



# 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 September 2011***

Welcome to the September 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 is 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 – Welfare Officer Rt Rev Dr Tony Hall-Matthews***



Compassion, kindness, energy and versatility are all qualities vital to Tony Hall-Matthews. Ordained as a Priest in 1964 and a Bishop in 1984, Tony has lost little of his energy and versatility. Although he has stepped down as Bishop of the now defunct Diocese of Carpentaria, Tony's work with his old diocese, which stretched from Thursday Island south to Port Douglas and west across the NT border, continues.

Now living on the shores of Lake Tinaroo at Lakeside in Yungaburra, Tony spends a significant portion of his days in his book-lined study.

After leaving his position in 1996 because of the amalgamation, Tony began his studies at James Cook University in history writing in which he recorded his experiences in the duty of care between the Anglican Church and the Missionary Diocese of Carpentaria. He subsequently completed his PhD at the University in 2005.

Born in Ootacamund in 1940 in South India, he went to England with his mother after his father died. Tony began schooling at Ipswich [UK] when he was 6, followed by boarding school. His family emigrated to Australia in 1952, where Tony attended school in Southport, Queensland

On leaving school at 18 he had a lifelong dream of joining the RAAF but a previously unknown medical condition prevented that. So he got a job at Ansett ANA, with a vision of eventually going into airline administration. However, after attending a parish mission he began to feel a calling towards working for the church. He studied theology at St Francis Anglican College in Brisbane and then went to Darwin and was ordained a Deacon in 1963 and a Priest in 1964.

Tony's stepfather, then Bishop of Carpentaria, suggested he get a PPL. After flying lessons at Archerfield, while still studying theology, Tony went to the diocese of Carpentaria in Darwin. He completed his CIR in 1976. In Darwin he met Valerie Cecil and they were married in 1966. On their honeymoon the couple went to Sydney and bought an aeroplane which they then flew back to Thursday Island and what became known as the Carpentaria Aerial Mission was born.

The sheer area of the Carpentaria diocese meant the aeroplane was in integral part of the work in the diocese and Tony was able to visit all or many of the towns and stations within the diocese. In 1968, the family, now including one child, moved to Normanton where they remained for 10 years. Three more children were born in Normanton. Leaving Normanton, the family moved to Cooktown where he was made Archdeacon of Cape York Peninsula. Six years later, in 1982, the family, now including 5 children, moved to Cairns.

Created Bishop in 1984 the family, and aeroplane, moved back to Thursday Island. Following amalgamation of the diocese of Carpentaria and North Queensland 1996 Tony stepped down and the family moved to Yungaburra where he remains active in church activities.

Tony sees one of his finest achievements as playing a significant role in uniting the diocese of Carpentaria, providing pastoral care to those in isolated and often forgotten areas of the Gulf country particularly through the Aerial Ministry of Carpentaria.

The 'Gilbert White II' the C210 diocesan plane was sold at the end of 1996 and is understood to be now in WA.

In an interview with ABC's Richard Hudson, the characteristically humble Tony noted, "I was just making myself available to people in isolated places. Some just needed a shoulder to cry on because when a calamity happened, whether it was physical or emotional, it was very difficult for people to handle things entirely on their own." These days he says he is far from retired, "Just re-treaded" he says, noting the odometer on his one year-old car reads 60,000 km.

Tony now also uses his skills to tend to the welfare of older Guild members throughout Australia.



## ***Chairman's Update***

Some of you will already be aware that Buck Brooksbank retired from the role of Chairman in early August for personal reasons. At the August teleconference meeting the Executive Council thanked Buck for his enthusiastic and successful leadership during his time as Chairman. The Executive Council endorsed me to step up from Deputy and take over as Chairman until the March AGM 2012 when all positions become vacant for re-election as normal. Buck continues to remain a valuable member of the Council as the Immediate Past Chairman. I am very much aware that my new role carries a great responsibility and I am following the footsteps of some talented people. I will do my best to ensure the good work of the Australian Region of the Guild continues.



The period since the last newsletter has been an active time for the Executive Council. The following list gives some idea of the work being undertaken on behalf of members:

- We submitted a response to CASA's draft review of Part 91 and we are keen to see CASA's re-action to the range of responses that we know were submitted.
- Work is continuing with the Industry Skills Council to develop a submission for Government funding for scholarships to assist instructors develop their instructional capability.
- On behalf of the Guild of Air Pilots and Air Navigators (Australia Region), helicopter pilot, John Eacott (the Treasurer) submitted two responses to the review of Planning Requirements for Helicopter Landing Sites in Victoria.
- Stephen Phillips, Education and Training Committee Chairman, is preparing our response to the draft CAAP 5.14-2(0) – Flight Instructor Training (Aeroplane) for the 30 September due date. If anyone wishes to provide comments please ensure they reach Stephen no later than 25 September.
- Mike Cleaver, ACT WG Chairman, is now our representative on the CASA SCC and, through this membership, he ensures that members of the Technical and Air Safety Committee are briefed on proposed rule changes etc.
- Planning for the Master's visit in November is well underway by all Working Groups and details of the various events can be found in this Newsletter. I would like to encourage members to attend these events to meet the Master and enjoy the fellowship of the Guild.
- We have been undertaking a major update of the Region Policies since early in the year and these have now been completed. The Articles of the Region will also be updated to take into account the changes required as a result of an increasing use of technology for many of our communications and meetings.

- The Region website is also being redeveloped using a new Website Content Management System that will hopefully make the updating of the website much simpler. While doing this website redevelopment, the Council has agreed that the policies of the Region and the Manual of Operations should be made available to all members, not just the Executive Council. The new website is undergoing testing and should be live within the next few weeks.
- The Council has approved the budget for the coming financial year and the good news is that we have managed to hold the membership fees at current levels. Early payment discount of 10% will again be available for those members paying before 31<sup>st</sup> December 2011. If you have not received your fee invoice by the end of October, please contact the Administrative Officer at email [admin@gapan.org.au](mailto:admin@gapan.org.au) or by phone 0450 438 538.

On a personal level these last few weeks have been a busy time that included two weeks driving my BMW Mini to the Sunshine Coast to participate in the Mini 50 celebrations – a total of 5,180kms in 14 days. We stopped at



the Aviation High School in Brisbane on the way to attend the talk by Guild Member AVM Kym Osley on the RAAF project for the F-35 Lightning II Joint Strike Fighter. It was good to be able to attend such an interesting talk that had been arranged by David MacDonald, Qld WG Chairman. One of the events during the five days of the Mini 50 included a visit to the Queensland Aviation Museum at Caloundra. I thought that was excellent planning on the part of the event organisers!

A De Havilland Dove at the museum in Caloundra. The Dove was the aircraft that I had my first passenger flight in. While working for Hawker Siddeley – somehow I got a flight from Woodford to Nottingham and back. I don't remember how or why the flight took place and I don't remember the scenery but I do remember the first sensation of flying – that magic has never left!

*Sue Ball, Chairman*

## **Education and Training Matters**

### **Flight Instructor Project**

Following a July meeting, in Melbourne, with TLISC and CASA the flight Instructor Project is making good progress. Staff from TLISC will provide the writing and training expertise, Adrienne Fleming (CFI Tristar) will provide the Guild input and "aviation" expertise. TLISC is also covering all the costs associated with the project. All being well the first course will run in July/August 2012 – expressions of interest "to attend" will be sought early in 2012. The Guild will offer placement to candidates – who will be expected to provide for their own travel and accommodation. Courses are expected to be held in three locations with a total of 36 placements (each valued at around \$3,000 which will be covered by TLISC). The course content will be aligned with at least 1 unit of competency at the Diploma level.

### **Draft CAAP 5.14-2(0) - Flight Instructor Training (Aeroplane)**

Following representation from the Guild, the deadline for responses has been extended to 30 September – thus providing a little more time in which to address what is a long and complex document.

- To date responses to the ETC have addressed the following points/issues:
- Concern regarding both the tone and the content of the CAAP which reads more like a directive than an advisory publication.
- The content would seem to be overly repetitive and to provide little scope for individual schools to develop a "best practice" approach.
- Teaching easy sequences first – instead of the "foundations".
- The use of "rote" learning for long briefs.

Further comment/input is requested – note the deadline is end of September.

*Stephen Phillips, Chairman, ETC, Australian Region.*

## ***Technical and Air Safety Committee Report***

There is no further information from CASA regarding progress with Part 91, nor an update on the CASA website.

I have not had contact this month with Martin Dolan regarding the proposed GAPAN agreement with the ATSB. However, Martin advised me, at our last two meetings, that he will let me know when the matter is being progressed.

During the month, I met over lunch with the principals of an aviation training organisation based in Queensland regarding the CASA program of Threat and Error Management (TEM), and, in particular, the format and content of the examinations on the topic.

There were concerns about variations in TEM definitions, inconsistencies in CASA TEM documentation, and the exam being primarily focussed on definitions of terminology, rather than on the conceptual nature and safety content of the training - "Are we training people how to pass CASA exams, or in TEM?"

The ADF and ADFA were also involved in these discussions.

The Queenslanders were in Canberra to meet with CASA later that day to clarify the various issues of concern to them regarding TEM.

Subsequently, CASA contacts have told me that they are aware of industry concern about the issues raised regarding TEM, and there is a plan to resolve them at the CFI seminar to be held in parallel with Safeskies in October. (See program at: [http://www.casa.gov.au/wcmswrl/\\_assets/main/lib100030/cfi-program.pdf](http://www.casa.gov.au/wcmswrl/_assets/main/lib100030/cfi-program.pdf))

I asked the Qld organisation reps if they were using the GAPAN TEM material in their training. They advised that they were not doing so, and they were not familiar with the present status of the GAPAN program. They were, however, aware of the early activity associated with the launch of the program in 2007. ([http://www.atsb.gov.au/media/12581/gapan\\_press\\_release\\_20\\_08\\_07.pdf](http://www.atsb.gov.au/media/12581/gapan_press_release_20_08_07.pdf)).

This surprised and concerned me, given the objectives of the GAPAN TEM program, and that that the ATSB had funded the project as a long-term, lasting contribution to aviation safety.

As a recent GAPAN member, I am familiar with some aspects of the GAPAN TEM project, but not all, and I know some of those involved personally, both in GAPAN and the ATSB so I will be following up on the current status of the Guild's involvement with TEM - particularly in the context of current CASA developments, industry concerns, and the CFI conference at Safeskies, at which TEM will be a focus.

During the month, as well as my ongoing company consultancy work, in my RAAFSR capacity I lectured on the Flying Supervisors Course, and continued to work with DDAAFS on ongoing human factors and safety information system projects. I also attended meetings of the Radiation Health and Safety Advisory Council, and the Nuclear Safety Committee, of ARPANSA. While these meetings do not involve aviation, there is much common ground, and areas of mutual learning, in topics such as human factors and systems safety.

At the invitation of CASA, I appeared with David Forsyth, Chairman of the Board of Airservices Australia, in a new ASA video on their Drug and Alcohol Management Program (DAMP). We spent half a day at a studio in Sydney videoing our segments.

We are looking forward to seeing the final production – although we are not hoping for any Academy awards!

*Dr Rob Lee, Chairman Technical and Air Safety, Australian Region*

## ***Secretary's Jottings***

We are approaching the second of the major "events" in the Guild schedule which causes this office to arise from the hibernation of Winter!

With our financial year aligned with the Guild in London, the end of September means ensuring that our membership records are up to date. We agreed some years ago on a system of paying a capitation figure to the Guild for each member. This covers the administration by London with respect to our Region. The importance of ensuring we are all financial is that we pay the capitation on the declared membership number at the end of this month and should the Council agree to "carry" someone forward, we take the risk that they will subsequently meet their obligation. So, if you get a call in the next week or so, you will understand our sense of urgency!

Meanwhile, back at the office, Hayley has taken time out with her family for a trip away. This means that I am clearing the mail weekly and [as it is anyway] major communication will be by email. The Guild phone will also be available for contact 9-5 and all messages answered.

Finally, a reminder that with your subscription notice, there'll be a poll on those who might like to read *Guild News* online instead of receiving the glossy copy. As I explained in a previous note, it is simply to help us with planning if our distribution system requires us to change our shipping options from the UK.

Cheers,

*Sandy Howard, Secretary*

## **Proposal for GAPAN Australian Region Dinner 2013**

The Executive Council is considering organising a major Australian Region dinner in 2013 to coincide with the 25<sup>th</sup> 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](mailto:peter.raven@gapan.org.au) if you have the skills and would like to be involved.

## **Upcoming Events of Interest to Guild Members**

Upcoming events at which members may be interested in attending include:

**SafeSkies Conference Canberra**, 25-28 October 2011. See details below

**The Guild Trophies and Awards Dinner London**, 27 October 2011. Applications must be received by the Guild Office in London by 5 October 2011. Each regional home page on the GAPAN website has been updated with a link to the application form. The link is: <https://www.gapan.org/members-pages/diary-2011/application-forms-for-visits-and-events/>

Third Annual **Catalina Festival and Splash In, Rathmines , Lake Macquarie**, 5 November. To raise resources to get Catalina VH-CAT back into the air. Further details at [www.catalinaflying.org.au](http://www.catalinaflying.org.au) or email Guild member [philip@dulhunty.com](mailto:philip@dulhunty.com)

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

## **Master's 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 QWG in Brisbane on Saturday 12 November and SAWG in Adelaide on Friday 25<sup>th</sup> November.

Tour arrangements in Brisbane for the Master and Jan will be:

Saturday 12<sup>th</sup> November, meet and greet the Master and Jan at BNE International Airport by the QWG Committee, with the Annual Dinner in the evening, including the presentation of some Guild Awards.

Sunday 13<sup>th</sup>, visit to Caboolture including the Museum, the rebuild of the Bristol Beaufort. Flights in a DH Dragon, Tiger Moth and/or Auster and Chipmunk.

Monday 14<sup>th</sup>, visit to RAAF Amberley to see the Super hoenet and to the new Museum to see the Douglas Boston/Havoc and other aircraft exhibits. Lunch in the Officers Mess.

Tuesday 15<sup>th</sup>, Kingsford Smith Memorial and monument to No. 463 SQN on the way to BNE airport with QWG Committee members.

The Master arrives in **Sydney** on Tuesday 15 Nov and is at leisure with family until dinner on Wednesday evening 16 Nov at 1900 at the Royal Exchange Club of Sydney, 1 Gresham Street, Sydney. If you wish to attend this dinner please complete the form attached.

In something of a STOP-PRESS coup, at the dinner Captain Ross Kelly, of Qantas, will speak about the ferry flight of the Qantas Foundation Memorial's PBY-6A Catalina from Cuatro Vientos in Madrid, Spain to Longreach, Qld. Ross is a current A380 line captain who owns his own PA-39 Twin Comanche and a Cabri helicopter, while spending his spare time volunteering for HARS, including being one of the few flyers of the L-1049F Super Constellation and B-doubles! A man of many parts.

Thursday 17 Nov will be a visit to HARS Museum at Albion Park Rail with the prospect of some scenic flying.

On the Saturday 19<sup>th</sup> November the Master will visit the Temora Aviation Museum for their Annual Air Show (Warbirds Downunder) and social events, returning to Canberra on Sunday 20<sup>th</sup>. There should be an opportunity for flying in one or more antique aircraft and Light Sport Aircraft whilst the Master is at Temora.

Visits have been arranged for the Master in Canberra to the Chief of Air Force, Secretary of Dept of Infrastructure & Transport, and Director of Air Safety.

An informal meeting with ACT Working Group Members will also take place while the Master is in Canberra, with further formal calls on the Minister's Office, ATSB and Airservices to be included in the schedule.

Region Chairman, Sue Ball, will attend most of the formal meetings and the members' get-together.

The Master and Jan leave Canberra on Tuesday 22 November for Melbourne, where most of the activities will be private visits by the couple to old friends.

The Master and Jan will arrive in **Adelaide** late morning on Friday the 25<sup>th</sup> of November. The programme for Friday is a visit to Flight Training Adelaide, a light lunch and then, if time, a visit to the Parafield Classic Jet Fighter Museum. In the evening the Working Group will be their host at a Black Tie Dinner at the Naval Military and Air Force Club.

On Saturday they will tour the southern wine region of Adelaide and participate in the Malcolm Cross Spot-Landing Competition and barbeque lunch provided by the Aldinga Aero Club at Aldinga. Later in the day they will visit the McLaren Vale Wine region returning to Adelaide for an informal dinner in a local Adelaide bistro

During Sunday morning and early afternoon the 27<sup>th</sup> November, the Adelaide Soaring Club at Gawler will be hosting the Master and Jan for morning tea, lunch, a flight in a sailplane and an inspection of two of a very few Avro Avian aircraft in flying condition in the world.

The Master and Jan leave Adelaide for Hong Kong via Sydney late Sunday afternoon [27<sup>th</sup>]

The SAWG and QWG will be sending invitations to the dinners in their respective States directly to their members.

Details of the Masters background and experience is attached'; as are details of when he and his wife will be in the various Australian cities.

### ***Mini Guild Meeting in Far North Queensland***

While your newsletter editor was in Cairns in June and July he and Andrea took the opportunity to visit Tony Hall-Matthews and his wife Valerie in Yungaburra. We were joined by Captain Doug Stott and Lorraine and enjoyed a wonderful afternoon tea beside the lake at Tony and Valerie's house in FNQ. We discussed flying [surprise, surprise] and solved most of the problems of the world. A most enjoyable afternoon.



## ***ACT Working Group Report for September 2011***

The next ACT WG meeting will be on Monday 10 October (subject to confirmation) and a program is yet to be fixed.

Since the last meeting I have had the honour to represent the Guild on two of CASA's consultative committees for the regulatory reform program, and the local RAPAC or Airspace Users' Consultative group.

While nothing momentous came out of these, it is good to be in the loop and to keep the Council and members informed of the state of play. There are certainly a lot of projects being addressed, though many of them are of a minor nature and many more affect matters other than those purely affecting pilots (and navigators).

Our input to the CASR Part 91 consultation was appreciated, and the CASA team are part way through assessing the almost 30 responses. It is likely that changes will be made to the exposure draft, particularly about consistency of terminology and the balance of proposed penalties. However, there is much work yet to be done to convince the Criminal Law Division of Attorney-General's Department that aviation rules need to indicate to pilots the desired behaviours, and to not overly rely on the "strict liability" style of creating offences.

Support was also expressed in both meetings for a database of obstacles to be created, accessible in real time through the internet, using CASA's Safety Promotion and Education powers rather than any regulatory basis. The Aerial Agriculture Association of Australia was a driving force behind this move, which I supported. The intent is to list all obstacles above say 45 metres (150 feet) rather than the 110 metres that require formal notification for determining lowest safe altitudes, and to include temporary items like the plethora of very thin wind-sensor masts that may appear and be removed at short notice, and a genuine hazard to legitimate low-level operators such as agricultural aircraft, low-level survey helicopters, or balloons and gliders which may be engaged in landing away from base.

Several other new projects were announced in the week following the SCC meeting, which rather detracts from having the meeting when we did – however it is obvious that around two months notice needs to be given to hold such a meeting, and many of those new projects were apparently intended to be announced before the SCC meeting, but had not been finalised to the point of authorisation, or documents had not yet been finalised for issue.

This week a major document was issued in the form of a second Discussion Paper to the proposed future satellite-based Air Traffic Management system and aircraft equipment fitment required by 2020. This was circulated to all late in the week. Unfortunately it seems that our input to the first paper was not acknowledged, and the CASA response to initial comments tended to support the views of the air navigation service provider and the airlines to bring some changes forward by up to two years (from December 2017 to January 2016) in order to save \$150 – 200 million of costs in replacing ground-based navigation aids that would have no place in the new system post-2020.

Our major point that the availability in future of lower-powered aircraft equipment should be planned for as the permitted means of meeting the technical requirements seems to have been acknowledged indirectly, though not formally proposing that different standards should be adopted for fitment to GA and recreational aircraft operating under the VMC, in order to spare them the expense of meeting a higher Air Transport standard suitable for faster and heavier aircraft to operate at increased range. However, some concessions have been made in relation to the classes of airspace where the new equipment would be required – specifically excluding a requirement in Class G airspace and some en-route Class E airspace (surprisingly given the current Mode C transponder mandate). In addition, CASA now suggests that the existing exemptions for aircraft without an electrical system able to continuously power 25 watts of output will be allowed to continue, but not indefinitely, and not in Classes C and D airspace beyond the planned introduction date which pre-dates 2020. Further, although ADS-B will eventually meet all requirements, it is still intended to mandate Mode S transponder fitment in order to drive TCAS and Advanced Surface Movement Radar, without making use of ADS-B IN for the aircraft and ATS applications that need this information.

Our planning for the Master's Visit continues, and we thank in particular two of our very keen recent transfers in to Canberra for offers to host the Master and our Regional Chairman during that period. Further planning will take place during the next few weeks, to have all arrangements in place well in advance of the Visit.

*Mike Cleaver, ACTWG Chairman*

## Queensland Working Group Report for September

On September 1 the QWG received a presentation from Air Vice Marshall Kym Osley, RAAF Project Manager for the F35 JSF. The presentation was attended by 50 members including those from the Royal Aeronautical Society, Brisbane Branch, the Royal United Services Institute, the Aircrew Association and staff and cadets of No. 220 SQN Australian Air Force Cadets. The presentation was well received and it was interesting to hear the true facts about the F35.

The presence of 220 SQN was suggested by AVM Osley [a former cadet in the Air Training Corps] who presented a book on the F111 to the Commanding Officer.

The presence of the Region Chairman was appreciated.

Arrangements for the Master's visit to Queensland are almost complete. Details of the visit are noted above.

*David Macdonald, QWG Chairman*

## AAFC Cadets in South Australia



Fifteen AAFC Cadets had Air Experience Flights [AEF] from the Gawler Airfield on 3 September 2011. While there the Adelaide Soaring Club members took the opportunity to show the Cadets and their parents the facilities and Aircraft of the Club and also get the cadets involved in the daily gliding operations.



The RAAF in the last few years has increased its Aviation Scholarships and the opportunity for the Australian Air Force Cadets to participate in Air Experience Flying [AEF] throughout Australia.



In South Australia five cadets have RAAF gliding scholarships and the Adelaide Soaring Club fund two other cadets on gliding scholarships. SAWG Chairman, pictured, has worked with and trained the cadets at Gawler for many years.

In South Australia most of the gliding scholarships and AEF's are done in a Motor Falke pictured here.

The other glider is a modern 20 meter two seater Sailplane a DG1000 with a glide ratio of 1:47. Apart from being a superb cross country glider in its shorter wing span version it is fully Aerobatic. Photographs courtesy of Carleine Meek.

*Rob Moore, SAWG Chairman*

## **Stop Press - Guild Awards 2011**

We are very pleased to report that the Guild has announced the 2011 Awards including three in the Australian Region.

- **The Hugh Gordon-Burge Memorial Award** to the crew of Qantas A380 VH-OQA operating QF32 4th November 2010.
- **The Grand Masters Australian Medal** to the RAAF Air Mobility Control Centre.
- **The Master's Australian Award** to Spencer Ferrier.

The full list of Awards can be found at [www.gapan.org/press-pages/press-releases/trophies-and-awards-winners-20102011/](http://www.gapan.org/press-pages/press-releases/trophies-and-awards-winners-20102011/)

## **Safeskies 2011**

Members will be familiar with the award-winning biennial Safeskies Conferences in Canberra. The 2011 Conference will be held from 25-27 October 2011.

The Sir Reginald Ansett Memorial Lecture and Dinner will be in the Federal Parliament House on Tuesday 25 October 2011. The Joint presentation will be by Australian astronaut Dr Andy Thomas and his astronaut wife Dr Shannon Walker.

The Conference will be held at the Hyatt Hotel Canberra on Wednesday and Thursday 26-27 October and speakers will include: the Chief of Air Force, the Director of CASA and international speakers from the USA, France, UK, Canada and ICAO.

Please visit [www.safeskiesaustralia.org](http://www.safeskiesaustralia.org) for more information and to register online.

The Conference is supported by the Australian Region of the Guild and a number of our members are on the Executive Committee.

## **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](mailto: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](http://www.gapan.org.au). Any comments on this Newsletter should be addressed to the Editor, Harold Walton at [harold.walton@gapan.org.au](mailto:harold.walton@gapan.org.au).

## **Master O W “Wally” Epton FRAeS**



Wally Epton joined the Royal Air Force in 1958. Training as an Aircraft Apprentice RAF Halton and later as an Officer Cadet at RAF College Cranwell graduating as Flying Officer 1965. His flying career was interesting and varied! Serving on Numbers 6, 32, 36 and 48 Squadrons firstly flying Canberras in Strike Ground Attack role, and then as Tactical MR Transport captain on C-130 Hercules. During tour at RAF Coltishall 1972-74 as OCGD Flight, flew as display pilot with BBMF on Spitfires and Hurricanes. Following promotion he commanded HS125 Dominie Squadron at 6 FTS RAF Finningley. In 1978 he completed his service career as Squadron Leader at MOD Inspectorate of Flight Safety.

Hi civilian flying career started immediately with appointments in Business Aviation on HS125 aircraft in the UK and Australia with Eutectic Castolin and Shell Australia as senior pilot, Coles Myer as Chief Pilot. From 1991 to 2004 Wally was Chief Pilot/Manager with RMC Group Services Ltd.

He is currently self-employed as business aviation operations consultant and line training pilot.

With over 15,700 flying hours on variety of types from light single engine piston aircraft to large multi-engine jets. International flying experience in Business Aviation flying jet aircraft in many parts of the world. Current UK ATP and USA FAA ATP, Instructor Rating also teaching aerobatics and tail wheel type conversions for PPL holders. Aircraft flown include Jet Provost, Gnat, Canberra, Varsity, Hercules, Spitfire, Hurricane, Stearman, Citation, Kingair, Challenger 604, and all variants of the HS125. Currently enjoying Tiger Moth and Chipmunk flying in spare time.

Wally founded the Australian Business Aircraft Association (ABAA) in 1984 and organised the annual conventions and trade shows for 4 years.

He joined GAPAN in 1985 as an Upper Freeman and was invited to the Livery in 1995. He was made a Master Air Pilot in March 2003, and elected Assistant to the Court 2004 and elected to Warden in 2007. He is also a stalwart member of the Technical and Air Safety Committee of the Guild. He has been a member of the Royal Aeronautical Society since 1998, and made Fellow in 2004. Wally is Chairman of the Historic Aircraft Association, a member GASCO, CHIRP along with being GAMTA representative of the Guild.

He founded the Farnborough Operators and Residents Committee in 1997 (disbanded 2004) and is sitting member of Farnborough Aerodrome Consultative Committee.

## Master's Visit 2011 – NSW Dinner

**Date:** Wednesday, 16<sup>th</sup> November, 2011

**Time:** 1900hrs for 1930.

**Venue:** Royal Exchange Club of Sydney  
1 Gresham Street, Sydney

The annual visit of our Master is upon us. Captain O.W. (Wally) Epton FRAeS and his Lady, Janet will be in Australia for a fortnight in November. You have no doubt read his profile in Guild News [for reference the April Guild News at page 7; see <http://www.gapan.org/about-the-guild/guild-news/> ]

In something of a STOP-PRESS coup, we have Captain Ross Kelly, of Qantas, who will speak about the ferry flight of the Qantas Foundation Memorial's PBV-6A Catalina from Cuatro Vientos in Madrid, Spain to Longreach, Qld. Ross is a current A380 line captain who is a private aircraft owner and flies for HARS.

**Cost:** \$90/head [canapes, 3-course dinner, 2 bottles of wine/table of 8. Other drinks @ own expense]

**Dress:** Lounge Suit

**RSVP:** Please return the form below by Wednesday 2<sup>nd</sup> November

Look forward to seeing you on the night!

*Sandy Howard*

Honorary Secretary

Phone: 0411 145 077

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