There’s Still Unfinished Business

After creating history with his solo circumnavigation of the globe last year, Ryan Campbell still has unfinished business.

There is an additional mission to complete and that’s to use the experience he gained and his career progression so far, to create a specific pathway to aviation for young people. This won’t be Ryan Campbell ‘one out’, this will be a movement, an initiative designed to deliver empowerment as well as opportunity.

There’s absolutely nothing wrong with a grand plan, even in the world of aviation. The fact that it comes from the soul of a real achiever, a young man that lived a dream, a young man that delivered on a promise, establishes its credibility and may even set it up for success.

So what are we talking about? We’ll let Ryan explain. ‘The more I think about flight and what it represents, the more I believe that we have to create new opportunities for young people to experience it. Regardless of what people’s perceptions are, my view is that flying is actually affordable, it can be done. I acknowledge that there is support out there to get kids into flying but it’s not as obvious as it should be. I want to prove that it’s possible to bring that support out, to make it more visible, draw it all together so that it can sit comfortably under one umbrella and identify a delivery strategy.

It might be a scholarship program, an accessible knowledge bank or a venue for kids to network with aviators from all walks of life. It might be all three. I believe the opportunity is there but it’s not yet in tangible form. I’m finding that a lot of young people don’t know that you can learn to fly from a young age, that you can embark on a rewarding career pathway early in life. There’s this awesome opportunity but it’s often hidden from view. This means people who have no idea that pathways exist are, in some ways, excluded from getting in and having a go. My vision is to take the magic of flight and make it a reality for as many budding aviators a possible, to show them what you can do, to let them experience the life lessons that aviation delivers and the responsibilities that come with it. I’d like to create a vehicle that takes all the qualities that aviation embodies and applies them to Australians at a pretty young age, an event or structure that shows them what you can do, shows them what you can achieve.

There’s no doubt that Ryan Campbell has a plan and it’s beginning to materialize. There’s a concept, a name, a potential venue and a bunch of willing partners influential enough to make it happen. Over the coming months an announcement will be made and the ball will start to roll. It’s going to be special. There will no doubt be strong support from the aviation community for a well engineered proposition that can make the magic of aviation more evident and give as many young people as possible the opportunity to experience it. We’ll happily keep you informed of progress in subsequent editions.'
High Expectations For New Tasmanian Training Partnership

The recent announcement of an education and training partnership between the University of Tasmania and Par Avion Flight Training is good news, bringing with it an innovative approach to collaborative ab-initio training.

The announcement is the result of several years of dialogue between the two parties which has resulted in the development of an integrated educational offering that will see students graduate, not only with a Commercial Aviation Licence, but also a degree qualification.

Par Avion Flight Training will be known to most as the operator of Cambridge Airport on the outskirts of Hobart and a partner-organisation of Airlines of Tasmania, a name long associated with Tasmanian aviation. The name has been used by various organisations for over 50 years, operating regular public transport services all across the state, the Bass Strait Islands and to Victoria.

Airlines of Tasmania’s Managing Director Shannon Wells, is excited about the new partnership which he hopes will draw local, national and, in time, international enrolments. ‘This is the result of a lot of collaboration, a lot of discussions behind the scenes. It’s something that took quite a bit of time to develop but now we’re effectively there, and we’ve begun rolling it out’.

The University of Tasmania’s School of Business and Economics will be Par Avion’s academic partner, offering a Graduate Diploma in Aviation and Business, one year packaged with a pathway to a full three year Bachelor of Business degree.

Students will graduate with a Commercial Pilot’s Licence, a multi-engine command rating and a business degree, an offering that will most certainly appeal to prospective aviation industry employers. The Graduate Diploma is fully funded through the Federal government’s ‘FEE-HELP’ initiative (subject to eligibility criteria being met) and will be conducted at the University’s Sandy Bay campus and Par Avion’s Cambridge Airport base.

The Graduate Diploma will not only focus on aviation theory and practice but will also provide students with an introduction to small business principles. The units of study for 2015 are:

- Theoretical Concepts in Aviation,
- Advanced Theoretical Concepts in Aviation,
- Intermediate Aviation Practice,
- Advanced Aviation Practice,
- Advanced Integrated Theory and Practice in Aviation,
- IREX,
- Destination Management,
- Foundations of Marketing,
- Human Resource Management,
- Introduction to Commercialisation.

Flight training will be conducted using Par Avion’s existing aircraft fleet which includes Cessna 172’s, Cessna 206’s, 2 Beechcraft Duchess’s and also the company’s Boeing 737-800 high-fidelity simulator.

Launching any new initiative in difficult economic times is a leap of faith but it’s actually one of the drivers in this case. ‘I guess we are choosing to be optimistic’ says Shannon Wells, “it’s a bit of a doom and gloom environment in aviation at the moment, everyone’s a bit down beat about general aviation in particular. What we are indicating and what we believe is that the industry has a future, that we’ll get through the tough times and go forward’.

One of the principle pre-requisites in negotiations between Par Avion and the University was the need for any approach to be innovative, unique and cost effective. The opportunity to complete the course in a single year is certainly a good example of this drive. ‘We’re offering students the opportunity to complete a CPL and a Graduate Diploma in the one year” says Shannon Wells. ‘I believe this makes the course somewhat unique and it certainly delivers against the key criteria we set when we started partnership negotiations. Offering a pathway to a full Bachelor of Business, although the commitment is for three years, also fits. We believe it’s wise to provide students with the opportunity to major in a key business discipline like accountancy, logistics or business management which will no doubt enhance career prospects on graduation.’

The two educational streams are designed to appeal broadly, ‘We’re hoping this is going to appeal to both school leavers embarking on a career path and mature aged students who simply want to gain a CPL and move on’ says Wells. ‘There’s a choice that can be made and a level of flexibility built in to accommodate differing needs. We’ve also understood the importance of ensuring that students gain relevant business knowledge. The Graduate Diploma provides the opportunity to develop supplementary skills like marketing, HR or entrepreneurship by accessing some of the units of study offered by the University’s School of Business and Economics. I think this should appeal in this day and age. Most students understand the need to develop skills in business. They know that potential employees are going to favour job applicants who can demonstrate these’.

The prospect of completing flight training in the Tasmanian landscape certainly has its appeal. ‘It’s a challenging environment and it’s a great place to learn’ says Wells. ‘If you think of the influence of the weather, the challenges of rugged terrain, of being expected to fly in and out of small air strips in difficult to access locations, we’ve got the opportunity to develop a skills set that is going to address all those situations. There’s probably no better place to instrument fly, to experience the extremes, and to be able to make value judgments based on real life experiences. There aren’t many places that expose you to ice, to flying in frontal weather. It can be a baptism of fire in some respects but the experience gained in capable hands really does set you up for the future’.

The opportunity to fly in both controlled and un-controlled airspace is also an advantage. ‘There’s opportunities to experience the freedom of flight but if you need to be “procedures” driven and you want to gain experience under traffic control, both are do-able’ says Wells. ‘The relatively low volume of traffic is also an advantage. You don’t want to train in an environment where you’re sitting on the ground for fifteen minutes waiting for clearance. Certainly at Cambridge you’re in the air pretty much straight away. If you think about it, we’ve got a pretty strong case. We’ve got the ultimate course options, a great flight training base which has just been significantly upgraded and a natural environment in which to fly that can be appropriately challenging. There’s probably not much more you could ask for or need so we’re very much open for business’.

If you would like to find out more about the University of Tasmania / Par Avion flight training partnership, visit www.paft.com.au, send an email to flyingschool@airtasmania.com.au or phone the team on +61 (03) 6248 5390.

*CRICOS Provider Code: 00586B*
Omatea Aviation Academy's year 2014 students are well into the build of this year's major project - another Piper Cub. Pictured far left is the Academy's founder, project manager and student mentor, Paul Morrison.

Oceania Aviation Renews Academy Sponsorship

Embedded in the grounds of Oamatea High School, approximately one and a half driving hours North of Auckland is one man’s idea that has become a very powerful and beneficial reality. Perhaps it’s not right to call it a dream that became a reality, suffice to say that its founder Paul Morrison, a veteran educator of kids, simply saw an opportunity that he felt ought to be converted.

As head of technology (both wood and metal based) at a small country school, Paul’s teaching philosophy was always built around project-based learning (PBL). For much of his career he would ensure that students would always have a major project to work on that might captivate their thinking. Amongst these projects were a two person hovercraft, a Lotus ‘Super 7’, and even a 26 foot fishing boat. What these projects began to deliver was apprenticeship opportunities for graduating students who had been given the opportunity to learn many things, including basic project management skills.

In 2006 Paul retired from the education system after almost 40 years of service without having finished his last major team building project, a Piper Super Cub.

Not wishing to leave his students without the opportunity to finish the work they had commenced, he invited his class to his home each Wednesday afternoon where the unfinished aircraft was located, an arrangement that continued until the project was completed.

Midway through 2011 and well into retirement, Paul’s creativity got the better of him and he put together a plan to create an academy style framework that could complete further major projects for school aged children. Being a pilot and long-time aviator he chose to approach Oamatea High School with a plan to create an ‘on campus’ Aviation Academy. His proposal was warmly received. ‘We didn’t have a building so I borrowed $65,000 from the school’s trust fund’ recalls Paul. ‘We put a building up much to the amazement of many people with a promise that the borrowings would be repaid within two years’. True to his word, Paul raised the necessary funds to repay the debt and delivered freehold title to the building.

To have a resource that was essentially self-funding was the only way Paul’s project would work so he provided the academy with the equipment necessary to function using his own funds and belongings. ‘In my view, the education system in New Zealand doesn’t share money for the type of projects that can deliver the most benefit for kids. This is a typical example of the way things are here. My wife and I have invested a considerable amount of money to make this work and that’s the way it is’.

Corporate New Zealand, fortunately for Paul, has a slightly different view. ‘If I didn’t have the phenomenal support of some very close friends, both personal and in business, the academy simply couldn’t deliver maximum benefit. I single out for special mention Flightline Aviation that supplied us with our first engine in 2005 and now of course, Oceania Aviation. CEO Don McCracken believes in what I’m doing and the way that it’s helping young folk get a bit more than just a taste of aviation and also huge life skills and skills bases that makes them incredibly employable’.

There is no academic standard for enrolment in Paul’s Aviation Academy but there is a defined process. ‘We accept enrolments for kids in year ten and we have an intake capped at 12. They have to write to me in their own hand writing, provide a CV and current reports and need to sit an interview. We assess each applicant’s suitability based on this process but the proper attitude is heavily weighted. I’m not really interested in their skills because if their attitude is correct that will learn the skills necessary to be successful’.

The academy’s results are impressive and something of which to be particularly proud. ‘We’ve currently got one student in the final selection process for RNZAF pilot training and I’ve just placed another at a leading Admore based aviation company’ says Paul Morrison. ‘This is what the Academy was set up to do, to provide students with identifiable career paths driven by demonstrated evidence of teamwork and achievement’.

Player Profile

Geoff Whittaker – CPLH and available to work!

After recently completing CPLH studies at Airways Aviation on Queensland’s Sunshine Coast, Geoff Whittaker is one step closer to achieving a life ambition – to fly a news helicopter. He is the first to acknowledge that opportunities are limited but he is prepared to wait. In the meantime he’s looking for work and building his hours by flying whenever Airways Aviation can find a mission for him.

There was never much doubt that aviation was going to be his lifelong number one career option. The seed was sewn pretty early in life. With no aviation heritage in the family fabric, it was left to a neighbour who owned a crop duster to sow the seed. The neighbour would buzz the house he owned a couple of doors down from where Geoff lived, to alert his wife that he would soon be ready for collection from the local airfield.

Without much doubt in his mind Geoff graduated from high school and immediately applied to join the RAHF. His application was successful and he commenced an apprenticeship as an avionics technician. Knowing that aviation could be an expensive career option and appreciating the need to gain a trade, Geoff saw the value in the RAHF job – he could learn a trade and be paid for doing it.

The RAHF job was fine but throughout his career there, he battled an imbedded dilemma. ‘I wasn’t thrilled by the experience but suffice to say it was good to come home. I don’t think a lot about the time there, but I did some work on C130’s as an “av tech” but was then lucky enough to be offered a position on the RAHF’s 707’s, brought originally from Qantas. There were five of them and they kept us busy’.

This period of time became one of the most influential in Geoff’s career, in more ways than one. He was lucky enough to go with the aircraft on Prime Ministerial tours and even ended up with The Queen on board on one occasion. ‘It was a great experience and one that I enjoyed immensely’ he recalls.

What was not as special was a subsequent posting to Kyrgyzstan as part of operation Enduring Freedom that followed the incidents of 9/11. ‘I was there for around five months. It was a real eye opener. We were using 707’s in aerial re-fuelling operations for coalition jets. Mirage 2000’s and F18’s. I guess I wasn’t left with a lot of positive impressions of what the operation and its purpose and the area was remote, rugged and dangerous. I don’t think a lot about the time there, suffice to say it was good to come home. I wasn’t thrilled by the experience but having said that, it had a place in the scheme of things, it was different but it wasn’t something I was keen to do again’.

On returning from active service, Geoff took up a training role at RAHF Base Richmond, teaching avionics courses to new and upcoming servicemen. His specialty still remained Boeing 707’s. Whilst he enjoyed the work, he begin to feel the need to move on and after a ten year career in RAHF service, he pulled stumps and moved to Queensland’s Sunshine Coast, finding a job at Queensland Institute for Aviation Engineering’s Caloundra base, developing course work. With a passion for helicopters still deeply embedded, he was immediately at home given the high degree of helicopter activity which surrounded his work place.

I began to feel that my next goal in life should be to get a helicopter licence’ he recalls, ‘that became a very clear objective’.

Without enough money to enroll in a training course, Geoff set about saving as hard as he could. ‘I started a home maintenance and renovation business and began to work long hours, trying to put as much money as I could away. I knew that borrowing money for a course and having to pay it back without the firm prospect of a job on completion was going to be a difficult proposition, so I just focused on my goal and by early 2014, I had saved enough to begin my flying hours’.

Living in Maroochydore meant that the nearest helicopter training school was Becker Helicopters at Sunshine Coast Airport and Geoff subsequently enrolled, commencing his training in a R22 and completing his theory elements. The issue was that the course structure was geared to full time students and Geoff could only attend part time so he parted company and moved to Airways Aviation’s training school back at Caloundra, recommencing his studies in March 2014. By mid-July he had completed his flying hours and his licence test. The weather had been kind, allowing for an almost un-interrupted flying program.

Geoff has very positive feelings about his time under instruction at Airways Aviation. ‘They were fantastic, I had such a great time flying and I guess that’s why I’ve wanted to maintain the connection’ he says. ’I did all my training with Jo Osborne and I hope she doesn’t mind me giving her a bit of a plug. She’s a great instructor, she’s given me a lot of guidance and advice – what sort of
endorsements I should get, what sort of ratings I’ll need to further my career. I can’t give her enough thanks for what she’s done’.

Looking at the future Geoff sees only rotary wing possibilities. ‘I don’t know why’ he says, ‘it’s always been helicopters, I’ve never really thought too much about flying fixed wing aircraft. I guess that whatever you’re in its all still flying, but the flexibility offered by helicopters is second to none, that’s why I’m passionate about them. I guess everyone’s got their views, but I just love helicopters, their ability to get into tight places, their versatility, it just makes the transaction so much more interesting’.

With the ultimate goal of flying a news helicopter still somewhere on the horizon, there’s still time to consider the possibilities. ‘I’ve got a contact at Channel Nine in Brisbane, I’ve been talking with him at length eventually find a place to call home’.

Geoff’s advice for those coming through the ranks, trying to identify a career path is simple. ‘I guess everyone’s got their own take on it but I’d say “never give up”. The other thing I’d say as important as the money is, don’t just do it for the money, do it for the flying. If you’re passionate about it and you love it you’ll eventually find a place to call home’.

There’s a bit of work on offer in the future at Tangalooma so hopefully that opportunity might come up. I’m also heading off to Cairns for a bit of a break and I’ll do what every new pilot has to do – drop a resume in wherever I can, try to get a couple of days work in different locations along the way. If a job comes out of it I’ll be stoked!

Looking back on things past or things that might have been doesn’t generate any regrets. Geoff Whittaker is comfortable with the journey, in fact more than comfortable. ‘I’ve managed to carry a smile for most of my life. Even now when I set my alarm to be ready for the occasional scenic flight I get, I’m generally awake before it goes off, ready to go - you know what that means! I love to fly, I’ll always love flying, if I had the money I’d be knocking on the door at Airways Aviation signing up for a night rating. That would be next’.

Geoff feels that it’s a difficult proposition to picture because news chopper pilots are generally in it for the long haul, but you’ve got to have a goal. Knowing that, I guess I’ll need to find work wherever I can, perhaps in tourism, something like that. I’ll need to bank as many hours as possible. It’s been great to maintain contact with Airways Aviation because they’re trying to give me hours whenever they can.

The products identified are:
• A power supply retracting and testing landing gear (both 12-14v and 24-28v),
• 28-30v JumpStarters,
• Magneto Test Bench.

All three are produced successfully for other industries, but the company’s Business Development Manager Matthew Rog, sees synergies and market relevance in the aviation sector. ‘We currently make 12-14 volt power supplies for the automotive industry and we don’t believe it would be hard to manufacture one with multiple applications for the aviation industry’ he says. ‘We’ve also made 30 volt jump starters before and we know they are hard to source in the aviation industry. In terms of the magneto test bench, Durst is the only manufacturer in Australia and we are known world-wide as the best original manufacturer of this piece of equipment’.

Durst was established in 1918 by Swiss electrical engineer John Durst who had migrated to Australia in 1910. The business developed a reputation for the design and manufacture of innovative products including rotary converters, dynamotors, transformers and even slide projecting machines that could project images on to the sides of buildings up to 100 feet in height.

‘Durst has a long history of providing equipment designed for performance, durability and economy, as evidenced by the current product range’ says Matthew Rog. ‘We supply a wide range of products to many industries including auto electrical test benches, ignition system analysers, battery load testers, electronic regulator testers, battery chargers and jump starters. We’ve completed some market research which identified that there were a number of products the aviation industry finds hard to source and we now think it’s time to identify the market potential for some of these products, most of which we have the skills, technology and resources to make readily available’.

Durst is committed to setting and maintaining highest production standards and continually invests in the latest technology. Their CAD CAM and CNC manufacturing facilities, together with an extensive R&D program provides the foundation for a sophisticated, state of the art business operation.

‘We are well known for designing and manufacturing high quality, dependable equipment and we look forward to providing an unprecedented level of service to the aviation industry’ says Rog. ‘We see this as a great opportunity to develop productive relationships with new clients and to deliver new solutions to an industry with significant synergies. We’re looking for long term relationships and to creating products and solutions that we know will deliver significant benefits’.

Matthew Rog, would like to invite any aviation business currently involved in maintenance, repair and overhaul to make contact if they are interested in talking in more detail about Durst’s innovative production proposition.

Ph (02) 9660 1755
or email – matthew@durst.com.au
New Regulations Drive New Learning Initiatives

The transition to a suite of new regulations designed to broaden the scope of privileges for aircraft operators and maintenance organisations and also align protocols with those of the European system, will have a significant impact on the way Part 66 licence training and assessment is conducted in Australia and also see industry take a greater share of the responsibility for Part 66 licence approvals.

CASR Part 147, one of a suite of four new maintenance specific regulations, has been the subject of a four year transition period and will take effect from June 2015. Part 147 identifies a uniform set of national requirements for organisations providing maintenance category and aircraft type training. It will also see the introduction of competency based training and remove CASA approvals for Practical Consolidation Training (PCT) and Schedules of Experience (SOE’s) as approved methods for demonstrating evidence of competence for ‘exclusions removal’ and/or ‘first of type’. PCT’s and SOE’s will be replaced by a new ‘On The Job Training’ (OJT) protocol which will become CASA’s preferred method of evidence gathering for future approvals.

Chris McDougall, Queensland Aerospace College’s (QAC) Commercial Director, views the new legislative framework positively. ‘I think the new regime will be beneficial in many ways and will make competency requirements significantly clearer. With the current legislation, there’s a bit of ambiguity and a bit of subjectivity in the protocols. For instance, CASA currently assesses the quality of an engineer’s SOE book, which brings with it the possibility of differences in interpretation. Under the new system, you’ve either done the task or you haven’t. The new regs are also about CASA giving industry the responsibility, letting Part 147 approved organisations like ours manage the process and be responsible for the quality of the outcomes, subject, of course to periodic audit. I see this as a good thing and I expect the industry will see it that way too’.

The move to OJT will create a very different learning environment and most likely a better, more practical learning experience for trainees. Gary Smith, QAC’s Quality Manager explains. ‘PCT was a selection of practical tasks that had not been validated against a specific exclusion or competency outcome, although completion of a PCT program would constitute sufficient evidence demonstrating competence under the expiring regulations’ he says. ‘Unlike PCT, OJT is a formalised program that lists a prescribed set of tasks which have been developed by an approved Part 147 organisation in conjunction with a Part 145 approved client. The program is structured to provide evidence of competence in exercising privilege. In our case, approved prescribed tasks are validated to demonstrate competence against specific ATA’s and exercising approvals for exclusion removal and first of type’.

One of the significant benefits an OJT program will provide is a ‘workplace relevant’ training environment. ‘Because the training programs are tailored specifically, trainees have the opportunity to demonstrate competence using their employer’s approved Part 145 maintenance system’ says Smith. ‘The benefits are also going to be seen by the Part 145 employer. They will be confident in the knowledge that all their trainees engaged in an approved OJT program will have demonstrated an understanding of aircraft systems while using their specific Part 145 procedures and processes’.

QAC has been at the virtual coalface of OJT development, working closely with CASA to optimise it’s transition. ‘What CASA is proposing here is a really significant departure from the old regime of Practical On Course training (POC) and CASA examinations’ says Gary Smith. ‘They are effectively offering industry the opportunity to manage and be responsible for the licencing approval process from June 2015 so the framework put in place to optimise the integrity of the proposition must be able to withstand ultimate scrutiny. A good case in point is the identification of prescribed tasks. Obviously the tasks have to fit within each Part 145 employer organisation’s capabilities and corresponding approvals. Under OJT, when a trainee qualifies on a practical task it’s using the host organisation’s documentation, maintenance data and process. So when their supervisors are signing them off as meeting that requirement it has to be done within their organisation’s approved “scope of works”’. What we are seeing here is industry building a new training environment. This is no longer just about meeting requirements, it’s now about industry setting the agenda and the validation of this proposition has only come through extensive and proactive consultation with the regulator.’

As an approved Part 147 organisation under CASA, EASA and most recently Transport Canada, QAC has invested a significant amount of time and resources in the design, development, and initial implementation of it’s approved training packages, including the new OJT program. There will be significant changes in the way courses are delivered as well as the assets used. All training support including courseware and maintenance data is now presented in electronic format, with training notes supplied on iPad. Where required, maintenance engineering simulators are utilised in the classroom environment to further enhance the training experience.

Current OJT approvals are for the A330 only but approvals will eventually extend to all aircraft types on QAC’s scope of registration. To support the new OJT program until the new regulations take effect, QAC will continue to use Practical On Course training (POC) as an approved method of assessing competence through 31 approved courses for Airbus, Boeing, Rolls Royce, Pratt and Whitney, Bombardier, CASA (212) and Fokker.

Established in 1990 and built on a solid reputation for excellent standards of training and customer service, Queensland Aerospace College (QAC) is one of the world’s leading providers of Aircraft Maintenance Engineer Training.

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New technologies and digital assets make QAC’s classroom environment state of the art.
Don’t Walk Away
The hazard of unattended ground running.

Light helicopters, such as the Robinson R22 and R44 that dominate the piston-engine helicopter market, are not safe when left running unattended, even with control locks.

‘What often happens is that the collective rises after a gust of wind or downwash from another helicopter, and the helicopter goes up’ CASA rotary wing flying operations inspector, David Threlfo, says.

In one case a pilot was killed by the main rotor blade, and in another a passenger was injured by walking into the tail rotor, both times with unattended helicopters.

There seems to be confusion among helicopter operators as to whether leaving a running helicopter unattended is legal or not. For pilots of Robinson R22, R44 and R66 helicopters it is illegal. The aircraft flight manuals (pilot’s operating handbooks) for the R22, R44 and R66 all say ‘never leave helicopter flight controls unattended while engine is running.’ They have said this since at least 2007.

As part of the aircraft flight manual (unless otherwise exempted) this directive trumps the other laws, regulations and orders governing helicopter flight in Australia.

‘Now that Robinson has decided to put that in, it changes the law, because Civil Aviation Regulation 138 says in effect that “you will comply with the manufacturer’s aircraft flight manual,”’ Threlfo says.

For pilots of other types of helicopters with aircraft flight manuals that do not forbid unattended ground running, there are two relevant laws, Civil Aviation Regulation 225, and Civil Aviation Order 95.7 paragraph 7.

CAR 225 (1988) says: ‘... the pilot in command must ensure that one pilot is at the controls of an aircraft from the time at which the engine or engines is or are started prior to the flight until the engine or engines are stopped at the termination of a flight’.

CAO 95.7, paragraph 7, is one of the many exemptions to the current civil aviation regulations. It sets out the conditions that must be met for a pilot of a single-pilot helicopter to leave the aircraft while it is running.

These are that:
• The helicopter is fitted with skid-type landing gear.
• The helicopter is fitted with a serviceable means of locking both the cyclic and collective controls. (A lock fitted only to the collective control is insufficient.)
• A passenger in a control seat fitted with fully or partially functioning controls cannot interfere with the controls.
• The pilot’s absence from the cockpit is essential to the safety of the helicopter or of someone on or in the vicinity of the helicopter.
• The pilot remains in the immediate vicinity of the helicopter.

The message is clear: leaving a running helicopter unattended on the ground is dangerous, even with approved control locks fitted. That’s why pilots should only do it for a safety reason that’s stronger than the inherent danger. But not if they fly Robinson helicopters – for them it’s unambiguously illegal.

For a two-pilot helicopter, CAR 225 allows one pilot to leave the aircraft while it is still running, as long as the other pilot remains at the controls. However, for single-pilot operation the pilot can only leave the helicopter for the safety of the helicopter, or people on or near the helicopter.

Opening gates, hot refuelling, and talking with ground staff are not valid reasons to leave a running helicopter, Threlfo says. On the subject of ‘immediate vicinity’ he says: ‘If we’re talking 100 metres away to get a fuel drum, that’s not in the immediate vicinity’.

The legal situation is that CAO 95.7 paragraph 7 exempts only parts of CAR 225 and CAR 230, CAR 138, which says that the aircraft flight manual takes precedence, still applies, and if there is a conflict, overrides CAO 95.7.

Doing their own thing: runaway helicopters from the ATSB archive

1998: The R22 pilot reported that he left from the helicopter, leaving the engine running and the rotors turning, to talk with a stockman. He was returning to the helicopter when he heard its engine and main rotor RPM increasing. The pilot attempted to reach the throttle control and was at the right skid before being forced to dive away as the helicopter became airborne. The helicopter flew into the ground about five metres from its lift-off point and was destroyed. There were no injuries.

2002: The pilot landed an R22 helicopter at a cattle yard during mustering operations to talk to the head stockman about some operational matters. The helicopter was on the ground, with the rotors being driven at ground idle, without the pilot at the controls. After the discussion the pilot walked back to the helicopter with a stockman to recommence mustering operations. The pilot assumed that the stockman was following him to the front of the helicopter, but the stockman walked into the tail rotor and injured his right arm.

2009: The pilot of an R22 helicopter left the cockpit of the helicopter, while it was positioned on the ground with the engine running, to perform a task. While walking back to the helicopter, the pilot was struck in the head by the main rotor blade and fatally injured.
Creating The World’s Aviation Professionals
Airline Academy of Australia To Deliver Top Quality Future Aviation Leaders

As CEO Laurence Beraldo nears completion of his first six months in the Academy’s ‘Left-Hand Seat’, he reflects on the progress he and his team have made to re-position the organisation as a leading integrated provider of professional aviation training. Under his guidance, the Academy has developed and implemented an organisation-wide “systemic” redevelopment plan to improve quality, financial performance and, as Laurence highlights, most of all, service.

“In aviation training we have such a crucial responsibility”, he says. “That responsibility, that duty if you like, is to our clients, our trade, our staff and suppliers. But it’s also a responsibility to contribute to the long-term success of our industry. I want to make sure that the Academy is actually giving back, making a positive contribution. This is an industry that I’ve been very proud to have served for almost 30 years and I’m passionate about what it stands for and what it delivers.”

In conversation, Laurence goes much further. “This is about our people and our students as they progress through their aviation journey. We have had a complete re-think about the pathways our team and our capable, motivated aviation students take as they enter and progress, from first interest through to training, then to a career and beyond and we’ve re-aligned everything we do to ensure that we are maximising our support for that journey.”

It is clear that the vocational education sector is something that Laurence is very passionate about. “We have seen so many players come and go over the years, many just here for a quick buck and often at the expense of the students” he says. ‘This academy and our people are different. This is a 100 year old member owned organisation that is immensely proud, not only of its heritage, but also of the fact that every dollar made from training over the years has been reinvested back into training activities and resources that will benefit our students, our future aviation industry leaders’.

So how have things been going? Laurence has seen the positive customer feedback, he enjoys the improvement in student pass marks, the financial outlook is favourable, and new contracts are being signed. However, he is not one to be complacent – he knows it is critical for the team at the Academy to continue to push for perfection. ‘The successes so far merely encourage me to continue on with the reform process, to reach new levels of performance’ he says. ‘I want to improve all aspects of the training and services we provide and I want my team to come with me on this journey, I want them to feel part of this new vision and to have contributed so that they can share in its success’.

Challenged for the secrets of his successes so far, Laurence is tight-lipped and merely champions the efforts of his team. However it is clear that the Academy has the recipe right – an optimal balance of quality, price point and service. One thing he does admit however is that there has had to be a return to basics. ‘I have spent a bit of time in my favourite room at the Academy where our history is on display, I sit amongst photos of our aviation leaders like Kingsford Smith and Hinkler. When I’m in that room, what becomes clear to me is that for many of our 100 years, we were at the forefront. We were innovators, we were leading the push to establish aviation as a genuine proposition in this country’.

Embracing that heritage and the spirit with which the Academy operated in those early days encourages Laurence to push ahead with a series of innovative initiatives to ensure that it remains at the contemporary coalesce of aviation training.

Some of these innovations are already evident with new high quality, low operating cost aircraft now on line in the training fleet and revised student focused training programs which are now individually tailored to allow students to reach their aviation career goals sooner and more cost effectively. This concept of providing customers with cost effective flexibility is one that resonates strongly with the Academy’s clients, many of whom are seeking to tap into the rapidly expanding opportunities emerging within the Asia-Pacific.

The Academy delivers services right across the aviation education spectrum. As a key training provider to a top tier tertiary education institution for many years, the Academy is able to map a path for students from aviation degree, diploma and pilot licence to an hour building phase through one of its supported program options, through to a career with one of the Academy’s major airline partners. Other available pathways see individual students join the Academy on a full-time or part-time basis to fast-track delivery on their aviation aspirations through its competency based training and assessment model.

At the Academy’s base at Archerfield, you will also find a large and rapidly expanding aviation engineering school. Here the organisation is providing a pathway for aircraft maintenance engineering students, apprentices and AME’s to progress through to permanent employment and beyond. Laurence credits the success of the engineering school to a focus on quality, efficiency and delivering what industry requires. “These core values are now embedded right across the Academy which enables us to be a truly integrated provider and a one-stop-shop for industry” he says.

When asked to identify what makes the Academy’s business model such a success, Laurence suggests that it is its focus on preparing students for their journey through aviation. ‘As many will end-up in highly cost-conscious airlines, our focus is to prepare them by creating an environment where those values are present ’ he says. ‘So as a core mission, we seek to optimise productivity, quality, service and financial return (for reinvestment). As such we are preparing professionals to operate in the “real world”’. 

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REACH NEW HORIZONS WITH AN EXCITING CAREER IN AVIATION

Recent graduates successfully employed with major airlines
Growth Expectations
Drive NZ’s Training Agenda
John Nicholson

Demand for skilled labour in the New Zealand aviation sector is expected to grow considerably in the next few years. It will be driven by changing circumstances in New Zealand as well as opportunities in international markets.

According to work completed earlier this year by Infometrics for ServiceIQ, the service industry training organisation, numbers employed in the aviation sector will grow from 18,391 in 2012 to 20,032 in 2017 (up 8.9%). Uneven growth throughout the sector is projected, reflecting the emergence of new aircraft with reduced maintenance schedules, increases in online bookings and growing passenger numbers.

Infometrics predicts that the employment positions growing most strongly between 2012 and 2017 will be:

- Aeroplane pilots up 262 per year
- Flight attendants up 584 per year
- Avionics engineers up 155 per year
- Air traffic controllers up 71 per year
- Flight instructors up 62 per year

Infometrics also predicts some occupations will decline including ticket sellers, electronic engineering technicians and travel consultants.

There are wide ranging capabilities and expertise in the tertiary training industry in New Zealand; so who are some of the major players?

Massey University School of Aviation is one of the few tertiary education institutions in the world that provides professional training for pilots, blended seamlessly with university accredited academic qualifications. The School also offers academic programmes in aviation management to the doctoral level, is ISO 9001-2000 certified and holds an Equivalence Approval from the New Zealand CAA. Academic programmes offered by the School of Aviation include the Bachelor of Aviation Management, Postgraduate Diploma in Aviation, Master of Aviation and Doctoral programs. These are available to international students through blended learning, using STREAM, the University’s learning management system, and can be completed through full time or part time study.

The Nelson Marlborough Institute of Technology (NMIT) offers three engineering training programmes at different levels at its Blenheim campus. These are suitable for a career in general aviation as well as airline aviation. The programmes are:

- Certificate in Aeronautical Engineering (a 17 week full-time course and a pre-requisite for those looking for a career in the RNZAF);
- Certificate in Aeronautical Maintenance Engineering (a two year full-time course from which graduates emerge as ‘work ready’); and
- Diploma in Aeronautical Maintenance Certification (short course which is undertaken during full-time employment as part of the progression towards a formal LAME certificate through CAA).

The Air New Zealand Aviation Academy offers training essentially for an airline environment. These include pilot, engineering, service (cabin crew, customer service) and ground operations training. The School of Business Leadership provides very short programmes on a diverse range of areas including leadership, coaching and recruitment.

Airways New Zealand trains air traffic controllers at its campuses in Christchurch and Palmerston North. Training takes around 6 months with graduates then getting on the job training at one of its 17 regional or military towers. Once fully qualified, ATCs can stay in the regions; work at one of the Main Trunk Towers; in the Radar Centre in Christchurch or the Oceanic Centre in Auckland.

Airways New Zealand is a good example of an aviation business in New Zealand that takes graduates and then puts them into technical training programmes to give them specialised engineering expertise – graduates with a Bachelor of Engineering Technology, for example, can join their Technical Trainee Programme.

As we look to the future, we are seeing more online programme delivery, the development of short specialised courses, full-time and part-time courses, growing trainer/employer relationships, a strong focus on practicality and programme delivery internationally, often through strategic relationships with training providers in other countries. This is backed up by willing support and involvement by the CAA. It means New Zealand is well placed to deliver on the county’s future requirements for skilled labour and to supply training to international customers.

There’s Plenty To Be Done And Undone, And Not A Minute To Waste
Paul Tyrrell

Spring always seems to bring new hope and the aviation industry is no different. Better weather usually encourages people to fly more, whether they are passengers or operators. Such sentiments need to be encouraged.

The recent reporting season however threw up some interesting perspectives. Major airports, with the ability to generate income from many sources, appear to be something of a gold-mine. Even the larger secondary and regional airports seem to be doing reasonably well.

Compare this picture with the results of our major Australian carriers. The profit/loss differences between the carriers and the major airports are very stark. One must wonder about the reasons for such large disparities across what is ostensibly the same, or at worst, closely related industries.

On the other hand, the regional and FIFO operators have to make a profit or close to it, year in year out. Putting it simply, given their smaller economies of scale, if they do not they will not remain in business for very long.

Do we then have serious structural problems across the industry? The major airports, once privatised, became local monopolies bringing with them a right handed ACCC regulatory regime. It’s hard to see how they could not make very sound profits given these policy settings. Similarly, the larger regional airports in private hands, and even some run by local councils, have fared well from the major airports and use their market power to maximise profit margins.

While FIFO operators have contracts with their resource partners and therefore some income predictability, RPT and freight operators usually stand in tight markets and compete closely for business. The latter group’s overheads are continually rising, particularly where airport leases demand locked in annual price increases for land, buildings and services.

As has been mentioned a few times in this column, the tough and experienced operators will keep going but where does that leave the future of commercial aviation? How do we encourage the next generation of operator and aviation business entrepreneurs if the barriers to entry are so high?

It will be the new entrepreneurs who will employ the young people wanting to join our industry. Both the former and the latter are the future and the industry must grasp the nettle on a number of fronts. Serious analysis is required to ensure that we have a good flow of motivated, talented people wanting to work in the aviation industry, and just as importantly, that we have an aviation business culture and taxation system that encourages energy and innovation. The industry still needs the best and brightest to join its ranks.

There are some early green shoots however. A new CASA Board is being appointed that promises to have far broader levels of aviation and industry experience. Jeff Boyd’s elevation to Deputy Chair is a crucial and positive step that will increase confidence in the aviation regulator, externally and internally. A new Director of Aviation Safety is about to be appointed with a clear mandate to improve relations with a disengaged, sometimes hostile, aviation community.

The much anticipated Ministerial Aviation Advisory Council should be announced before Christmas, and is frankly long overdue. Deputy Prime Minister Truss will then be able to hear directly from the industry and there is no doubt that the hunger from the flight crew will have plenty to say once given the opportunity.

The whole of government red-tape review is very much welcomed by the business and aviation sector. Aviation is drowning in regulation and that is not an understatement. More regulation does not mean more safety, and we need to return to a sensible and clear regulatory regime. There is plenty to be done and undone. There is also not a minute to waste if we are to put the industry back on a path to growth and profit.

The Regional Aviation Association of Australia (RAAA) is an organisation formed in 1980 to protect, represent and promote the combined interests of its regional airline members and regional aviation throughout Australia. The RAAA has 29 Ordinary Members (AOC holders) and 72 Associate/Affiliate Members. The RAAA’s AOC members directly employ over 2,500 Australians, many in regional areas and on an annual basis jointly turnover more than $1b. Its members also carry well in excess of 2 million passengers and move over 23 million kilograms of freight each year. More information including categories of membership can be found at www.raaa.com.au.

Paul Tyrrell is CEO of The Regional Aviation Association of Australia, a not-for-profit organisation formed in 1980 to protect, represent and promote the combined interests of its regional airline members and regional aviation throughout Australia. The RAAA has 29 Ordinary Members (AOC holders) and 72 Associate/Affiliate Members. The RAAA’s AOC members directly employ over 2,500 Australians, many in regional areas and on an annual basis jointly turnover more than $1b. Its members also carry well in excess of 2 million passengers and move over 23 million kilograms of freight each year. More information including categories of membership can be found at www.raaa.com.au.

John Nicholson is General Manager of Aviation New Zealand, a peak industry body that aims to lead, inspire and grow the New Zealand aviation industry by harnessing partnerships, prioritising resources and reducing constraints. Visit www.aviationnz.co.nz for more info.
Aviation Australia Launches ATPL Theory Training In Brisbane

Aviation Australia’s main campus in Brisbane has launched ATPL theory training for pilots. The introduction of this training is in response to market demands as a result of the new CASR Part 61 ATPL licensing requirements.

Partnering with Rob Avery Training Products, Aviation Australia are now offering the full seven subjects with the four most challenging subjects delivered in-class full time commencing September 2014. The remaining three subjects will be offered through distance learning and are fully supported with training materials and a student helpline.

‘Achievement of the ATPL theory suite is still seen as a major accomplishment for pilots’ says Allan Brooks, General Manager – Aviation Training at Aviation Australia. ‘These are difficult examinations that truly test the professionalism, commitment and mental ability of the pilots who undertake them.

Now these pilots have a greater choice of study location, the Aviation Australia campus at Brisbane International Airport. Our centre hosts pilots and cabin crew every day as they train in all elements of airline operations and running the ATPL theory course is an obvious next step for our business’.

Interest in the initial Brisbane based ATPL course is strong with enrolments from as far away as New Zealand and Papua New Guinea. There will also be a broad spread of experience ranging from senior First Officers through to airline cadets.

ATPL Students will have access to Aviation Australia’s 737 flat panel trainer and other state of the art technologies located at the company’s Brisbane campus.

Students will have access to all manner of training and teaching aids including a 737 flat panel trainer, a Rolls Royce RB211 jet engine and even a Boeing 727, all of which are located on campus. We will use the 727 for assistance training’ says principal course lecturer Rob Avery. ‘It helps considerably to be able to start an actual aircraft and engage the operating systems. This capability brings a ‘real time’ equation to the course structure which is very important, particularly because we are placing a significant emphasis on operational awareness. This won’t just be theory in a classroom environment, we will be endeavouring to expose students to situations that might occur in flight. We want their understanding to be fully developed when they return to their airlines’.

‘Aviation Australia is a world leader in aviation training for all aspects of aircraft maintenance engineering and cabin crew training, and is now pleased to be offering innovative training solutions for pilots’ says Allan Brooks. ‘We are certainly fortunate to have secured the services of Rob Avery and his team and we believe this course will provide pilots with a substantiated training option allowing a hassle free ATPL training environment and the underpinning ‘command knowledge’ which is required by airlines. Quite often we see pilots with this level of experience leave the industry and we lose the opportunity to benefit from their unique skill sets. We think it’s very important that we try to capture this knowledge before it is lost forever. The jump from CPL to ATPL is significant and airlines will want to know that pilots seeking positions in command have graduated from a course that has been delivered by lecturers with the highest possible credentials’.

ATPL Students will have access to Aviation Australia’s 737 flat panel trainer and other state of the art technologies located at the company’s Brisbane campus.

Aviation Australia

ATPL THEORY TRAINING
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Aviation Australia

EXCELLENCE IN AVIATION TRAINING
Garmin® Completes First Flight of the Beechjet 400A Featuring G5000™

Garmin International Inc., has celebrated the maiden flight of the Beechjet 400A featuring the G5000 Integrated Flight Deck. This marks a significant step towards completion of the G5000 upgrade for the popular Beechjet 400A and Hawker 400XP. The G5000 modernizes the cockpit, increases aircraft utility, provides additional weight savings, exceeds NextGen requirements and solves parts obsolescence, giving operators superior avionics capability and increasing value of their aircraft.

“Owners and operators of Beechjet aircraft continue to show excitement for a Garmin-inspired cockpit in their aircraft,” said Carl Wolf, Garmin’s vice president of aviation sales and marketing. “This G5000 Flight Deck modernization program provides pilots with advanced technology and capability on an aircraft that owners have grown to love. Pilots will appreciate the simplified user interface, which provides quick access to information to enable better decision-making in the cockpit.”

The Garmin flight test team was pleased with the initial flight as the G5000 performed as anticipated. “The maiden flight of the Beechjet 400A is a significant leap forward in flight management and integrated flight deck technology,” said Phil Straub, vice president managing director of aviation. “We are pleased with the results of the flight test, as all systems performed as expected. Congratulations to the entire team on this major accomplishment.”

The Garmin G5000 Integrated Flight Deck for the Beechjet 400A and Hawker 400XP features three high-resolution 12-inch flight displays along with two touch screen display/controls, which serve as the primary crew interface to the system. Charts are available across all three displays, including geo-referenced Garmin SafeTaxi® airport diagrams, FliteCharts™ terminal procedures or optional Garmin ChartView powered by Jeppesen. The G5000 offers PBN/RNP 0.3 with LPV/APV approach capability, so owners and operators have access to even more airports throughout the world.

Superior flight control technology is available from Garmin’s integrated autopilot, which works seamlessly with the G5000 system. A fully digital, dual channel, fail passive Automatic Flight Control System (AFCS) offers added capability including, coupled wide area augmentation system (WAAS/ SBAS) approaches, vertical navigation and flight level change (FLC) modes. Safety-enhancing autopilot underspeed protection (USP) allows the autopilot system to assist with airspeed management. Coupled go-arounds are enabled by this technology, which greatly reduces pilot workload during critical phases of flight.

The new Beechjet 400A and Hawker 400XP flight deck features a number of safety enhancements, including Synthetic Vision Technology (SVT™) as an option, which presents a 3D depiction of virtual terrain, obstacles, traffic and the runway environment so that the image on the display replicates what the pilot would see outside the cockpit on a clear day. SVT works seamlessly to alert pilots of potential ground hazards by displaying terrain and obstacles that pose a threat to the aircraft with appropriate Terrain Awareness and Warning System (TAWS) alert coloring, as well as voice alerts. The G5000 system also provides TAWS-B alerting as standard with optional TAWS-A, offering alerts such as excessive closure rate and large glideslope deviations.

With the G5000, owners and operators are equipped with cutting-edge avionics, which meet and exceed industry requirements. This upgrade includes several key NextGen/SESAR components such as Automatic Dependence Surveillance-Broadcast (ADS-B), as well as support for Reduced Vertical Separation Minimum (RVSM) operations. Garmin Connext™ services provide Beechjet 400A and Hawker 400XP owners and operators optional access to worldwide weather, voice calling and text messaging within the G5000 Integrated Flight Deck.

STC certification for the G5000 Integrated Flight Deck in the Beechjet 400A and Hawker 400XP is targeted for approval in Q4 2015.

Eagle Copters Australasia Refurbishes Fleet Helicopter To Raise Awareness For The Cancer Council

Eagle Copters Australasia is proud to have delivered a newly refurbished UH-1H helicopter that will raise awareness and money for Cancer Council’s Pink Ribbon campaign.

The special pink helicopter will be operated by Fleet Helicopters and used predominately for firefighting and flood relief in New South Wales, with Eagle Copters Australasia also providing support.

Eagle Copter Australasia Managing Director, Grant Boyter, said the total refurbishment took over 5 months to complete which included a strip and repaint, a lot of structural work, a new instrument panel and radio upgrades.

Mr Boyter said the helicopter would provide a “flying billboard” for the Cancer Council. “It’s also raising money. The owner of the aircraft, Heli-fleet, is donating an amount for each hour it flies.

“The project has also encouraged two other people to pledge donations of $5000 each so hopefully others will do the same.”

Eagle Copters Australasia has been in operation in Australia for one year and is currently constructing two new hangars at its headquarters at Coffs Harbour Airport.

Eagle Copters Australasia combines the talents of Australian company, Aero Assist, with the experience of one of the international leaders in the helicopter industry, Eagle Copters Ltd. The international company, Eagle Copters Ltd, also privately owned, has been offering leasing, sales, completions, maintenance, repair and overhaul, support and product development since 1975. Its headquarters is located at an extensive facility (over 7000m²) at Canada’s Calgary International Airport.

For more information including sales and leasing enquiries please contact Eagle Copters Australasia – phone 02 6690 3300, email info@eaglecopters.com.au or visit www.eaglecopters.com.au.
The Knowledge Of Flight – It’s A Precious Gift

For many aviators, Helibiz is known principally for its reputation as one of Australia’s leading Robinson Helicopter distributors. The reality is however, that the company is significantly more diverse with interests in flight training, tourism, charter and maintenance.

If your particular interest is in flight training and you want to explore all the options, a call to Helibiz will most certainly be worthwhile and no doubt welcomed. If you take it one step further and visit the company’s flying schools located at Arlie Beach and Mackay you will realize quite quickly that the philosophy and approach are different and you will be impressed by the sophistication of the programs on offer which start at entry level PPL training and extend through to CPLH. There’s also advanced training, type endorsements and flight reviews on offer.

That’s a very good point and one perhaps not initially understood by many embarking on a training journey given that career paths are sometimes difficult to identify. There’s also the challenge of meeting or exceeding the expectations of potential employers looking to find the best possible candidates. ‘One thing I’ve understood right from the start is that it’s unfair to everyone involved to just push people through, to create a factory type environment where you’re simply delivering a product to a particular standard’, says Davey. ‘This business is not about delivering quantity or an ‘industry standard’ graduate, this is about taking people to a higher level, developing a set of skills more advanced than the average. If you don’t do that then you can’t expect your students to be employable in the competitive post-graduation career environment’.

Training in the Whitsundays certainly has its appeal but it’s not just the lure of tropical islands, azure waters and white sand that ought to appeal. The region’s geography is quite diverse and offers considerable opportunity to train in a variety of conditions. ‘The fundamentals obviously appeal’ says Davey, ‘but we’ve also got mountain ranges, outback desert country, remote landscapes and coastal environments all in very close proximity. We’ve also got Class D and Class C airspace which is going to ensure that you’re ready to fly commercial operations from any airport in Australia and we’ve got relatively stable weather patterns which is going to ensure that the number of flying days is maximised’.

Helibiz’s status as an authorized Robinson Helicopter distributor also ensures that its flight training operations are conducted using late model aircraft that have been maintained by factory trained staff. The Robinson brand is not only the preferred choice for many flight training schools offering rotary instruction, but Robinson aircraft, be they R66’s, R44’s or R22’s, are also extensively used by commercial operators in both Australia and New Zealand, thus enhancing the prospects of ‘type’ specific employment. ‘The R44 is our primary trainer but we do offer R22 training at our Mackay base’ says Davey. ‘There’s also the opportunity to gain a turbine endorsement on either the Robinson R66 or a number of other aircraft types we have in our operating fleet including Eurocopters, Beils and Agustas’.

Helibiz’s commitment to ensuring the highest quality training standard is again demonstrated by its syllabus which is designed to exceed the basic CASA standards. ‘We’ve gone this way because we want our students to be better pilots and have the best possible skills’ says Davey. ‘We include more advanced flight training and handling skills elements than most other schools and by doing so we ensure that we graduate students that are going to be competent, students that are going to fly safely and students that are going to demonstrate a skills set second to none’. The fact that Davey is an approved CASA Authorized Testing Officer also allows the school to conduct in house flight tests for both PPL and CPL students ensuring that a consistent standard is maintained from initial training right through to licence testing.

The fact that Helibiz is also a Charter and Airwork operator means that the company can consider offering employment to their best CPL students if an opportunity arises. ‘We operate a fleet of over twenty aircraft involved in a number of roles including tourism, offshore marine pilot transfers, mining industry support, power line inspections, geo surveys, film and photographic work and National Park surveillance’ says Davey. ‘Occasionally an opportunity arises and when it does, we give preference to our most experienced graduates. They can start with our sister company ‘Helireef’ and then progress onto Hamilton Island for a further year flying larger aircraft types in more challenging roles. From there they can move on to bigger and better things such as IFR/EMS/Airwork/ Sling Ops or even an overseas posting’.

Des Davey, Helibiz’s owner and also the company’s Chief Flying Instructor, is a firm believer in the value of delivering ‘best practice’ flight training. ‘There’s no doubt that flying helicopters is a truly rewarding experience be it as a private pilot or as a commercial pilot, but it is very important that you learn to fly with a well-respected flying school and instructor’ he says. ‘Quite frankly, you’ve got to be well trained to be employable, so your career choices and your career prospects lie very much in the hands of the flying school you choose to train with’.

The fact that Helibiz is also a Charter and Airwork operator means that the company can consider offering employment to their best CPL students if an opportunity arises. ‘We operate a fleet of over twenty aircraft involved in a number of roles including tourism, offshore marine pilot transfers, mining industry support, power line inspections, geo surveys, film and photographic work and National Park surveillance’ says Davey. ‘Occasionally an opportunity arises and when it does, we give preference to our most experienced graduates. They can start with our sister company ‘Helireef’ and then progress onto Hamilton Island for a further year flying larger aircraft types in more challenging roles. From there they can move on to bigger and better things such as IFR/EMS/Airwork/ Sling Ops or even an overseas posting’.
From The Helicopter Editor

Rob Rich – Helicopter Editor, AIRWAVES

As this is the first edition after the launch of CASR Part 61 (Flight Crew Licensing); I have asked the President, Peter Crook to start this column with a brief overview of things happening at his end of the line. Peter is in Sydney and your editor (AHIA Secretary) resides in Brisbane. Peter’s comments are:

We are almost through the second week of the implementation of the new CASR Part 61 and associated MoS and I and other members of the AHIA have been fielding a considerable number of questions from the industry. Some of the more pertinent issues are:

From fixed and rotary wing flying schools: “I cannot understand the new Regulation, the wording is unclear and in some cases ambiguous. Can you please help in the interpretation; we do not want to operate illegally”.

One fixed wing flying school has made some calculations which indicate the cost of an endorsement on a basic light twin will increase by around $1,000.00. This is due to the instructor, who is not an ATO, now being unable to sign-off the endorsement as before. They will have to hire in an ATO to carry out the competency check flight. “Some young students just don’t have the additional funds available”.

The Chief Pilot of a helicopter operation has held approvals to train and endorse pilots on a medium helicopter for many years. As he is not an ATO they will have to hire these services, as per the previous case. The additional cost of the ATO and the competency check flight could add around $7,000.00 to each endorsement.

As well as the additional cost there is also a degree of risk as the Chief Pilot has the knowledge and experience to conduct the training and check flight in a safe manner. The ATO who most likely would have minimum time on these machines could unwittingly compromise the safety of the check flight by not having the same level of experience and currency.

It was disappointing CASA did not listen to the number of individual aviation professionals, the major aviation associations via the TAAAF (The Australian Aviation Associations Forum) to further delay the introduction of CASR Part 61 until more of the problems were rectified.

Subsequent to my letter to The Hon. Warren Truss requesting a delay, a reply from his office states the delay in implementation from December 2013 to September 2014 was to allow changes in the regulation sought by industry be made in December 2013 and for recent amendments to related provisions under CASR Part 141 to also be approved which will reduce compliance costs for the industry.

Unfortunately from May 2014 to September 2014 there were several changes made to the legislation and associated MoS which were not made available for comment from the industry.

The reply from The Hon Warren Truss also suggests the understanding and implementation of the regulations will be further improved by a range of information available and being enhanced on the CASA website and Aviation Safety Seminars being held by CASA with industry around the country. One would have thought the Seminars should have been held prior to the implementation so as to avoid the obvious misunderstanding that currently exists.

The AHIA is working though Part 61 to prepare a report with constructive criticism and suggestions to amend what we have for the benefit of all. CASA has suggested this review should be completed in late March 2015. The AHIA will run several seminars to gather feedback from our members prior to March 2015.

Editor:

In this edition of Airwaves; we are trying to move on from CASR Part 61 anxiety. Although our lead article asks why over regulation is creeping into the way we do things, and if the FAA system reports an accident rate half of ours – then why not use this apparently more user friendly and plain English legislation? Too late I know; but it had to be stated again by someone – it is now my turn.

Rob Collins has provided guidance on the way SMS will enter our lives, and how do we make it work – as it is now required by legislation. Our thanks to Rob – I have just read his book and it is a good reference for those who need to update their company documentation. A handy check list!

Mike Becker’s recent battle with NIMBYs in areas north of Brisbane makes everyone feel uneasy and helpless. Being a democracy, we are easy prey to junior politicians stirring up trouble whilst seeking more votes at the next election. Our thoughts are with Mike and his team. Hopefully sense will prevail. A lot of money has been invested in their International training organisation.

Our last article is the crocodile egg saga – if it ain’t broken why fix it??
main rotor separation caused by conducting limited panel emergencies in cloud; not allowed in the USA. But I suppose they were frustrated fast jet jockeys and needed to test their mettle by bending metal on occasions.

Upon my arrival in Alabama I quickly unpacked my suitcase and put on my dress uniform and raced off to a dinner to watch my training division receive a NATO Safety Award. To my surprise, they had flown, mainly in Hueys, 167,000 training hours without scratching a helicopter!! By comparison, the RAAF using the same type of machine would have suffered 48 accidents and my Army Aviation workmates about 24 with their smaller helicopters.

Even more puzzling was the fact, the RAAF did not fly much at night, especially in massed formations, nor operate under IFR and or use Night Vision Goggles. So began a private campaign to understand why Australia and the USA operating the same equipment with the same flight manuals were so different in their loss rates, especially as the Americans were conducting much more difficult operations than the Australians. Eventually, I summarised my research as follows.

- The Americans and Australians (British) are two very different cultures separated by a common language.
- The Australians are regulation orientated whereas the Americans are performance orientated.
- The American regulatory suites were written in plain and simple English.
- Clarity was necessary to accommodate the large numbers of international pilots training in the USA.
- When stacked on a table, US aviation legislation publications were dwarfed by the Australian equivalent for both civil and military operations.
- Americans suggested the Australians write a new regulation every time an accident occurs.

So what was the main cultural difference in relation to managing safety in those days?

**It was all about the dollar!**

The Americans believed it was better to spend money on pro-active accident safety prevention programmes by enhancing basic training, post graduate education and ensuring supervisors were qualified and, above all, current on the types of aircraft they were allocated.

By comparison and probably due to less available funding, non-American armed forces tended to spend their dollars on investigating accidents, fending off lawyers (litigation) and paying compensation to the victims, alive and dead.

Upon arrival at Fort Rucker I had to attend a six week US Civil Service Course to familiarise exchange officers with US financial planning, budget control, auditing and reporting procedures. It was during this training we examined closely the famous saying;

**If you think accident prevention is expensive – try having an accident!**

It was very obvious accidents were expensive, especially when all the follow-up costs are added up, including provision for long term compensation costs associated with injured victims.

But as an Australian there were some things I had to get used to, for example:

- **Basic training** often appeared to be of a lower standard. However, they befeefed ‘on the job’ training as it was believed a student pilot will forget a lot by graduation. On the job training reinforces and consolidates the pilot’s basic skills, which was an interesting concept.
- **Safety education** in their system was a joy to behold. Great audio visual and simulation systems supported by friendly and interesting reading material, magazines, etc.

**by academics or government employees who had no aviation experience; or inappropriate experience in the rotorcraft technical matters being considered.**

Of course the ‘unique’ style used by Australia when implementing EASA based rules has puzzled many overseas visitors – the Crimes Act formatting (Com Law) is done so judges can understand the aviation issues – resulting in complex hard to read regulations.

**Pity about the flight line and company operational staff.**

In conclusion, system type legislation has a limited capability to achieve a good safety result in the General Aviation industry. Stacking bookshelves with manuals on how to use manuals achieves little. Over regulation has never worked in smaller companies. There is a better system, put your dollars into activities before an accident and not after!

**Remember, training, education and supervision are far preferable to investigation, litigation and compensation.**
Safety Management And Safety Leadership

Rob Collins

As an aviation consultant, I’m often asked to assess an operator’s Safety Management System (SMS) for effectiveness and efficiency.

The good news is that I have seen gradual improvement in the effectiveness of SMS in most helicopter operators in Australia and overseas. I think there is some way to go to improve efficiency but I see this as part of the SMS evolution process.

Many aviation businesses are now required by their clients to have an SMS. In my experience, the aviation consumer (your customer) is generally more informed and experience, the aviation consumer (your customer) is generally more informed and aware of SMS; had an open door policy; that

The main question posed by aviation operators and consumers, is: “Yes ... but does the SMS add safety value?”

The prime responsibility for safety rests with the leadership of the business. If you are a large international helicopter operator, this means the Board of Directors, the CEO and the key position holders. In a smaller business, this may be the Business Owner, the Chief Pilot and the Safety Officer.

Sometimes, I see operators who think if they employ a Safety Manager, they have met their safety leadership responsibility. This is only addressing maybe 25% of the responsibility for a safety system and developing and maintaining a robust safety culture. The interesting thing is that the other 75% will cost the operator very little money – maybe not even one cent. I recognized the predictable reaction and continued, “It will only cost you and your team some time and effort.”

“**The solution will cost you very little money – maybe not even one cent**”

I explained that in my opinion, the company’s SMS had the three essential elements: people, processes and tools to work. The SMS had the famous four pillars of safety management but the safety system lacked a real leader. The CEO looked at the Safety Manager, and I felt the need to bail this poor guy out immediately. “No”, I said somewhat courageously. “This is half the problem; you are abrogating your leadership responsibility; he is the Manager, but YOU are the leader!”

I was saying the CEO had failed as a Safety Leader – I knew I was right but I braced myself for the pushback. The CEO proceeded to tell me how he lived the cliché, “Safety is our first priority”; how he gave a presentation to Rotortech 2014 on SMS. This topic is little understood by the majority of the smaller helicopter operators. SMS is now a major part of the new CASR legislation being implemented in Australia.

I was a long story short; I left the CEO and his team with six ideas about how to improve the safety leadership in the airline, all of which cost absolutely nothing!

They would never admit it, but they got the message. I later learnt that most had been implemented before they received my written report. Job well done!

Soon I’ll give you six ideas to help you become a better safety leader.

**“Yes … but does the SMS add safety value?”**

The CEO was polite but clearly frustrated and confused. People had been hired, manuals written, a wiz-bang computer based system installed and generally, a reasonable sum of money expended, and still the SMS was not working properly. The CEO exasperated, said, “What more can we do? How much more money do we have to spend to get it right?” I answered his last question first, “The solution will cost you very little money – maybe not even one cent.”

My homework had been done, and I confidently proceeded to tell him in a most respectful way what he had not done and how he and his team had failed as leaders of a robust safety culture. To cut a long story short; I left the CEO and his team with six ideas about how to improve the safety leadership in the airline, all of which cost absolutely nothing!

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Asian Helicopters In Focus

Will CASA’s Proposed Rules Kill The Crocodile Egg Collection Industry?

Operators in the Northern Territory have asked CASA to reconsider some aspects of the NPRM titled Amendments to CAO 29.6 - Helicopter External Sling Loads, issued for comment in May 2014 with comments from industry due in July 2014.

Prior to the egg collection season, operators have to apply to CASA for an authorization (Instrument) to carry an egg collector on the cargo hook. In most areas, the collection of eggs commences in December and concludes in April. The authorisation is based on the current CAO 29.6 legislation; and is very detailed to say the least. The operators are also strictly monitored by the Northern Territory government who also provide extensive overview of this perceived high risk activity. The very reliable and popular Robinson R44 has been the ‘weapon of choice’ for many years. However, CASA now proposes they must be replaced by more expensive turbine powered helicopters which operators believe will make the industry unviable due to higher operating costs.

Operators have used the R44 for many years, with no significant incidents, according to a local spokesperson. In addition, the past Instruments have been extremely prescriptive. Some procedures listed are considered to actually be a safety hazard. The draft rules now state the turbine machine must be operated in relation to the HEGO chart and then the allowed hovering weight must be reduced by 20%. The reason for this reduction is not explained.

Saltwater crocodile farming is a major industry in the Northern Territory. Saltwater crocodile skin is a highly sought-after commodity worldwide, with Australian saltwater crocodile skin being considered one of the premium quality skins in the world. The industry exports approximately $30,000,000 worth of product per annum and is a major source of employment in the Territory.

Approximately 50,000 live eggs are harvested annually. Egg collection can be a demanding activity due to the environment in which the crocodiles live and their aggressive nature. Most wild eggs are collected by helicopter as it is the safest and most environmentally sustainable method available for collection. Very small numbers of eggs are taken by boat. The NT Department of Natural Resources and Environment considers the use of helicopter to collect eggs is the best solution for protection of the environment as it has no impact on soil erosion, water bodies, water courses, wetlands or drainage systems.

“Most wild eggs are collected by helicopter as it is the safest and most environmentally sustainable method available for collection”.

The dangers associated with walking through water to collect eggs cannot be overstated. Crocodiles in water will almost certainly attack a collector as they feel confident in their aquatic habitat and can propel themselves forward with their tail at great speed. They are not nearly as confident or agile on dry land. In addition, egg collectors walking long distances through dense, hot swamps carrying 20 kilogram nesting boxes means dehydration and heat exhaustion are common workplace injuries.

The AHIA is monitoring this development closely in an attempt to understand the safety cost-benefit analysis used by CASA.

Are Noise Complaints An Unbeatable Threat?

In June 2014 the Fraser Coast Council banned helicopter flying schools from operating at the Hervey Bay and Maryborough Airports, located about three hours by road north of Brisbane, Queensland.

In recent years elected local government officials have restricted some helicopter training activities further south on the Sunshine Coast in an area stretching from Caboolture to Noosa. The latter is a two hour drive north of Brisbane.

The AHIA is very concerned at the way the local councils have introduced severe restrictions on Becker Helicopters training activities. The Becker team have built up a world class facility capable of providing training to the highest standard for international clients. Unfortunately, their need to teach advanced night flying techniques with night vision devices has not been welcomed by the local residents. It is unfair to say the least, according to Secretary, Rob Rich, who indicated complaints from voters to elected public officials are almost impossible to counter, as they are rarely negotiated prior to legislators changing the rules. After all – a vote is a vote!

The President of the Helicopter Association International, Mat Zuccaro, during his many public appearances across the globe, lists noise complaints and one of the top five issues threatening the international helicopter industry. He spoke at the recent AHIA Rotortech 2014 on Queensland’s Sunshine Coast and gave an example of a helicopter lane being restricted in Los Angeles due to political and not technical or operational issues. In this case, local politicians asked the FAA to make a change to please their voters. The FAA reacted quickly and it all became a mess! Later it was revealed a woman made excessive and constant use of an automated phone system used to collect noise complaints – so the data used to apply restrictions was flawed.

Shortly after Matt returned to the USA, a crisis developed near where Matt warned our industry to be careful and use the HAI’s Fly Neighbourly Educational material freely available at www.rotor.com. The issue between the Fraser Coast Council and Becker Helicopters using the local Hervey Bay Airport had attracted a lot of publicity and controversy. Following a motion put forward by Councillor Darren Everard on 18 June 2014, Council voted to amend the Fraser Coast Aviation Master Plan. The amendments exclude the establishment of helicopter training facilities at both Hervey Bay and Maryborough Airports.

Mayor Gerard O’Connell said, “As the owner of the facility Council is required to work within industry guidelines and regulations and will liaise closely with the authorities to identify any opportunities to mitigate the impacts on the community. Council has received complaints and concerns from residents relating to noise and activities of the helicopters which have been passed on to Air Services and CASA. Council regulates the ground services. CASA is in charge of overseeing safety and Airservices is in charge of monitoring noise complaints,” he said. “Council will talk with the operator with a view to developing a fly neighbourly agreement in a bid to reduce the noise impacts on residents.”

Crocodile egg collecting needs extreme caution. A crocodile is very agile in the water, but less so on land. However, when ashore, they can sprint over small distances, despite being less confident.

Where can we train tomorrow’s emergency services aircrew? Loss of access to training areas and airports suitable for night and instrument training will force schools to more remote areas of Australia. Will the cost be too great? Unfortunately, overseas schools may be an answer.

External Sling Loads, to CAO 29.6 – Helicopter

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