



The Guild of Air Pilots and Air Navigators Australian Region Incorporated

Patron: HRH The Prince Phillip, Duke of Edinburgh KG KT
Grand Master: HRH The Prince Andrew, Duke of York KG GCVO

Australian Region News Letter June 2011

Welcome to the June 2011 edition of the Region Newsletter.

This issue continues with the short biography of the Executive Council members, reports from the Chairman and major sub-committees and other items that we trust will be of interest to members.

The aim to keep you up to date with what your elected Executive Council members and Appointed officers are doing. All are voluntary and spend much valuable time on Guild matters.

Your Committee – Treasurer Mr John Eacott



Born in Walthamstow, north east London, and brought up in Chingford, Essex, aviation featured heavily as a youngster as my father was a Second World War Beaufighter pilot and was in the RAF VR for quite some time. A very early childhood memory was sitting in a Spitfire cockpit at North Weald, only repeated at Duxford 50+ years later when I managed to fly one!

40th Chingford Air Scouts and 27F Squadron Air Training Corps set the foundation to get me on track with a glider certificate at 16, a PPL at 17, Queen Scout and Duke of Edinburgh Silver Award, all of which helped me get to Britannia Royal Naval College Dartmouth in October 1967.

8 years as a Royal Navy helicopter pilot flying ASW Sea Kings from carriers for 5 of those years: more sea time than a seaman officer, but what a way to see the world! Following some various jobs around the world on offshore oil support, including the North Sea in its 'formative years' as well as Nigeria, NZ, India and Eire I had a year in the Victoria Police Air Wing before setting up my own business.

The Helicopter Service Australia operated throughout the eastern states on a variety of tasks, including traffic reporting (fixed and rotary wing), fire fighting, ambulance, sling loads, frost protection, filming, photography, VIP and general charter and offshore support. Highlights would have been many a fire season spent in NSW helping protect property around the state and film work on local and international productions. The buzz of legally flying at 50 feet down LaTrobe Street, or landing in the Old Melbourne Gaol, is one that most aviators can appreciate!

After selling The Helicopter Service Australia and all my aircraft in 2007 I have slipped into a semi retirement state, but managed some flying to keep me occupied. A working trip to Antarctica flying off a very small ice breaker in support of the French was one of my 'bucket list' items, flying in a unique environment was stunning. Currently I do occasional flying for our local Channel Ten News in a Bell JetRanger: like being in a time warp, the same work and the same helicopter type that I did some 25 years ago when first starting out by myself. Some things just don't change all that much.

I have been a Guild member since 1978 and active in the Australia Region for the past 5 years. Along the way I have picked up a number of licences, including UK and Australian ATPL's, Nigerian, Dutch, Canadian and NZ CPLs, and about 15,000 fun filled hours. As long as I can keep fooling the AME that I have two good eyes and manage to walk in and out of his surgery without falling over, maybe there's hope for a few more log books in my office!



Chairman's Update

We are experiencing considerable activity. Some of which can be summarised as follows:-

1. We are in discussions with the Australian Transport Safety Board to develop closer working relationships between the Guild and the ATSB. We are also in discussions with the ATSB for a more timely release of the ATSB reports.
2. The Australian Region Guild website has been unstable since 1 June following some system changes by our website hosting company. We are working to upgrade the website to fix the problems. Hopefully the current website will continue to operate until the upgrade takes place.
3. We are maintaining a close working relationship with the Department in relation to the implementation of the Government's White paper about developing Australian aviation.
4. We are developing the Guild's response to CASA's draft review of Part 91. RA-Aus (prepared by Steve Tizzard, a Guild member and on the ACT Working Group) and AOPA have made very detailed responses that are very critical of numerous parts of the draft Part 91 to the point that the draft should be very extensively re-written. A core part of the draft is the concept of "offence and punishment" of pilots throughout the document. We believe that if this aspect goes through it will reduce safety as pilots will abandon the current policy of voluntarily advising CASA of incidents that might have enabled CASA to work with the industry to prevent such an incident occurring again, thus improving safety. A pilot is not going to be foolish enough to voluntarily commit to prosecution!
5. We are working with The Industry Skills Council to develop a submission for Government funding for scholarships to assist instructors develop their instructional capability.
6. We are well down the track of the complete review of our Articles (Constitution) and Policies. A major undertaking.
7. **SAFESKIES** The Guild has two members on the Safeskies Board, one of whom is the Board President. Also, as Regional Chairman of the Guild, I will be chairing one of the conference sessions. The two day conference is in Canberra on the 26th & 27th of October with the Sir Reginald Ansett Memorial Lecture and formal dinner at Parliament House on the evening of the 25th. There are a number of overseas highly experienced speakers in addition to the key leaders in Australian aviation. The Safeskies Conference gives Guild members the corporate rate of 50% discount to \$895. If you would like to find out more please go to www.safeskies2011.com.au.

Buck Brooksbank, Chairman

Education and Training Matters

Over the past few months significant progress has been achieved with the Flight Instructor Project. Following on from a meeting in January attended representatives from CASA, the Transport & Logistics Industry Skills Council [TLISC] and the Guild, TLISC have now prepared a project guideline which will see the Guild participate in a Steering Committee to oversee the development of a training package. The TLISC will be providing the funding and the Guild will provide oversight and guidance for the project as well as the selection of subject matter experts (SME's) and the providers who will deliver the training. The role for the Guild will also include selection of participants to undertake the training. TLISC funding will ensure that the development and delivery of the training is at no cost to the individual. Due to other constraints the Steering Committee will not meet until early July – however this is not expected to create any major delay.

The Assessment Services Limited [ASL] scholarships have been confirmed for 2012 and hopefully we will see a greater number of applicants than was the case in 2011. A concerted effort by all members to encourage applications from eligible pilots will certainly help.

Stephen Phillips, Chairman, ETC, Australian Region.

Technical and Air Safety Committee Report

CASA continues to progress many projects in their plan to update the rules and regulations. The Guild Executive has been trying to keep up with the proposed changes but with only volunteer labour it is a difficult battle.

One matter of considerable importance considered by the Executive since the last Newsletter was the release of the draft of CASR Part 91 [General Operating and Flight Rules]. This document, which contains 270 pages and its Appendix [another 34 pages] requires careful consideration.

The Part serves three purposes. Firstly, with the exception of recreational and glider aircraft, balloons and unmanned aircraft, it consolidates in one place all of the general operating and flight rules applicable to aircraft operations. Secondly, the Part prescribes basic requirements for aircraft emergency equipment, weight and balance, radio and navigation equipment carriage, etc, thus providing a complete set of regulatory requirements for general aviation operations. Thirdly, 14 legislative instruments have been drafted in support of Part 91.

The view to date is that the draft contains many sections that are confusing and can only be considered a work in progress.

Another issue of importance is the progress with the implementation of the Government's Aviation White Paper of 2009.

The Guild has been advised that major initiatives completed or substantially progressed since the release of the Aviation White Paper in December 2009 include amongst others:

- \$5.9 million in the 2010-11 Budget to extend the Remote Aviation Infrastructure Fund for a further two years to upgrade up to 19 airstrips from a 'charter' safety standard to the higher 'regular public transport' standard.
- a commitment between the Federal Government and the state government of New South Wales to review the future airports capacity of the Sydney region. This study is expected to be finalised in the mid 2011;
- Development and publication of Australia's first State Safety Program.
- \$32.0 million over four years to bring forward screening at a number of additional regional airports currently served by larger passenger turbo-prop aircraft.
- New co-operative relationships between Airservices Australia and the Department of Defence to bring about co-operation and harmonisation between civilian and defence aviation navigation systems
- Amendments to the *Airports Act 1996* were passed in the last parliamentary sitting session of 2010. The changes will deliver important improvements to the planning process for 21 leased Federal airports and give a greater voice to local communities over airport planning
- The establishment of a National Airports Safeguarding Advisory Group to bring together Federal, State and Territory governments to develop a national framework of land use planning and off-airport development

The Executive will continue to monitor progress on this White Paper.

Other matters that the Guild has been considering include:

- Proposals to change minimum runway width requirements
- Changes to the CAO Part 95 series which largely cover recreational aircraft, gliders etc.
- Changes to enable CASA to give directions regarding non GPS fitted on-board computer systems for navigation, aircraft performance and auto pilot systems.
- Update the Guide for the preparation of Operations Manuals
- Guidance on the assessment of hazards associated with plume rise efflux.
- Competency of LAME to carry out repairs on composite structures.
- Revision of procedures for precautions during refuelling, engine and ground radar operation.

HRW Editor

Strategic Goals for 2011

At its first meeting the new Executive Council set Strategic Goals for the year. The attached table shows these Goals including performance measures that the Council is monitoring each quarter.

Proposal for GAPAN Australian Region Dinner 2013

The Executive Council is considering organising a major Australian Region dinner in 2013 to coincide with the 25th Anniversary of the Australian Bi-centenary Award. A large function is envisaged with previous holders of the award and all other Australian recipients of Guild Awards, plus MAP and MAN recipients being specifically invited. Such an event will require a lot of organisation and a small Working Party has been established. The Council is seeking members who have particular skills in organising major events, including seeking sponsorship and media coverage, to assist the Working Group.

Please contact Peter Raven peter.raven@gapan.org.au if you have the skills and would like to be involved.

GUILD NEWS – Update and Options!

Some of you may have detected upon opening your latest mail that the April copy of *Guild News* has gone astray. For this we sincerely apologise and provide something of an explanation of its voyage to Australia.

Two boxes are despatched by courier from the London office, safe-hand by air and then courier to the Guild Administrator, Hayley, in Sydney. There are a couple of points in this chain where the hand-over can fall down and it would appear to be the case with the April *GM*! However, apart from this loss very occasionally over the years, the system has worn very well and saves us a fortune!

Those who are able can view the April *GN* online at [Guild News](#) * and download the April edition as a .pdf to read on your computer. It's a good read and has excellent articles with the "manifesto" of our new Master and his profile.

So, this leads me to the options! Both as a hedge against the day we have to send our hardcopies by sea mail and to potentially reduce the number which we have to distribute, I'd like to seek opinion, please, from members who have computers and are comfortable downloading to read online.

With your membership renewal in September, we'll put in a slip and/or an email link seeking an expression of interest from those of you who may wish to read the *GN* online. What we would do is send an email with the above link when each edition is posted on the UK website, thus highlighting the publishing and access to each edition.

However, and this is important, your Council and most members who I've canvassed are adamant that they like to read the glossy hardcopy [and so do I!] There is no intention to remove this service unless you specifically request it!! It simply gives us another tool to potentially reduce our overheads while providing service to members.

Sandy Howard, Hon. Sec.

* [Guild News](#) – the URL is, <http://www.gapan.org/about-the-guild/guild-news/>

Guild Theory Exam Scholarships



On the 29th of April The Guild of Air Pilots and Air Navigators in conjunction with Assessment Services Limited awarded two ATPL examinations scholarships. The successful applicants were Mia Angus from NSW and Christopher Lee from Victoria.

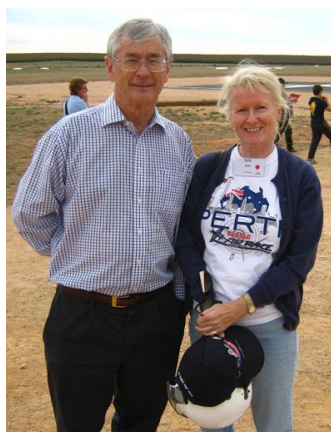
Both recipients are keen aviators and looking forward to completing their ATPL exams sooner rather than later with thanks to the generosity of ASL and the Guild. The Guild wish them both well with their studies and look forward to hearing their results when completed.



Guild Presence at Events

The annual RAAus National Fly-In at Temora at Easter this year was graced by the presence of a number of Guild members and the prominent display of a Guild Banner.

Unfortunately there were fewer aircraft attending than last year, probably because of weather concerns between Temora and the Sydney/Newcastle/Wollongong area with rain and low cloud over the ranges.



Quite a few interesting new aircraft attended including the Cessna 162 Skycatcher (first of type in Australia, which was also at Avalon).

Picture at right shows RA-Aus President Eugene Reid and ACTWG Chairman Michael Cleaver with the Banner at Temora. It was on display over the entire Easter period from Thursday evening until Tuesday.



Guild members also attended the opening of the new Loxton [SA] Aero Club Clubhouse on 30 April. The Clubhouse was officially opened by Dick Smith who also spoke at the very well attended celebratory dinner at the airfield. Picture at left shows Dick with Guild Deputy Chairman Sue Ball.

Other upcoming events at which members may be interested in attending include:

Wide Bay International Airshow at Bundaberg Queensland from 19-21 August 2011
[www.widebayairshow.com.au]

Tumut Valley Fly-In at Tumut NSW on 27-28 August 2011 [tumutaeroclub.org.au]

Rescheduled **Barossa Airshow** at Rowland Flat South Australia on Sunday 6 November 2011
[www.barossaairshow.com.au]

South Australian Working Group

The South Australian Working Group met at the Naval Military and Air Force Club in Adelaide on the 24th of May 2011. A small group of members attended and discussed a wide range of current issues including the Masters visit, national goals, membership, the proposed Bi-Centennial dinner and scholarships among other matters.

The Chairman noted that there were a number of Royal Aeronautical Society and Engineers Australia meetings in Adelaide with speakers discussing issues of likely interest to Guild members. He undertook to make notices of such meetings available to SAWG members.

It was agreed the WG should hold face to face meetings on a quarterly basis.



Masters Visit

Details are firming up for the visit of the Master, Captain "Wally" Upton and his wife Jan, to Australia in November. The couple arrive in Brisbane on Saturday 12 November, Sydney Tuesday 15 November, Canberra Friday 18 November, Melbourne Tuesday 22 November and Adelaide Friday 25 November. Formal dinners are planned for Brisbane on Saturday 12 November and in Adelaide on Friday 25th November.

Please note these dates in your diaries. Full details of the visit and what is planned in each State will be included in the next Newsletter.

Ito Susumu, Japanese Wartime Seaplane Pilot

[From Philip Dulhunty]

The photograph opposite shows Ito Susumu and his lady Tomiko in front of the Sydney Harbour Bridge in February this year (2011).

The last time he was looking at the Harbour Bridge was some 70 years ago.

Ito Susumu was the pilot of the seaplane which was catapulted off a Japanese submarine on 29th May 1942.

He flew around Sydney Harbour locating and mapping the positions of the various warships, so the midget submarines could enter the harbour the next day and sink them all.

Guild member Phil Dulhunty was a raw recruit at Georges Heights Anti-Aircraft Battery and like everyone else mistook Ito's plane for an American one off one of the warships in port.

Ito flew all around the harbour at a low height. After Garden Island he climbed up to go over the bridge and circled around Cockatoo Island to observe the ships in dock there.

Ito subsequently crashed out at sea while attempting to alight alongside the submarine. He was rescued by the crew of the submarine and the aircraft was sunk, later to be found in the sea off Norah Head by none other than Philip Dulhunty and a team of divers in 1994.

Philip and Ito have become close friends. After the War, Philip also became a seaplane pilot and as Chairman of the Seaplane Pilots Association of Australia, has made Ito an Honorary Life Member.

Both are still working, Ito at 96 and Philip at 87.

The whole story is told in Philip's autobiography "Never a Dull Moment"



Safeskies 2011

Many members will be familiar with the award winning biennial Safeskies conferences in Canberra. The 2011 Conference will be held from 25-27 October 2011. Details are attached to this Newsletter. Members are encouraged to visit the Safeskies website noted above in the Chairman's report.

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 Guild 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.

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@gapan.org.au.

All the Executive members can be contacted via the Sydney Office.

The Guild Australian Region website is www.gapan.org.au. Any comments on this Newsletter should be addressed to the Editor, Harold Walton at harold.walton@gapan.org.au.

Australian Region of the Guild of Air Pilots and Air Navigators Strategic Planning Goals for 2011

1. External Goals

Goal	Measure progress
Positively influence Government and its agencies in relation to aviation matters.	Record the number of Guild responses to Government aviation matters and subsequent outcomes Generate a new Guild initiative to Government each year.
Monitor Government implementation of the Government White Paper on developing Australian Aviation	By seeking bi-monthly progress reports.
Ensure that the Guild has representation at all meetings of the SCC, ASTRA, RAPAC, the Bureau of Meteorology and other relevant CASA, AirServices and Department meetings.	Record and publish attendance of Guild members at the respective meetings.
Grow the membership generally and particularly target airline pilots, military pilots, flying instructors and younger people starting their careers.	Target of 10% increase in members in the Australian Region from March 2011 total by 31 March 2012.
Positively influence pilot & instructor training.	Promote or sponsor a Guild linked scholarship each year. Work on establishing more scholarships, particularly in relation to improving flying instructor training.
Distribute a minimum of 4 Australian Newsletters to members during 2011.	Count of Newsletters distributed
Work closely with airline management & Universities.	Hold a meeting twice a year with airline managements and universities. Record any joint projects/events etc.
Develop closer working relationships between the Technical and Air Safety Committee and the ATSB.	Gain one ATSB observer on T&AS Committee.

2. Internal Goals

- Investigate re-activating the NSW & Vic Working Groups by establishing and maintaining communications with a specific member in each state to
 - attend RAPAC meetings
 - develop a social program
 - co-ordinate the Master's annual visit.
- Investigate forming a WA Working Group.
- Conduct a review of the governance of the Australian Region including:
 - Articles of Incorporation
 - Policies
 - Manual of Operations

SAFESKIES: THE STORY

As Safeskies prepares to host its 10th biennial conference in Canberra from 25 to 27 October this year, it's worth reviewing the history of an organization that has established itself on the world stage in terms of aviation safety promotion.

Safeskies arose from an idea put forward by Ted Butcher, who at the time was Chairman of the Civil Aviation Authority. Butcher was also very active in the Chartered Institute of Transport (CIT), now called the Chartered Institute of Logistics and Transport, an organization of which he eventually became President. Speaking to the then Chairman of the CIT's ACT and Southern New South Wales regional group, Bob Warn, Butcher promised to raise \$10,000 to support education in aviation in this hemisphere.

Bob Warn picked up the idea and ran with it, working in partnership with professional conference organizer Carl Stephens to get the first conference underway within about nine months, towards the end of 1993. The keynote speaker was USAF Colonel, airline pilot and novelist John Nance, who helped make the inaugural event a success in terms of value delivered.

Other highlights of that very first conference included presentations by Capt Danny Maurino from ICAO, Dr John Lauber from the US NTSB, and Don Kendell of Kendell Airlines.

"In the Safeskies story you can't underestimate the huge input from Carl Stephens, nor the original input from Bob Warn," says Peter Lloyd, the current Safeskies President. "The idea was that there was a need for something to be done about air safety and that the Chartered Institute were the right people to do it. Bob Warn was the Chairman and he got it up and he did really well."

But Safeskies went forward plagued by financial challenges and there was a clear need for a focused effort to raise \$50,000 to drive the next event. That task fell to committee member Peter Lloyd who was also asked to take on the Chairmanship.

Peter Lloyd stood down as Executive Chairman of Safeskies in 2008 and continued his honorary work as President – a title especially made for him.

Peter Lloyd AO OBE MiD has had a long business and aviation career as founder, director, chairman or CEO/managing director or a director of a number of public companies and some private enterprises in Australia, France, UK and the USA. He has worked closely with world leaders in France, UK, USA, Russia and several other countries, and has been honoured by them one way or another. Peter Lloyd's career involvement covers the motor industry, aviation, tourism, finance and the film industry and as a grazier/farmer on the Snowy River.

Peter Lloyd introduced the idea of opening the next Safeskies in 1997 with a high-profile international guest speaker and a formal dinner. The speaker slot became a fixture from then on, branded as the Ansett Memorial Lecture in honour of airline founder and aviation philanthropist Sir Reginald Ansett.

The first Ansett Memorial lecturer was Bill Gaubatz, an American rocket scientist, who spoke at the conference venue, Canberra's Hyatt Hotel. But that was the one and only time the lecture was delivered there, with Peter Lloyd managing to acquire the Great Hall at Parliament House as a venue for subsequent lectures, with the official Safeskies dinner also being held in Parliament House.

Subsequent Ansett Memorial lecturers were Captain John Young USN (Ret), a senior NASA astronaut, Captain Etienne Tarnowski, an experimental test pilot with Airbus, Geoff Dixon, CEO of Qantas, Burt Rutan, renowned aerospace engineer, Sir Rod Eddington, former CEO of British Airways and Alan Joyce, current Qantas CEO.

Peter Lloyd and Safeskies also scored a coup with the appointment of Dr Rob Lee to the committee. Aviation safety guru Rob Lee, who was a key speaker at Safeskies from the very first event, had previously run Australia's Bureau of Air Safety Investigation (BASI) before moving to the role of Director Human Factors, Systems Safety and Communications at the new multi-modal Australian Transport Safety Bureau. He is now a much-travelled consultant on transport safety. Rob Lee's global network of aviation safety experts has contributed much to Safeskies and continues to do so.

"Rob Lee postulated very firmly that he was in this Safeskies thing because he wanted to see it become one of the best safety conferences in the world," Peter Lloyd says. "I accepted that as our raison d'être completely and ran with it."

“The people we were then able to reach out and get with Rob Lee’s help, along with my connections within the Federation Aéronautique International, meant that we had speakers from North and South America, from Japan, from China and a whole gaggle of European countries, including Britain and France.

“We picked a theme for each conference over the years, but the story that we really wanted to tell was that aviation safety doesn’t happen by accident.”

But Safeskies is not about “talking heads talking to talking heads”. The committee (now board) has been determined that the conference be accessible and of interest to anyone working in aviation at any level.

As Peter Lloyd says: “Our target was the people who needed most to come, which is not the heads of departments but the fellows in the third and fourth level, anything to do with aviation. And we have reached them and they want to come... Certainly the people in the lower levels in the industry, the public service and the military have benefited greatly from it. And the people at the top of the tree have been very pleased to see that there’s a benefit flowing through to the people that they authorize to attend as delegates.”

Safeskies has also been a facilitator for putting focus of specific safety issues in an Australian context. And a good example is the work it has done around flight instruction.

“Two conferences ago the standard of flight instruction was identified as a potential major problem,” says Peter Lloyd. “We perceived that the level of instruction was not as good as it should be, and consequently the product that was being produced was not as good as it should be.

“We had formal discussions with the people at CASA and they decided to use the Safeskies conference as a platform around which they could build a senior instructors’ forum. This year will be the third time it takes place at the same time as Safeskies. We make the arrangements for the venue and they come from the forum to attend the relevant parts of the Safeskies conference.”

But Safeskies is more than a biennial conference, with the board active throughout the intervening months promoting aviation safety and raising funds to support the work. An example of this is the Safeskies mini-seminar held in conjunction with the Avalon Airshow this year.

CASA has been a vital part of Safeskies right from the start.

“The CASA thing grew through the work we put in with them and the benefit they got out of it,” Peter Lloyd says. “They make a generous annual contribution to the running of Safeskies and they never send less than 35 people. “That’s been another part of the philosophy, that we had to have pre-sold seats. The target was always to be sure we had at least 70 pre-sold seats and we’ve got that at the present time.

“The biggest amount of help we’ve had from an outside organization has come from Thales, who have put a lot of money into Safeskies – and continue to put it in. But we’ve also had quite significant support from a whole range of companies, as well as from all the air sports bodies.”

There has also been significant support from airlines such as Qantas and Air New Zealand, from manufacturers like Airbus, other industry operators such as Cobham and also from companies not specifically aviation related such as Bevingtons and BHP Billiton.

Safeskies recently appointed a general manager as part of a restructure of the organisation which will provide continuity for Safeskies and preserve it as a world leader in the area of aviation safety. The new general manager, Ray Pearson, is a career pilot with over 8000 flying hours. He served 18 years in the Australian Army as a helicopter pilot, instructor and air safety investigator; and civilian flying positions over a 12-year period have included regional airline captain and aeromedical helicopter captain.

The appointment of a general manager brings to a close an era of invaluable support from Val Stephens, who has acted as Secretary to the Board almost since the inception of Safeskies.