**

Members will be aware that the year for subscriptions in the Australian Region runs from October to September. As a result, **subscriptions for 2015/2016 are past due and if you have not already paid, please do so as soon as possible.** If you have mislaid your renewal notice and need a further one please email the office as below. →

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## **Website**

The Honourable Company of Air Pilots Australian Region website is: [www.airpilots.org.au](http://www.airpilots.org.au) The site is constantly being updated and contains much information on the Honourable Company, including Membership Application Forms, Latest News, Trophies and Awards Information, MAP/MAN Certificate Application Forms and much more. →



# Aviation Careers and Education Committee Report, July 2016

*Rob Dicker, Chairman, Aviation Careers and Education Committee*



Over the last two weeks of June a panel of three which included Adrienne Fleming OAM, CFI of Tristar Aviation, Tony Alder, Queensland Working Group Chairman and I, have been interviewing scholarship applicants, via Skype, who had been shortlisted for final consideration. All of us on the selection panel agreed that the quality of the candidates was very high however, in each case; we were able to come to a unanimous decision as to the successful applicant.

For our 2016 Scholarship Program we offered scholarships to cover the cost of ATPL theory courses and exams, CPL theory courses and exams and assistance to achieve a Diploma of Aviation CPL(H). None of this would be possible without the assistance of our co-sponsors who are:

- Assessment Services Ltd who sponsor exam fees
- Advanced Flight Training who sponsor a complete ATPL theory course
- Online Aviation Theory who sponsor a self study course up to ATPL level
- Aerowasp Helicopters who sponsor Diploma of Aviation CPL(H) assistance

I would like to thank these organisations for their generosity in supporting these scholarships. The eventual successful candidates for our scholarships are:

- Daryl Sheedy for the ATPL theory course and exams. Daryl is currently a Grade 2 instructor with Moorabbin Flight Training Academy, based at Mangalore Airport, Victoria.
- Chantelle Crespan for the CPL theory course and exams. Chantelle is currently studying for a BAv at the University of South Australia in Adelaide.
- Carol Cronly for the Dip Av CPL(H). Carol is currently working towards her CPL(H) with HeliScenic in Sydney.

We had a total of 35 applications for our scholarships, from applicants based in all states and territories, of which the vast majority were for ATPL theory and exams but with a creditable number for the other scholarships. Given the high quality of the applications the hardest part of the whole exercise has been to write to all those who were unsuccessful.

Our scholarship program highlights that there are many young aspiring professional pilots who are doing whatever it takes to achieve their dream but the cost is often having to work multiple jobs to pay for flying training and tuition whilst studying for exams at the same time.

Our Education Trust has had a slow birth but we are now in a position where we can accept donations. You will have received, either by separate email or with this Newsletter, a letter setting out the goals of the Education Trust and how you can donate. We look forward to your support of this venture. →



Carol Cronly



Daryl Sheedy



Chantelle Crespan

## **Master's Visit** *Harold Walton, Editor*



The Master for 2016 is Captain Peter Benn. The Council - particularly Chairman Sandy - have been busy putting together a program for the visit and recently written to the Master with an early outline of the schedule. The draft programme is attached.

Some of the programme is pretty flexible at this stage despite what's on the draft. Fitting the visits to the Executives in Canberra into two days is a bit hectic, so one evening there will be a BBQ with our local members.

We also hope to be cementing a relationship with the Australian Air Force Cadets [AAFC] (formerly RAAF Air Training Corps) and, given the Master's recent *Air Pilot* article, it may be very close to his heart.

The Master should have three nights in Adelaide. Friday has visits during the day with the formal dinner that evening, November 18th. Saturday the 19<sup>th</sup> is planned to be the traditional spot-landing competition and BBQ at Aldinga Aero Club.

We look forward to seeing the Master and his partner Christina in November. →

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## **Trophies and Awards**

The Honourable Company of Air Pilots presents aviation industry awards each year to mark achievement and excellence within the industry. These prestigious awards are usually presented at the annual Black-Tie Trophy's and Awards Dinner in October at Guildhall, London frequently by, or in the presence of, a member of the Royal Family. Over 700 individuals involved in military, airline and general aviation are usually in attendance.

A copy of the terms-of-reference of each award is available on the Honourable Company's London website. The Honourable Company also awards Master Air Pilot and Master Air Navigator certificates - and a recently introduced Master Rear Crew certificate - throughout the year in recognition of long and distinguished professional aircrew achievement.

The Master will present three 2015 Awards while in Australia in November at venues to be finalised. They are:

- The Grand Master's Australian Medal [last year awarded to: Flight Training Adelaide]
- The Australian Bi-Centennial Award [last year awarded to: Harry Schneider]
- The Masters Australian Region Trophy [last year awarded to Harold Walton]

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## **Companion in the General Division of the Order of Australia (AC)**

### **Mr. George Alfred (Peter) Lloyd AC OBE**

While we are on the subject of Awards I should report that a long-time member and aviation supremo, Mr G A "Peter" Lloyd AC OBE has been recognised by the Australian Government and been awarded a Companion in the General Division of the Order of Australia (AC).



The following is from an article in the recent "Flightlog" magazine of the Royal Federation of Aero Clubs of which association 'Peter' was president beginning in 1958.

"To many Australians, George Alfred Lloyd, known throughout Australia as Peter Lloyd, is the "Father" of sport aviation in Australia and internationally.

In 1951, Peter was elected honorary treasurer of the Royal Aero Club of New South Wales, one of the oldest aero clubs in Australia, and in 1957 became its president, a position he held until 1967. He was again the president from 1972 to 1974. He built the club up from a depressed condition, flying only two aircraft, to the largest training school in the Commonwealth.

Peter was a soldier in World War II and qualified as a pilot in 1955. He was mentioned in dispatches for bravery in World War II during AIF service in the Middle East and Papua New Guinea. He has nearly 11,000 hours of flying experience on general aviation and aerobatic aircraft but has additional experience in gliding, parachuting and ballooning.

In 1958 he became the president of the Federation of Australian Aero Clubs and, because of its excellence under his guidance, gained Royal recognition and became the Royal Federation of Aero Clubs of Australia (RFACA). Peter built the Federation from eight clubs to 82 during his presidency, embracing many thousands of members and hundreds of aircraft. Under the RFACA, he encouraged the other aviation sports (gliding, ballooning, parachuting, hang-gliding, aerobatics, model aircraft, etc) to compete nationally and internationally.

During his time with the Federation, the Women Pilots Association accepted his invitation to become members of the RFACA. The RFACA organised inter-club air sports events and developed the national system of competitions. In time, hang gliding and ballooning were brought into the RFACA and the Federation Aeronautique Internationale (FAI) world of air sports.

Peter was founding president of the Australian Aerobatic Club (AAC), its president for seven years from 1970 to 1977. Through the AAC, Australia competed in FAI world events. He remains honorary governor of the Australian Sport Aviation Confederation (now: Air Sports Australia Confederation), which is now the Australian FAI representative.

He became a member, freeman, and later liveryman of the London-based Guild of Air Pilots and Navigators (now the Honourable Company of Air Pilots) and was Chairman of its Australian Region in 1975 and 1976, the first non-professional airman to be elected.

During the years he served in the FAI, first as treasurer-general for nine years from 1976 to 1984, then as the first vice president from 1982 to 1986, and finally as president from 1986 to 1988, he actively supported the development of sport aviation on a worldwide basis. The financial future of FAI was secured and the steady surplus achieved built up into a solid reserve.

As FAI president, he was called on to help in many matters of national and international consequence. Turkey, Greece, Cyprus, among others used him to settle problems. He worked personally with Gorbachev of the USSR and Ronald Reagan of the USA and other world leaders to free a teenage German flyer, held after illegally flying to Moscow. He also liaised with the president of the IOC resulting in the recognition of three of the aviation sports (gliding, hang-gliding and parachuting) as Olympic sports. He was also instrumental in the plan to develop the World Air Games held in Greece in 1995.

In a period of six months in 1969, at the request of the Australian Prime Minister, he planned, organised, raised the funds for, and was the Chairman and Chief Executive Officer of the BP Captain Cook Bicentenary Air Race from London to Sydney. With the assistance of the Royal Aero Club of the United Kingdom and FAI Members en route, the air race was a huge success. Of the 72 aircraft that left Gatwick Airport, 58 crossed the finish line at Sydney's Bankstown Aerodrome within 15 minutes of each other. The entrants ranged from small, single engine types through to twins and even an executive jet.

He was founding Chairman of Directors of Helicopters Utilities Limited, which operated up to 118 helicopters in Australia and other countries, including Korea, Indonesia, and Papua New Guinea. His work did much to have helicopters recognised as a rural tool in Australia as well as a military and industrial one. For 14 years he served as an honorary director of Australia's famous and unique Royal Flying Doctor Service, which brings medical aid to people who live in the vast and largely inaccessible outback of Australia.

In 1989 he was presented with the FAI Gold Air Medal, the world's highest and most prestigious civil aviation award. Only two other Australians have received this honour – Bert Hinkler and Sir Donald Anderson. He holds an Oswald Watt Gold Medal (Australia's highest aviation award) for outstanding services to Australian aviation. The late Sir Charles Kingsford Smith won this medal three times.

Peter has also been honoured by the USSR with the Yuri Gagarin Award for services to the air sports internationally, aeronautics, cosmonautics, and the causes of world peace. In addition, he was recognised by Czechoslovakia with the Order of Svazam (first class) for service to world goodwill by means of mechanical sports, without prejudice of class, colour, or creed.

Presently, Peter devotes extraordinary time and energy as executive Chairman of Safeskies, Australia's international Air Safety Conference. Safeskies is attended by delegates from over 20 countries. In 2006, Peter was awarded the ASFA Patron's Aviation Safety Lifetime Achievement Award for outstanding lifetime commitment and contribution to enhancing aviation safety in Australasia.

In 1964 Peter was made an Officer of the British Empire (OBE) as president of the Royal Aero Club in NSW; in 1990 he was made an Officer of the Order of Australia (AO) for service to aviation and to international relations; and in 2016 he is awarded the Companion of the Order of Australia (AC). →

***Inspiration: "Good sportsmen make good world citizens".***

*Source: Sport Australia Hall of Fame – Member Profile*

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## **Queensland Working Group Report**

*Tony Alder Chairman, QLD Working Group*

A meeting of the Working Group was held at the QLD Club Brisbane on 7<sup>th</sup> July 2016.

A good turn out with robust discussion throughout.

Summary of main points:

1. AEROSPACE GATEWAY SCHOOLS AWARD. Discussion on whether to award a Simulator session in the B737 or Pilot Aptitude Testing. It was felt that the simulator session would be more interesting for the successful candidate as the Aptitude testing could be better financed from family if they wanted to pursue an aviation career. Chairman to follow up with the Project Officer Aerospace Gateway Schools offering mentorship from selected members.
2. CASA: members raised their concern regarding the quality and experience levels of some FOI's. Chairman to follow up with HCAPA Council.
3. Chairman to send a goodwill letter to Captains Buck Brooksbank and John Kessey noting that we value and appreciate their long- standing involvement within the QLD Working group. We wish them continued good health and happiness.
4. Chairman to seek a PowerPoint briefing on the history of the Company that could be used as promotional material.
5. Discussion at length regarding our initiative in providing mentorship to Universities and Aviation training schools.
6. CASA Flight Safety Magazine. Chairman to raise matter of a change back to paper form.
7. MASTERS VISIT: RFDS/Boeing /Aviation High School/ Dinner QLD Club. Boeing and Aviation HS as yet to confirm.
8. NEXT QLD WG Meeting: 07<sup>TH</sup> September 2016. VENUE TBA

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## **Articles for this Newsletter**

Articles are sought from members for inclusion in this Newsletter. These may cover any subject that are judged to be of interest to Company members in Australia and ideally should be limited to around 500 words. Pictures may be included and are encouraged.

The Australian Region Chairman and the Editor reserve the right to refuse to publish any article offered, to make minor editorial changes or shorten the article. →





# SA Working Group Happenings

*Rob Moore OAM Liveryman and Chairman of the South Australian Working Group*

Our SA group have been a little inactive since the last magazine report.

Barbara Parish, Chairman of the SA Woman Pilots Association was responsible with her team of organising and running a very successful National Australian Woman Pilots Convention here in SA this year.

Harold Walton and I have represented the Company at two RAPAC Meetings and I have been involved in a meeting with the Office of Airspace Regulation in regard to their investigation in to the review of the Department of Defence managed airspace in the vicinity of Adelaide.

We are very pleased to hear that Chantelle Crespan, a South Australian was the successful applicant for the Online Aviation Theory and CPL exams scholarship.

*Chantelle DI's her C172 before a training flight with UniSA*

The Master will be visiting SA 17-20<sup>th</sup> of November with the SA Working group dinner at the Naval Military and Air Force Club on Friday the 18<sup>th</sup> of November. A spot-landing competition and BBQ are planned for Aldinga Airfield on the 19<sup>th</sup> of November. If you are in Adelaide during his visit we would love to see you at these events.

Members of our working group are also members of the Royal Aeronautical Society and many of us join them at their monthly lectures and use the occasion to meet socially for a meal afterwards.

Two of our members presented lectures this year Dr Paul Dare and Jim Whalley, please read on →



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## Low Cost Airborne Thermal Imaging for Early Bushfire Detection



*Paul*

*and with his aircraft*

Dr Paul Dare established Spatial Scientific in 2005 and since then has led the company to become a global leader in flight management systems for airborne image acquisition.

Spatial Scientifics latest and most important venture, a system for mapping bushfires from manned and unmanned aircraft, has already been deployed in Indonesia, the USA and Australia, where it has been used to support suppression of active wildfires. →



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## Australian Region Contacts



Our office Administrator is Mrs Hayley Rodrigues who is based in Sydney. Mail should be sent to: **PO Box 454, BEROWRA NSW 2081.**

The office phone number is **0450 438 538**, and the e-mail address **[admin@airpilots.org.au](mailto:admin@airpilots.org.au)**

All the Executive members may be contacted via the Sydney Office. Comments on this Newsletter are encouraged and should be addressed to the Editor, Harold Walton at **[editor@airpilots.org.au](mailto:editor@airpilots.org.au)**

## HCAP Members officiate at Junior World Gliding Competitions

A Junior World Gliding Championships was held at Narromine Aerodrome in NSW from the 1<sup>st</sup> to 12<sup>th</sup> of December 2015 and I was asked to be the Chief Steward which entails being the liaison between the 19 Team Captains, representing 59 Pilots, and the Competition organisation. The role of the steward is to make sure the completion is conducted in a fair and safe atmosphere in accordance with the International Gliding Commission (IGC).

Should there be a dispute or safety issue between a Team Manager and the Organisation which cannot be resolved a FAI Jury person is asked to adjudicate a decision. That person for this competition was no other than another HCAP member in this case Mr Max Stevens a well-known NZ international Glider Pilot and former Deputy Director of the NZ CAA.

Fortunately, due to the very good organisation, the friendly cooperation of all groups to work together and the occasional council of the FAI delegates there were no disputes and I can report no serious accidents.

I wonder how often Members of the Honourable Company find themselves working together at such Aviation events.

Coincidentally, another HCAP member who used to be on the Companies Environmental Committee, Murry Feddersen, lives in Narromine and was able to join Max myself and others for evening BBQs and other social events.

It was during a rest day that Max and I were able to go flying in Murrays pride and joy his Beechcraft Baron. Murray wanted to practise an Instrument approach so took us on an hours flight to Parkes and return. It was our only flight during the contest.

Mike Cleave a fellow Company member and pilot of various machines of aviation including gliders joined us for a day.



*Mathew landing his Discus 2a on final day*



*Max and Rob during Briefing*



*Murray, Rob and Max with Murray's Baron*



*Tom Arscott on final glide*

The Standard class was won by an Australian pilot Matthew Scutter

Tom Arscott a British pilot won the Club Class flying a Standard Cirrus

The final results can be found at [http://www.soaringspot.com/en\\_gb/jwgc2015/](http://www.soaringspot.com/en_gb/jwgc2015/)

The youngest pilot at the competition was 17 and the oldest young pilot 25. If not all ready, they will be leading lights in various aspects of aviation and from their piloting and the airmanship skills shown over the 11 contest days their charges will be in good hands. →

**Rob Moore OAM**

**Liveryman and Chairman of the South Australian Working Group**



## Restoring and Flying the CAC Boomerang A46-63 (VH-XBL)



Photos: Jim Whalley's Aircraft and Jim being presented with a gift from the Adelaide RAeS Chairman, Wing Commander James Blagg.

The Commonwealth Aircraft Corporation (CAC) Boomerang A46-63 was regularly flown from Horn Island, Queensland in 1943 by Jim's father, then Flight Lieutenant Alan Whalley, as part of No.84 Squadron.

Jim Whalley was involved in the restoration of the CAC Boomerang from 2003 until 2009, and since 29 June 2009, has been flying the aircraft, as his father did so many years earlier, and demonstrating this outstanding example of Australian aviation heritage at Air Shows around the country.

Both lectures were very well received and it is pleasing to have such a liaison with such a Group as the RAeS. →

### A CA27 Avon Sabre to find new home

Two Company Members Jeff Trappett and Barbara Parish have been involved with a new owner in dismantling a CA 27 Avon Sabre formally displayed in the Jet Fighter Museum at Parafield.



Barb and Jeff with the dismantled Fuselage

The Aircraft is being moved to Wollongong where I believe a private owner is to restore it to flying condition. It is a pity it is to be lost as a static display in Adelaide but on the other hand it will be great to see it flying again in future years. →



Wing and fuel tank ready for transport

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## ***Councillors Travel North for the Winter***

While most of you are shivering in the wild weather that has been occurring further south, some of us are enjoying the warmth of Far North Queensland [Tony Hall-Mathews does all the time!]



As many of you know Andrea and your Editor spend the winter in Cairns. This is our 10<sup>th</sup> year!

Sue Ball [Past Chairman] and her partner are somewhere near Cairns.

Secretary Norf and Jane are just back from a 4WD trip to the sights of Central Queensland and Cape York...spoilt by storm-damage to the house while away, see photo - Ouch!! →



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### ***MASTER'S VISIT 2016***

<b>DATE</b>	<b>DAY</b>	<b>Location</b>	<b>ACTIVITY</b>	<b>CONTACT</b>
06/11/16	Sun	LAX-BNE	arrival ex-USA	Tony Alder 0439-704 737
07/11/16	Mon	BNE	Visit	
08/11/16	Tue	BNE	Visit - <b>DINNER</b>	
09/11/16	Wed	BNE-SYD	transfer	0411 145 077
10/11/16	Thur	SYD	Visit	
11/11/16	Fri	SYD	<b>LUNCH/DINNER</b>	
12/11/16	Sat	SYD	Free	
13/11/16	Sun	SYD-CBR	Drive - <b>BBQ</b>	0407-237 224 / 0466-253 100
14/11/16	Mon	CBR	Official visits	
15/11/16	Tue	CBR	Official visits	
16/11/16	Wed	CBR-MEL	transfer	
17/11/16	Thur	MEL-ADL	<b>LUNCH</b> - transfer	Rob Moore 0412-055 888
18/11/16	Fri	ADL	Visit - <b>DINNER</b>	
19/11/16	Sat	ADL	Flying	
20/11/16	Sun	ADL-WLG	Departure	



## Contact and Skills Register Update 2016

This form can be completed and submitted electronically using Adobe Reader. Please complete your contact details and indicate your aviation background or areas of interest by ticking the appropriate boxes and indicate that you are willing to be contacted to contribute your experience and expertise in these areas. Your experience and knowledge will greatly assist our responses to industry panels and government regulatory agencies (CASA, Airservices, Department of Infrastructure & Regional Development, Bureau of Meteorology and others).

### Your Details

First Name	<input type="text"/>	Last Name	<input type="text"/>
Address	<input type="text"/>		
Town / Suburb	<input type="text"/>	Postcode	<input type="text"/>
State	<input type="text"/>		
Contact Home:	<input type="text"/>	Contact Other:	<input type="text"/>
Email	<input type="text"/>		

### Your Background and Experience

#### LARGE AEROPLANES

<input type="checkbox"/> Performance	<input type="checkbox"/> Airline Operations	<input type="checkbox"/> Airline Training
<input type="checkbox"/> Domestic	<input type="checkbox"/> International	<input type="checkbox"/> Cargo
<input type="checkbox"/> Simulators	<input type="checkbox"/> Automation	<input type="checkbox"/> New Technology

#### GENERAL AVIATION AEROPLANES

<input type="checkbox"/> On Demand Charter	<input type="checkbox"/> Ab-initio training	<input type="checkbox"/> Multi Engine training
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Aerial Work	<input type="checkbox"/> IFR training
<input type="checkbox"/> Bush/Remote Area Operations	<input type="checkbox"/> Formation/Aerobatics	<input type="checkbox"/> Assessment/Testing

#### SPORT & RECREATIONAL

<input type="checkbox"/> Gliders	<input type="checkbox"/> Light Sport	<input type="checkbox"/> Amateur Built
<input type="checkbox"/> Balloons	<input type="checkbox"/> HG/PG/PP	<input type="checkbox"/> Sport Aviation Training

#### ROTORCRAFT


<input type="checkbox"/> Light Single Engine	<input type="checkbox"/> Light Multi Engine	<input type="checkbox"/> Heavy > 3150kg
<input type="checkbox"/> IFR Operations	<input type="checkbox"/> Aerial Work	<input type="checkbox"/> Ag & Mustering
<input type="checkbox"/> HEMS Ops	<input type="checkbox"/> NVG	<input type="checkbox"/> Offshore

#### AIRSPACE

<input type="checkbox"/> ATC/Flight Service	<input type="checkbox"/> Airspace Design	<input type="checkbox"/> Communications
<input type="checkbox"/> Radar & ADS-B	<input type="checkbox"/> Navigation & ATS Routes	<input type="checkbox"/> RAPAC
<input type="checkbox"/> GNSS Issues	<input type="checkbox"/> Aerodromes	

#### OTHER AREAS

<input type="checkbox"/> Aviation Medicine	<input type="checkbox"/> Aviation Rule Making	<input type="checkbox"/> Military Aviation
<input type="checkbox"/> SMS	<input type="checkbox"/> Human Factors	<input type="checkbox"/> Environment, Noise
<input type="checkbox"/> Legal Matters	<input type="checkbox"/> Meteorology	<input type="checkbox"/> RPAS/UAV
<input type="checkbox"/> Other aviation or non aviation skills (eg Flight Test, Accounting, Programming, Marketing etc). Please Specify:		

Clicking on SUBMIT will create a new email in your usual email programme with an attachment containing the data from this form. Alternatively you can use the email icon  in Adobe Reader to send this form to [airsafety@airpilots.org.au](mailto:airsafety@airpilots.org.au)

**SUBMIT**



# THE HONOURABLE COMPANY OF AIR PILOTS

Incorporating Air Navigators

## Australian Region

Tel: +61 (0) 450 438 538  
admin@airpilots.org.au  
www.airpilots.org.au

Dear Honourable Company of Air Pilots Members,

You will be aware that over the last six months or more we have been actively working towards establishing an Education Trust. The genesis of the Education Trust was a motion in March of 2014 to “set up a Members’ Scholarship Fund to address the shortage of sponsored scholarships available for the Company to award to worthy recipients.”

We are happy to report that the Education Trust Deed has now been signed and finalised. The trust deed sets out the rules of governance and operation and gives a firm foundation for our fund raising initiatives into the future. The Deed is available for members to read on our website.

Aviation is still an expensive career path to follow with the average cost of obtaining a Commercial Pilots Licence, with enough experience and endorsements to be employable, in the region of \$100,000.00. Other than joining the military, there are very few, if any, assisted paths into aviation in Australia today. Although the government provides some assistance in the form of Vocational Education and Training (VET) Fee help, which is essentially a loan, the burden of raising these funds is left to the individual.

Not only does the student need to fund his or her tuition but there are also living expenses to be covered for the duration of training.

As members of the Honourable Company of Air Pilots we have enjoyed the pleasures of an association with aviation and potentially benefited directly from a career in aviation. The Education Trust offers an opportunity for members to give something back to a profession, or passion, that we have benefited from over the years.

The extent to which we are able to offer scholarships and assistance through the Education Trust will depend on our success in raising funds. Initially we expect the assistance that we will be able to provide will be modest but we hope that over time we can grow the Trust to a point where we can match some of the scholarships offered by our parent Company.

We would therefore ask you to consider what your connection with aviation has brought to your life and give generously, within your means, so that we can provide deserving, aspiring, professional pilots with a financial boost to achieving their goal.

Many of our members, by dint of long membership of the Guild, and now the Honourable Company, of Air Pilots, enjoy a waiver of all, or part, of their Annual Subscription. We would ask these members to consider donating all, or some, of their waived annual subs to support the Education Trust.

The Education Trust would also be happy to receive bequests from members. Leaving a gift of this nature in your will is a very personal and extraordinary decision to benefit future generations of pilots. If you are considering taking this course of action please contact us so we can advise you accordingly.

Donations to the Education Trust can be made by direct transfer to the following account:

Account Name: The Honourable Company of Air Pilots, Australia Incorporated  
BSB: 033-624  
Account No: 275302

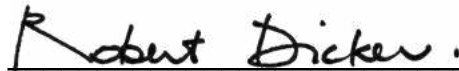
Cheques should be made payable to the "Honourable Company of Air Pilots, Australia Incorporated" and mailed to our business address as shown in the footer.

Having made your donation please complete the form below so that we can easily track and acknowledge your generous gift.


Thank you,



Sandy Howard  
Chairman  
The Honourable Company of Air Pilots  
Australian Region



Robert Dicker  
Chairman  
Aviation Careers and Education Committee

This form can be completed electronically on your computer using Adobe Reader. Clicking on SUBMIT will create a new email in your usual email programme with an attachment containing this form as a PDF file. Alternatively you can use the email icon  in Adobe Reader to send this form to [training@airpilots.org.au](mailto:training@airpilots.org.au)

Full Name: \_\_\_\_\_  
Contact No: \_\_\_\_\_  
Email: \_\_\_\_\_  
Amount Donated: \_\_\_\_\_  
Bank Reference No: \_\_\_\_\_

**SUBMIT**