

SPORTPILOT

RECREATIONAL AVIATION AUSTRALIA / AUGUST 2016 VOL 60 [8]

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The new HypeR Flexwing from the UK is on its way to Australia
Photo: P and M Aviation

ON THE COVER

22 Going HypeR
BRIAN BIGG

“The stability and roll system provides ease of handling at all speeds and in all conditions”



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ONE MAGAZINE TWO FORMATS

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A steady hand

BY MICHAEL MONCK

RAAus has matured over the past few years and continues to do so. We've been through turmoil where aircraft were grounded for an extended period and people (including me) couldn't fly. We've come from these low points through to the present day where we have chosen, as a collective, to embrace more robust practices and treat our responsibilities seriously. We've achieved a deal of respect in the aviation sector which we haven't had for some time. And we remain on this path each and every day.

My day job has seen me consult to a range of companies across the globe and I've been lucky to see some fantastic things and learn a lot along the way. As a consultant I've also learned that people hate consultants! I've learned that people think I am going to steal their watch and then charge them to tell them the time.

This isn't true but it does demonstrate that people are resistant to change, especially when the push comes from an outsider. RAAus is going through similar change and some people seem to think the people on the board are outsiders doing the pushing. I think it's worth looking at.

I have been fascinated by flying ever since I was a kid. I'd go to the local model aero club and fly balsa wood planes powered by high pitched screaming two stroke engines. I'd make plastic model planes in my bedroom at home and get in trouble for spilling glue and paint on the carpet. There was always a pile of flying books in the corner I'd flick through on a regular basis and I joined the local Air League squadron to get even more exposure. By working odd jobs, I managed to scrape together money for flying lessons and, after a while, I got my licence. From there I enjoyed flying more and more and have had the good fortune to fly all sorts of things, ranging from antiques to warbirds and even jets.

Others on the board have had similar experiences. We're all the same.

We are all passionate about flying. It is what brings us together as a group and it's certainly what keeps me motivated to stay involved. But pilots aren't what RAAus needs at the moment.

The organisation has gone through good times, as well as some not-so-good times. We've been blessed and have, for the most part, gone from strength to strength. We've also been lucky. We've had a bunch of aviators looking after what is essentially a large business catering to the needs of 10,000 customers. The only material difference is that our customers (members) are pilots and aircraft owners like you and me. Unlike the customers of most big businesses, we've even helped steer the business by choosing the people we want to run it. On top of that the organisation looks after maintainers and, of course, we have to manage a very important relationship with the regulator and other stakeholders. Aviators are mostly good at aviation.

They're not always so good at management. And that's what RAAus does it manages - it doesn't build, maintain or fly aeroplanes. It creates the environment which allows us pilots to build, maintain and fly our aeroplanes.

In this election, I urge you to take a look at what RAAus needs most. Ask yourself, is the candidate I'm about to vote for the person who provides us with the expertise we require to create that environment? It is a prerequisite that nominees for the board are members and we know members are all passionate about flying. So every candidate ticks that box. But do they tick the other ones?

What we need is a group of people who understand good governance, can read a

balance sheet, who know what their legal obligations and duties are under the law and, perhaps most importantly, respect what it means to put the interests of the organisation above their own. We need people who can think strategically and understand the consequences of their choices. They need to have a good handle on the legal, financial and other implications of any decisions they make as a collective. And, as much as anything, RAAus needs people who will contribute to the organisation, not just at board meetings, but in between as well.

If RAAus is going to stay focussed on improving the way it operates, the services it delivers to members and building a stronger organisation which can offer more benefits to everyone, we need to have a dedicated group of people which can provide the skills and leadership required to

achieve it.

I hate politics and I am sure there is a large group of members who think the same, but this is one area where we need to understand that it is in our best interests to build the strongest organisation possible in order to further our interests as aircraft maintainers and aviators.

So think carefully about those who have put their hands up to be on the board. Use your vote to make sure we can continue to mature and avoid repeating the turmoil of the past. The only ups and downs we need are those associated with take-offs and landings, not the fortunes of RAAus. We require a good steady hand and a stable board with the right mix of skills and knowledge.

That decision is in your hands. ☺



AGM notice The Board of RAAus invites all members to the 2016 Annual General Meeting

Date: 15th October 2016

Address: Adelaide Biplanes Flight School

Aldinga Airfield, Colville Road Aldinga, SA 5173

The day will begin with an RAAus sponsored Safety Forum 2.00 - 3.30pm.

The AGM will be held from 4.00 - 5.00pm.

Any member intending to submit a resolution should do so in writing prior to September 23. Members may appoint proxies to represent them.

Both the Safety Forum and the AGM will be broadcast live on the web.

Following the AGM, RAAus will host a BBQ dinner at 6.00pm where the 2016 Maintainer of the Year awards will be presented. This will be a ticketed event (free BBQ with a cash bar) and seating will be limited to 120 people.

Michael Linke RAAus CEO



CALENDAR OF EVENTS

A. 14 AUGUST GRAFTON WINGS AND WHEELS

Grafton Aero Club will host its 4th Open Day from 10am to 2pm. Includes hot rods, classic, vintage, sports, touring and race cars, plus go-karts, motorcycles, model aircraft, etc. Also exhibitions and demonstrations of stationery engines, blacksmiths and things from the Men's Shed. Warbird and adventure flights, as well as joy flights. For more information, <http://graftonaeroclub.com/wings-and-wheels>.

brisbane valley airshow

27-28 AUGUST 2016

WATTS BRIDGE MEMORIAL AIRFIELD

Watts Bridge Memorial Airfield proudly presents this inaugural air show event. Visitors should look forward to a massive weekend showcasing a huge collection of civilian and military aircraft. There will be fun for all the family including great food and activities for the children.

FEATURING

- Skydivers
- Jet and Glider Warbirds
- RAAF C135 Bomber
- Vintage Aircraft
- Model Aircraft
- Fire Fighting Helicopter
- Great variety of food, including ice cream for the kids
- Jumping Castle and Face Painting
- Inflatable games
- Vintage cars
- A large number of stalls and displays
- Public Address system keeping guests informed throughout the day
- Evening event, featuring Jazz
- Australia Pop
- Camping

... and more, for details and booking visit: <http://brisbanevalleyairshow.com.au>

B. 27-27 AUGUST BRISBANE VALLEY AIRSHOW

Watts Bridge Memorial Airfield invites everyone to be a part of its annual fly-in (formerly Gathering of Eagles). Airshow displays, parachute drops, expect to see a huge variety of aircraft types including warbirds and WW1 and WW2 replicas, vintage, aerobatic and homebuilts. Also vintage and military vehicles on display, WW1 and WW2 military re-enactors and other exhibits. Sat evening has gourmet BBQ and music. 100LL Avgas available. Admission for pilots and aircrew is free with no landing fees. Camping available. For more information, Bruce Clarke 0488 336 762 or visit <http://brisbanevalleyairshow.com.au/>

C SEPTEMBER WAGGA CITY AERO CLUB OPEN DAY

The Annual Open Day will feature parachuting, free flights, BBQ, Young Eagles, vintage cars, Cirrus aircraft display. For more information, waggacityaeroclub.com.

D. OZ-KOSH AVIATION SPECTACULAR

6th - 9th October 2016. Narrabri

Oz-Kosh is set to be the premier aviation gathering. Be it a model aircraft, hang glider, piston or turbine power, fixed or rotary wing, home built or manufactured.

For more info call (07) 3188 9369 or email info@ozkosh.com

AOPA AUSTRALIA AUSTRALIAN PARASPORTS FEDERATION AUSTRALIAN WARBIRDS King Gliding Federation of Australia RECREATIONAL AVIATION AUSTRALIA GFA

E. 1-2 OCTOBER WINGS OVER MACLEAY

The regional air show will be held at Kempsey Airport, as a fundraising event to support local mid north coast charities. It's the first event of its kind for the area. The local council has recently spent \$2.5 million to make the airport a fully serviced aviation business park. The air show will be a family-fun day. Food, drinks and coffee on-site. For more information, www.wingsovermacleay.com.au.

F. 8-16 OCTOBER SKYDIVE RAMBLERS EQUINOX BOOGIE

Australia's biggest international freefall and music festival. Held every two years. Including night skydiving under the full moon and concerts. New skydivers welcome. All jumps filmed and shown on the big screen. Food, cocktails, swimming. For more information, www.ramblers.com.au.





CALENDAR OF EVENTS

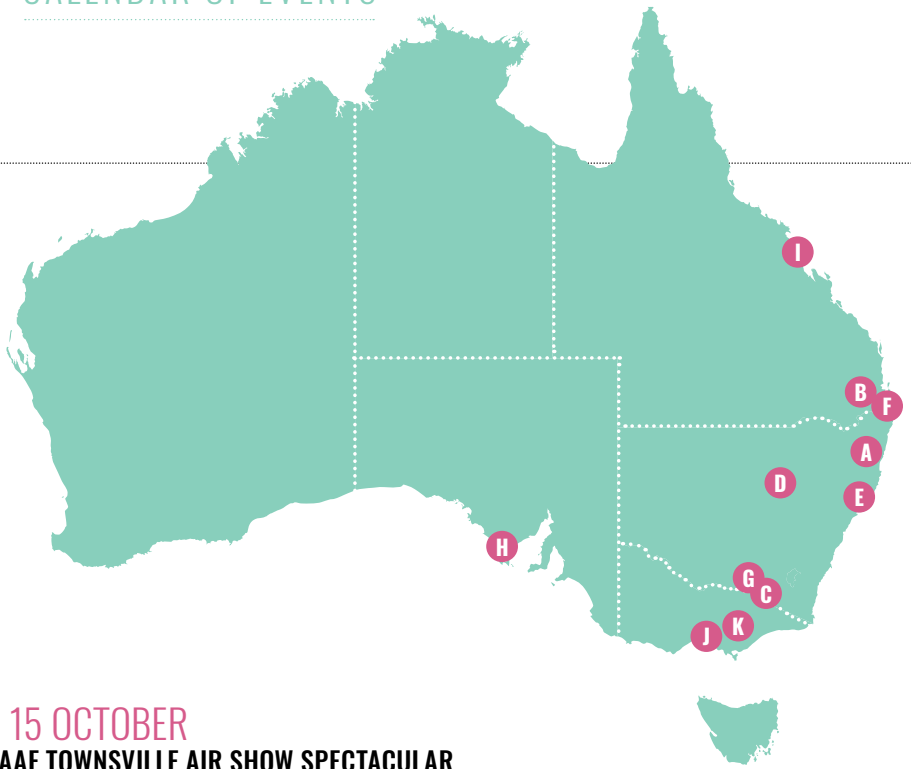
SPECTACULAR!
Air Show, NSW

PHOTO COURTESY
Brett Anderson -
Anderson's Aviation

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I. 15 OCTOBER RAAF TOWNSVILLE AIR SHOW SPECTACULAR

The event will celebrate Townsville's 150th birthday and its long relationship with the RAAF. Fireworks and live music along the town's foreshore. RAAF Base will hold an open day the next day. The last time the city and the air force put on a show like this, 70,000 people turned up. For more information, www.airforce.gov.au/Interact/Displays/Air-Shows.

150
DEFENCE FORCE
AIR SHOW
AND
TOWNSVILLE BULLETIN
SKY SHOW

Australian Government
Department of Defence

Townsville
150
1866-2016

Saturday, 15 October 2016
The Strand and Jezzine Barracks

Sunday, 16 October 2016
T150 RAAF Base Townsville Open Day
www.airforce.gov.au/airshow

G. 15 OCTOBER ANTIQUÉ CELEBRATION

The Temora Aviation Museum will showcase some of its older models, including the Hudson, P-40, Tiger Moth, Spitfire, Ryan and Avenger. Gates open at 10am. For more information, www.aviationmuseum.com.au.

H. 15-16 OCTOBER PORT LINCOLN AIR SHOW

Two days of mind blowing high speed action. From old to new with jam packed action and adrenalin pumping mind blowing pyrotechnics. Aerial action by Judy Pay and Paul Bennet. For more information, <http://portlincolnairshow.com.au>.

J. 22-23 OCTOBER INDOOR FLYING EXPO

Channel 31 newcomer 'The Flying Show' will host a first-of-its-kind indoor aviation expo at the Melbourne Showgrounds. Exhibits will showcase the history of aircraft, including John Delaney's Wright Brothers Flyer replica project. Also exhibits on powered parachutes, gliders and paragliders, RAAus aircraft, model and hobby aircraft, drones, flight simulators, skydiving, hot air balloons and parachuting. More information, www.theflyingshow.com.au.

K. 26 NOVEMBER MT BEAUTY FLY-IN

Everyone is invited to be part of a unique fly-in/fly-out airports event at the finest mountain airstrip in the Victorian Alps. Fly-in to join a group of fellow aviators with a passion for air sports. Be prepared to share, experience, learn and have fun. There will be a unique mix of sport aircraft. Sat night unique runway dining event. For more information, 0417 084 400.

Pioneer 200 Hawk - 300 Hawk - 300 Kite - 400

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LETTERS TO THE EDITOR

THE WAY IT IS

I realise I am preaching to the converted here, but hopefully those outside aviation will pick up this magazine and become more aware of how some councils in regional Australia are attempting to provide modern services for their constituents.

The \$13M spent on upgrades to airfields within the North Burnett Regional Council area up here in Queensland, including Gayndah Airfield (as of a few days ago to be known as Ted Kirk Field), is indicative of how keen administrators are to ensure RFDS, bushfire and water bombing aircraft, search and rescue services, etc. have suitable airfields in which to operate.

Of course, this has a flow on benefit to those of us who fly recreationally.



After attending the airfield re-opening, I can say that the runway at Gayndah is now a dream to land on. A new credit card operated fuel depot selling Avgas at \$1.66/lit and 'Command Centre' facilities have also now appeared. Council administration wants this bowser price to remain as long as possible and aims to continue to be proportionately below market price in the future in order to attract fly-yourself tourists and keep stock turnover high.

Nestled in among the new buildings already finished and occupied is a new 'Men's Shed' that will offer refreshments, a good rest and a chat. This is currently being erected and is scheduled to be completed around the time this magazine goes to print. It is located on the airfield next to the terminal building, in front of the main apron, and is expected to be open most days if not every day of the week. Driver Pilot Reviver? What a great idea!

The town's main street is an easy, flat, 1.5kms

walk away. In future I might just leave the folding bicycle in the back of the Jab and use the shoe leather instead.

Local aviation advocates and fly-in ground marshals, Mike and his wife Jocelyn, are located next to the airfield and are happy to assist in meeting the accommodation needs of flyers. Regardless of your style, whether it be from under wing camping, to a mattress on the floor or more salubrious digs in town, they can be contacted on 0427 736 710 or 0407 792 415. Handy for those long north-south trips and away from coastal controlled airspace. If they get a few days' notice they can better research availability. They speak our language (aviation), too.

The other all-weather airfields in council's area to also gain the benefit of this funding combination from all three levels of government were Monto (location of the NorAus fly-in a few years back) and Mundubbera. All are free of landing charges and no ASIC required. There also well maintained grass strips nearby in Biggenden, Mount Perry (in the centre of a race track) and Eidsvold.

The way it should be.

MARK PEARCE

DEAL OF THE CENTURY

My membership renewal is due. Apparently I can do it one of two ways – paper or online. I checked out the relevant forms and found, surprise! surprise! Some differences.

The paper membership form just asks you for your RAAus/other flight hours to date. The online form wants RAAus/other hours, over two specified calendar periods and then calculates your accumulated total, by a hidden formula that further complicates the submission - You have got to be joking! (Whatever happened to the KISS principle?)

The paper membership form asks for the date of your last BFR. The online form is apparently not interested in this bit of info - Wake up!

The paper membership form asks you for \$210 for 12 month's membership. The online form does too, but also offers you a 24 month subscription for - wait for it - THE DEAL OF THE CENTURY- \$420. Wow! Just got to go with that massive inducement to part with my hard earned dosh, while presumably halving RAAus'

membership subscription administration load/cost.

Thanks for a great magazine.

SEAN GRIFFIN

SIMULATING QUESTION

I'm researching the use of flight simulators in RAAus. I've created a quick and easy ten question survey and would really appreciate to hear from pilots and instructors who use simulators. Could you please publish this web link in *Sport Pilot*? The survey is anonymous, I'll use the data to write my university thesis. If I get enough responses maybe you would also like to publish the results in *Sport Pilot*? The survey is here: <https://www.surveymonkey.com/r/CGSVKPH>

BEN REDDALL



WEATHER EYE

Thanks for Rick Firth's article on 'Weather Tools for outback touring' (*Sport Pilot* July 2016). I've found that the MetEye has three hourly forecasts of dew point for any location (even those without a place name) simply by clicking on the location on the map, then selecting 'Show Text Views for location' and then selecting 'Detailed 3-hourly forecast'.

DON ANDERSON

FROM THE EDITOR – I've fallen instantly in love with MetEye since Rick's article about it. I can't go a day with visiting the site and use it compulsively when preparing for a long flight.

WRITE IN: EDITOR@SPORTPILOT.NET.AU

The state of the organisation is reflected in the Letters to the Editor columns. The more letters – the healthier the organisation. So don't just sit there – get involved. Your contributions are always welcome, even if no one else agrees with your opinion.

The Editor makes every effort to run all letters, even if the queue gets long at certain times of the year.

(By the way – the Editor reserves the right to edit Letters to the Editor to shorten them to fit the space available, to improve the clarity of the letter or to prevent libel. The opinions and views expressed in the Letters to the Editor are those of the individual writer and neither RA-Aus or *Sport Pilot* magazine endorses or supports the views expressed within them).



OLDEST ROTAX FOUND

Austrian engine maker, BRP has found the oldest certified Rotax engine still operating.

The company launched a quest last year to find the oldest engine, to celebrate 40 years of Rotax aircraft engines.

The winner was Kenneth Gates from Colorado who owns a N351HK Super Dimona, equipped with a Rotax 912A engine.

His aircraft, which has the serial number 36351, was produced in 1991 and is still going strong.

Each participant had to provide a copy of the log book and proof of maintenance.

For his prize, Mr. Gates was invited to visit the Rotax factory in Günskirchen, Austria where over 175,000 Rotax aircraft engines have been developed and produced. The invitation included travel expenses for two, two nights in a 4-star hotel and a tour of the Rotax facility.

There are approximately 27,000 active 4-stroke and 13,000 active 2-stroke Rotax aircraft engines – certified and uncertified – in the fleet.

For more information, www.rotax.com.



Thomas Uhr, Kenneth and Cheryl Gates

the worlds first premium wireless aviation headset

www.skysportsinnovations.com.au

GO-PRO WINNERS

The winners of Sport Pilot's GoPro competition are Maggie Cox-Smith and Alan Vigar. Please contact RAAus HQ to claim your prize.

In February RAAus forged a deal with the Australian GoPro distributor to allow financial members of RAAus to purchase its equipment at wholesale prices.

The cameras are small, easy to install and provide a great new way of recording your flights (don't forget to get someone qualified to install it if you plan to fit it outside your aircraft).

The cameras can prove useful tools in the event of an accident or dispute. You can also install them in your car or bike helmet.

The ordering process and prices are available on request from RAAus Headquarters.

For more information on the product range, www.gopro.com.

To subscribe to Sport Pilot, Australia's best aviation publication, go to www.raa.asn.au and follow the prompts.



Photo for illustration purposes only

CESSNA SIDS EXTENDED

CESSNA 100 series aircraft owners have been given an extra two years to complete the special structural inspection program developed by Cessna. The SIDs inspection program of these aircraft must now be completed by June 30, 2018.

CASA granted the extension subject to a number of conditions.

Director of Aviation Safety, Mark Skidmore, said the extension would make it easier for aircraft owners and maintainers to plan and complete the important inspections.

"We have listened to feedback from both owners and maintainers about the need for extra time," Mr Skidmore said.

"Both owners and maintainers said the original deadline of June 30 was causing problems, such as a backlog of work and ordering replacement components.

"The extra two years will allow owners and maintainers to spread out the work and the costs over a longer period with no unacceptable risks to safety."

Cessna 100 series aircraft SIDs must begin at the next annual/100 hourly inspection after June 30 and a compliance plan must be submitted to CASA as revised log book statement.

Aircraft principle structural elements must be inspected by a licenced engineer to ensure a satisfactory level of structural integrity is apparent in the airframe. This inspection either needs to have been done at the most recent periodic/100 hourly inspection or before June 30.

If not completed by then an inspection will

be required before further flight after that date.

CASA says in many cases these components, which are critical to the airworthiness of the aircraft, have not been adequately inspected since the aircraft was manufactured many decades ago.

The SIDs program, which complements existing scheduled maintenance, requires the additional detailed inspection of a range of critical structures including wing spars, wing attachment points, wing struts attachments as well as horizontal and vertical stabiliser attachment points.

For more information, www.casa.gov.au.



Spar strap showing signs of extreme exfoliation corrosion



C100 series outer UC brackets



FREQUENCY INQUIRY

CASA has sought feedback from the aviation community on options to maintain safety at the Dubbo/Narromine and Benalla/Wangaratta aerodromes.

It says while undertaking reviews of new instrument approach procedure designs for the two aerodromes, it identified potential safety risks. These included aircraft operating in close proximity to each other on different frequencies and aerodromes in close proximity sharing the same common traffic advisory frequencies and runway designators.

It says pilot situational awareness could be reduced if the current arrangements continue when new approach procedures are introduced. CASA has suggested a number of options, such as combining the respective pairs of aerodromes onto one common traffic advisory frequency and changing runway designators at Narromine.



DIGITAL DIRECTIONS

There are many ways to interact with RAAus these days.

WEBSITE:

<https://www.raa.asn.au/>

MEMBER PORTAL:

<https://www.members.raa.asn.au/login/>

LODGE AN OCCURRENCE:

<https://www.oms.raa.asn.au/lodge/>

BACK ISSUES OF SPORT PILOT:

<https://www.raa.asn.au/become-a-member/member-benefits/sport-pilot-magazine/>

SUBSCRIBE TO PRINTED SPORT PILOT:

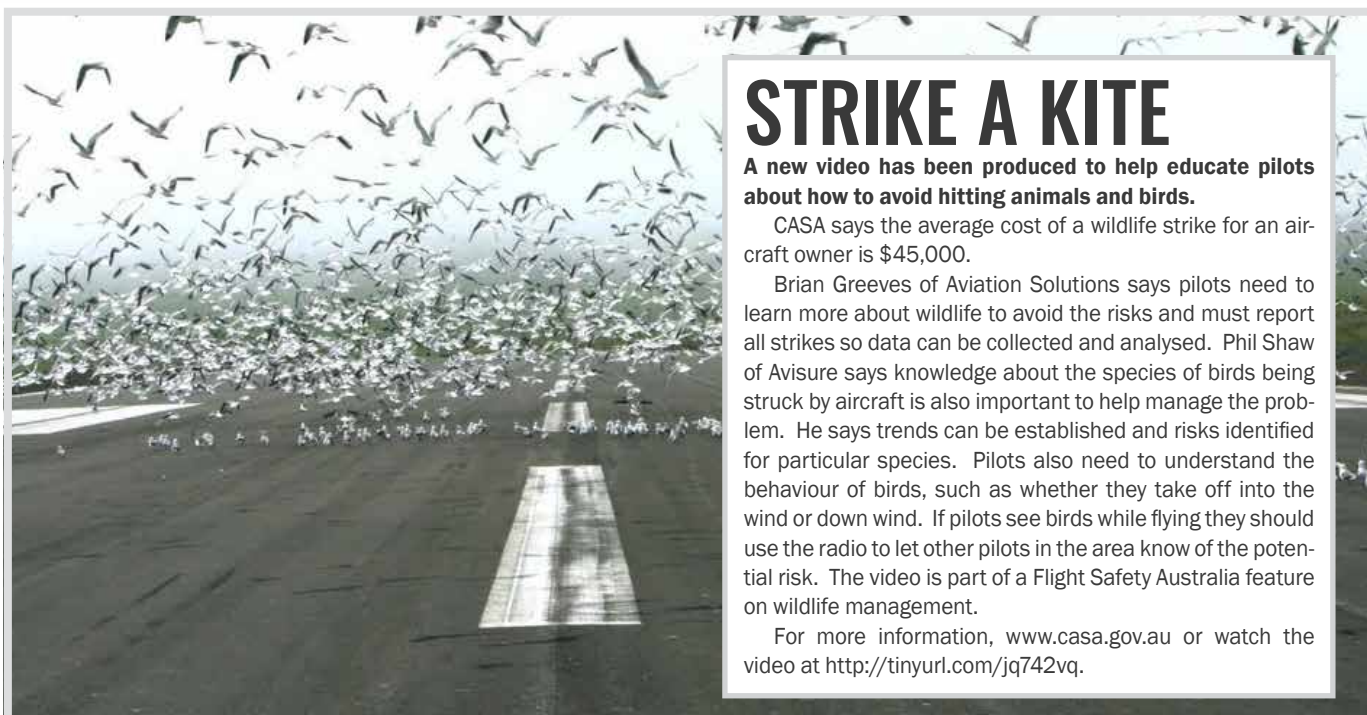
<https://www.raa.asn.au/sport-pilot-magazine-application/>

RAAUS SHOP:

<https://www.shop.raa.asn.au/>

SPORT PILOT ONLINE:

<https://www.raa.asn.au/sport-pilot-magazine/>



STRIKE A KITE

A new video has been produced to help educate pilots about how to avoid hitting animals and birds.

CASA says the average cost of a wildlife strike for an aircraft owner is \$45,000.

Brian Greeves of Aviation Solutions says pilots need to learn more about wildlife to avoid the risks and must report all strikes so data can be collected and analysed. Phil Shaw of Avisure says knowledge about the species of birds being struck by aircraft is also important to help manage the problem. He says trends can be established and risks identified for particular species. Pilots also need to understand the behaviour of birds, such as whether they take off into the wind or down wind. If pilots see birds while flying they should use the radio to let other pilots in the area know of the potential risk. The video is part of a Flight Safety Australia feature on wildlife management.

For more information, www.casa.gov.au or watch the video at <http://tinyurl.com/jq742vq>.



The little Yellow Bird' team, Jonathan Apfelbaum and Julia Kirchenbauer

ULTRALIGHTS SHINE IN THE CARIBBEAN RALLY

BY CATHERINE TOBENAS

Light sport and ultralight aircraft featured strongly this year's Caribbean Air Rally.

The prestigious Governor General's Cup was awarded to 'The little Yellow Bird' team, Jonathan Apfelbaum and Julia Kirchenbauer, from Colorado. They competed in a 2004 Stoddard Hamilton Glastar, built by Jonathan.

The Air Rally is not actually a first-past-the-post race. Pilots and aircraft of all sizes take part in a two week tour of the spectacular Caribbean island chain.

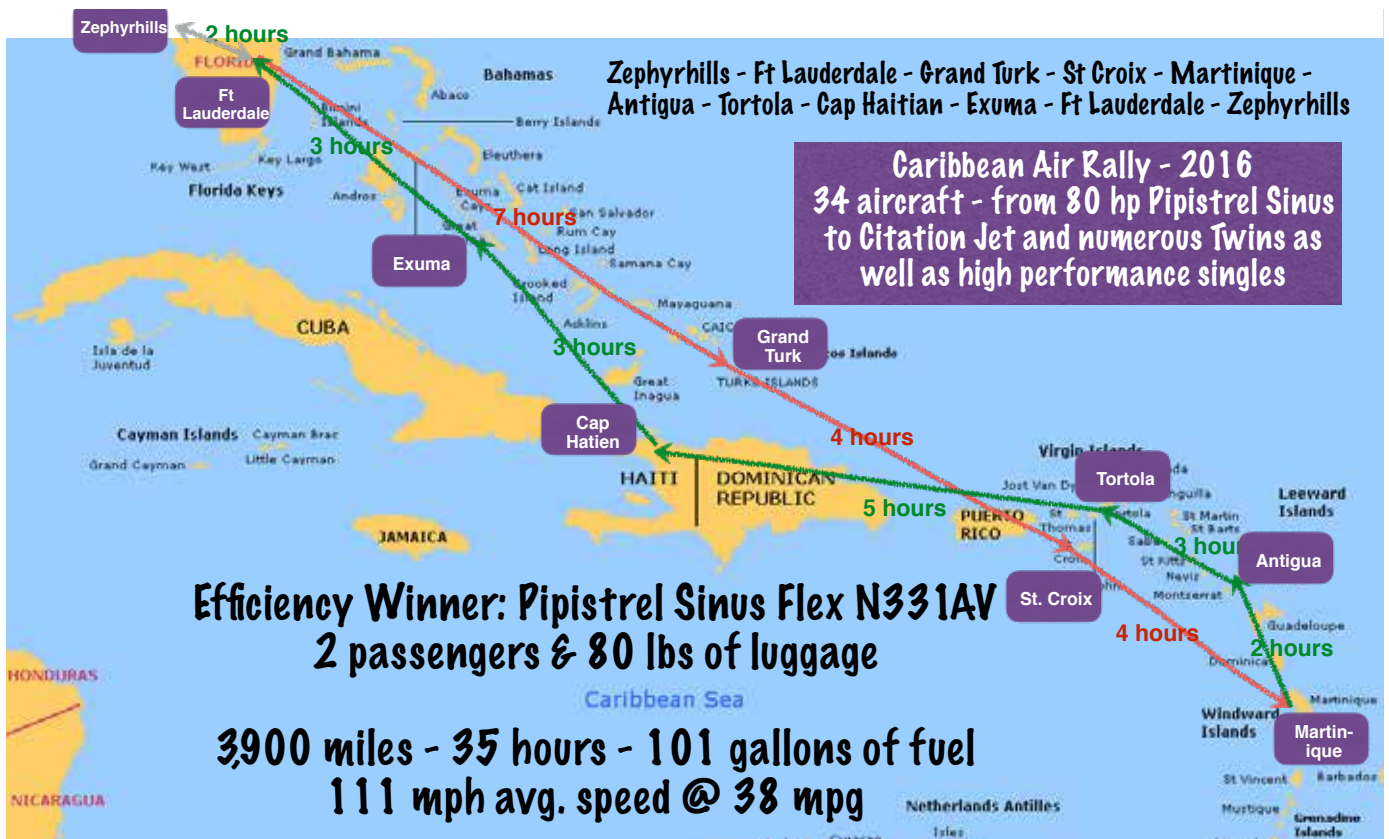
This year's armada of 30 aircraft was divided into three squadrons according to speed, each supervised by two Air Rally Team leaders. Participants came from the US, Canada, Europe and Latin America.

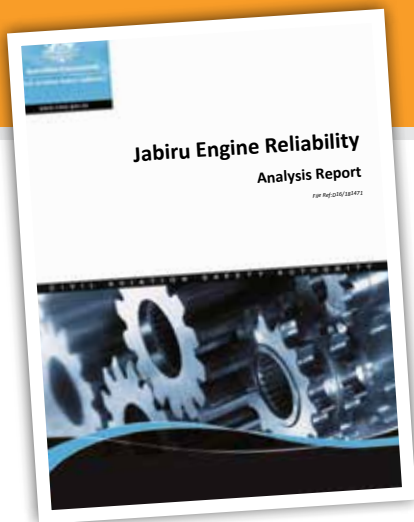
The rally has two goals, to increase awareness and familiarise pilots with international flying procedures. Pilots also take part in ground competitions related to the culture and history of the islands they visit. The rally is also obviously a unique opportunity to explore the diversity and the beauty of the Caribbean islands.

The award for most economical aircraft this year went to a Pipistrel Sinus. The aircraft won the hearts of the locals, especially the kids. To the amazement of pilots of bigger aircraft, the Pipistrel used only 400 litres during the 4,000nm journey, which started in Tampa Florida, cruising at 102kts.

A SportCruiser and the Glasair Sportsman were also part of the rally this year and organisers say they would love to see more ultralight aircraft take part.

For information about the 2017 Caribbean Air Rally, www.airrally.com.





Jabiru gets a wing back

BY BRIAN BIGG



AS briefly announced in the July edition of *Sport Pilot*, there's finally been some relief for many embattled owners of Jabiru aircraft.

In July CASA gave ground and offered operators of aircraft powered by Jabiru engines relief from the limitations which have been in force since December 2014. However the good news did not apply to all aircraft in the fleet. CASA set out the specific maintenance which operators needed to undertake in order to be part of the relief.

The maintenance includes adopting the manufacturer's maintenance schedule, inspecting certain engine components and replacing engine through-bolts in accordance with the relevant Jabiru service bulletin.

The timing of through-bolt replacement varies if the aircraft has been used in flying training.

CASA's statement announcing the changes said the "precautionary operating limitations on Jabiru-powered aircraft were imposed in response to a high number of engine failures and power loss events for which a clear cause could not be identified."

"Operators must continue to observe the limitations if they do not take the actions set out in the CASA direction.

"These limitations include flying only by day according to VFR, avoiding flights over populous areas and getting passengers to sign a document acknowledging the risk of a possible engine failure or malfunction in flight."

CASA's Director of Aviation Safety, Mark Skidmore, said the risk mitigations in the new direction had been developed in collaboration with Jabiru and with the assistance of RAAUS.

"CASA's engineers have looked very carefully at engine failure data and analyses and worked with Jabiru's engineering adviser," Mr Skidmore said.

"CASA and Jabiru now have a better understanding of the problems involved and this has led to the development of the new direction.

"I am pleased operators of Jabiru-powered aircraft can now resume normal operations once the appropriate maintenance-related actions have been taken."

For the full Jabiru instrument. <https://www.legislation.gov.au/Details/F2016L01112/Download>



	Manufactured s/n range (4cyl)	Manufactured s/n range (6cyl)	Description
Generation 1	22A0001 through 22A2067	33A0001 through 33A0960	Manufactured with solid valve lifters
Generation 2	22A2068 through 22A3595	33A0961 through 33A2539	Manufactured with flat faced hydraulic valve lifters
Generation 3	22A3596 and above	33A2540 and above	Manufactured with roller hydraulic valve lifters

RAAUS RESPONSE

The RAAus board called the change by CASA 'welcome news'.

CASA provided RAAus details relating to the changes which were based on an internal CASA document called 'Jabiru Engine Reliability - Analysis Report' and previous ATSB engine analysis.

In the report CASA separated the relevant engines based on designations of Generation 1, 2 and 3 engines (In the new Jabiru Instrument, the engines are referred to as Group A, B or C engines).

A Generation 1 engine is effectively the early model four or six cylinder engines fitted with solid valve lifters. Generation 2 engines are those four or six cylinder engines fitted with flat faced hydraulic valve lifters. A Generation 3 engine is a four or six cylinder engine fitted with roller hydraulic valve lifters.

The report highlights the identification of improvements to engine reliability related to through-bolt replacements and valve train changes, along with the importance of careful and accurate maintenance in accordance with

manufacturer's schedules.

The report recommends the Jabiru Instrument still apply to Generation 2 engines engaged in flying training operations which are still fitted with 3/8" through-bolts and studs above 500 hours engine time.

Also, the instrument will still apply to any model Jabiru engine which has been modified with non-Jabiru manufactured parts.

The Service Bulletin JSB031 requirement for upgrade to 7/16" through-bolts will still apply to all Jabiru engines with fewer than 1,000 hours.

The report also calls for every Jabiru engine to comply with maintenance requirements, including ensuring all maintenance is conducted within three hours of scheduled manufacturer requirements and that all significant Service Bulletins are complied with.

RAAus said the requirements were not onerous, relating as they did to the required scheduled maintenance required by Jabiru as the manufacturer.

"We will continue to work with CASA to encourage further review, as will Jabiru and SAAA

as key stakeholders." Owners are encouraged to read the instrument carefully to determine which applies to their specific engine.

JABIRU REACTION

For its part Jabiru welcomed the lifting of the restrictions with some exceptions.

Business manager Sue Woods said "It is heartening to see recognition by CASA of the issues faced which are beyond our control and the steps taken by Jabiru to deal with the issues within our control.

"It is also heartening to see the dramatic increase in compliance with the Service Bulletins/Letters and maintenance procedures. This, combined with our Jabiru engine training workshops, has resulted in fewer incidents and puts us well ahead of Rotax for reliability, the standard by which CASA based their aggressive actions.

"We will continue to work for and with our customers and operators to strengthen and grow the Jabiru fleet. We have weathered the storm - it is now onwards and upwards for the Jabiru fleet". ✕

"Onwards and upwards for the Jabiru fleet"



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A final word on Jabiru

THE BEST BITS ABOUT BUILDING YOUR OWN BY DAVE EDMUNDS



CASA has now done more or less what they should have done two years ago regarding Jabiru engines.

This saga has been covered in considerable detail over several issues of this magazine, so I'll only give a brief summary here.

Nearly two years ago, CASA released an instrument requiring restrictions on the operation of Jabiru-engined aircraft. There was no analysis of engine data, nor internal documentation to support this decision, nor was sufficient time allowed for reasonable consultation before it took action. It appeared to be a knee-jerk reaction to a very small number of engine failures, which attracted the attention of some within CASA who were not well-disposed to Jabiru engines.

Even the limited data available to CASA showed that Rotax two-stroke engines were significantly more prone to engine failure, but no such restrictions were applied to aircraft with those engines.

The restriction were extended last year, by which time Jabiru had identified the problem and reacted to it. See the article by Rick Frith in *Sport Pilot* May 2016 for a comprehensive overview of the engineering work Jabiru had undertaken.

CASA eventually undertook the engineering study which should have been done before any action was taken, and it has confirmed pretty much what Jabiru was saying.

The study identified three different major versions of the Jabiru engine. The oldest with solid lifter engines had no problems. Early versions of the next series of engines with hydraulic lifters had, under particular circumstances, some problems. The latest engines with larger 7/16 inch through-bolts have no problems. Jabiru identified the specific problem with the early hydraulic engines and provided a fix. The problem is described in detail in Rick Frith's article.

The engineering study recommended the extension of restrictions on the following:

"Generation two engines, manufactured with flat faced hydraulic valve lifters, engaged in, or have engaged in flying school operations with 3/8" through-bolts and studs above 500hrs (engine time) of operation."

While not identified in the report it happens that the through-bolt failures which occurred in aircraft fitted with these engines also only occurred in aircraft operating at sea level, that is, engines capable of producing full, rated power.

So, for all the furor and overreaction by CASA, it turns out that engine problems only occurred on a tiny fraction of easily-identified engines, op-

erating under very specific circumstances, and with a considerable time in service.

A COUPLE OF ISSUES ARE WORTH CONSIDERING

The report identified the need for meticulous servicing, in accordance with Jabiru's recommendations. Jabiru engines appear beguilingly simple, and this has tempted some operators to take a 'she'll be right' attitude to maintenance. Slopping in some oil Woolies has on special is not a good idea. With some 7,500 engines in service there is a great deal of refinement and sophistication in the design, and experience in what maintenance is required. This is an issue which has caused Jabiru considerable angst over the years.

I spent my career as a government-employed teacher and have considerable sympathy for government. In my experience most public servants, contrary to popular belief, are capable, thoughtful and competent. However, it is the role of the leader of any organisation to set a standard. CASA has had recent upheavals in its leadership, and hopefully the culture which led to this saga has been addressed.

While it is beyond the brief of this engineering study to provide a brief in support of any product, the study does show that the Jabiru engine, if maintained properly, is extraordinarily reliable. The study found no instance of through-bolt failures on almost all of the engines produced, and the tear-down of a 956 hour engine showed acceptable durability. Jabiru could use this in their advertising.

When reviewing the information for this article, I noticed a number of inflight failures of Jabiru engines due to fuel exhaustion. This seems remarkably common and always amazed me, until it nearly happened to me.

A few years ago, I flew from Coober Pedy to William Creek, with a planned stop on an outback strip to add another 20 litres of fuel from a jerry can. This was a long flight. On the preceding evening, on arriving at Coober Pedy, I refueled. After take-off from Coober Pedy, I did my after take-off checks and noticed I had about seven litres less fuel than I should have, or just over a half-hour of flight time. I did some calculations and worked out I would still be OK.

What I think might have happened is that local kids on trail bikes siphoned out some of the fuel during the night. The quantity missing would be about right. I had made the mistake of not checking the tank in the morning, something I always do, but on this occasion had forgotten. I have not forgotten since. ☹️





All shapes and sizes



Proud Mary

“Mother’s Day proved to be a fine and sunny day”



Ah if only



Popular brekkie



In for a Gatton brekky

PHOTOS AND STORY
BY MARTIN HONE

PERHAPS unsurprisingly, Mother's Day proved to be a fine and sunny day in Queensland, which ensured a big turnout of aircraft, cars and bikes for the annual Breakfast Fly-in at Gatton Airpark.

There were more than 70 aircraft on the ground, ranging from single-seat ultralights to LSA, home-built to vintage and classic. So there was much to see and appreciate after enjoying a hot breakfast among friends, both old and new. This year, catering was provided by the local Men's Shed team, with barista coffee and ice-creams rounding out the menu.

A local flying school had a display which attracted a lot of attention from budding aviators, as did the RAAF's information stand which is having a positive effect on reducing Amberley airspace incursions.

Throughout the morning, the airfield buzzed with arrivals and the aroma of well-cooked breakfasts, contributing to a great feeling of camaraderie no doubt aided by the warm sun and light breeze. One notable change from previous years was the number of aviators who chose to drive in to allow more of their families to enjoy the experience (one intrepid aviator flew all the way from Melbourne in his Brumby).

A terrific result all told. Make sure you put Gatton in your calendar for next year. Being Mother's Day, you know it's going to be great weather again. ☺



Vern



A proud line up



GOING Hyper

BY BRIAN BIGG

ONE of the world's leading microlight aircraft manufacturers, P and M Aviation of the UK has announced a new flexwing model, the Hyper.

Spokesman Tim Jackson, says the Hyper is currently only a prototype until the company completes its CAA certification process and does more development work before the aircraft goes into production.

The Hyper was shown off for the first time at a UK microlight trade show in May and Tim says it generated considerable interest.

"This aircraft is built to give the pilot and passenger more room and comfort than any other, as well as give an awesome flying experience due to its proven all-purpose 13sqm strutted Quik GTR wing," he says.

P and M Aviation has sold more than 4,000 aircraft since its establishment in 1983.

The company boasts a number of records for its aircraft including world records and design awards. These include World, European and British champions, first around the world flying a flexwing microlight and the first solo flight to South Africa.

"Our aircraft have also been chosen by the well-known adventurer, Richard Meredith Hardy, for many of his expeditions including flying over Mount Everest, and an unsupported solo flight to Australia by the decorated paraplegic pilot, Dave Sykes," says Tim. "More recently the British Antarctic Microlight Expedition chose our technically advanced PulsR microlight for their forthcoming expedition to the South Pole."

"Ease of handling at all speeds"





HypeR Trik

SPECIFICATIONS

Engine: Rotax	912ULS
Wing area	13sqm
Empty weight with BRS	260kgs
Empty weight without BRS	248kgs
MTOW with BRS	472.5kgs
MTOW without BRS	450kgs
Stall speed at MAUW	34kts
Trim speed	48-83kts
Max straight & level	91kts
Never exceed speed	105kts
Rate of climb at MAUW	1000ft/min
Rate of descent at MAUW	410ft/min
<i>Subject to change</i>	

Tim says the HypeR design was the result of extensive market research to give the pilot, passenger or instructor the ultimate freedom to enjoy the skies due to its low drag design, cantilever sprung undercarriage and fully adjustable front and rear seating positions.

“The quickly removable wrap round wind-screen significantly reduces wind buffet for both the pilot and passenger and the all composite body panels ensure loose items are securely contained. An optional BRS parachute is available, allowing a maximum take-off weight of 472.5kgs. The 65 litre fuel tank ensures long distance flying without the worry of fuel stops. The large front panel will fit any choice of instruments and the huge under seat storage area also makes the HypeR ideal for the long distance adventurer.”

The Rotax 912ULS engine is housed under a quickly removable cowling, allowing unrestricted access for routine maintenance and daily preflight checks. The HypeR also comes with electric trim and the explorer wheels as standard. The HypeR is mated with the proven GTR 13sqm topless wing which allows trim speeds from 55-95mph. The stability and roll system provides ease of handling at all speeds and in all conditions.

The adjustable radiator cover ensures quick warm up times and total control of temperatures during flight and the large built in LED landing light gives added visibility and safety.

Peter Mclean is the Australian dealer distributor for P and M Aviation, operating from Yarrowonga in Victoria. 📍

For more information,
www.yarrowongaflighttraining.com.au.

Getting ditched

BY RICK FRITH

FLYING OVER WATER AND THE EQUIPMENT AND TECHNIQUES YOU NEED TO CONSIDER WHEN THE NOISE UP FRONT STOPS AND YOU FACE THE PROSPECT OF GETTING WET.

IN Part One (*Sport Pilot* July 2016), Rick discussed the dangers involved in ditching and the four critical stages to avoid if you want to survive the event (cold shock, swimming failure, hypothermia and post-rescue collapse). In this instalment, he outlines the equipment every pilot should take if they plan to fly over water.

I NOW CARRY THE FOLLOWING AS STANDARD:

A lightweight, but fully approved open face motorcycle crash helmet - the strap is adjusted so I can quickly don the helmet after removing my headset. I can then tighten the strap fully without having to fiddle with the buckle. A crash helmet is never mentioned in the ditching literature, but offshore helicopter pilots and military airmen wear them by default. In about half the US ditching fatalities, the victims never got out of the aircraft. A three point seat belt might stop you hitting the glare shield, but what protection does your temple have against the door frame if the aircraft cartwheels? An unconscious pilot cannot escape, or help a passenger.



AN AVIATION APPROVED LIFE JACKET

Worn on all overwater flights. This carries a water activated light and whistle. I used to think the light and whistle were a bit of a joke given modern signalling equipment, until I spoke with two pilots who ditched mid-Pacific Ocean and lost their life raft and EPIRB to the wind as they exited. They were rescued only because a coast guard aircraft spotter, equipped with night vision goggles, saw the small lights on their jackets. If possible, buy a life jacket with a face splash guard, especially if you are going to carry a life raft.

SUPPLEMENTARY FLOTATION

A lifejacket alone is not enough in rough seas, in cold water or for extended periods before you are rescued. A heavy sea can actually rotate a survivor in a life jacket so they face the oncoming waves, which makes it difficult not to swallow or breathe in water. A face splash guard can help. As one survivor told me, even a two litre empty drink bottle would have helped him to avoid swallowing sea water and subsequent vomiting and dehydration as he waited many hours for rescue in choppy, tropical seas. Many a boatie has been saved by his esky.

Your choice may be a trade-off between weight and cost. Since I often fly over cold water, I now carry a certified one man life raft, which cost about \$1,400 at the time and weighs 2.4kgs (<http://www.switlik.com/aviation/isplr/features>).

I have previously used a diver's emergency raft weighing about 1kg which costs about \$200 and can be orally inflated. These appear to be out of manufacture, but residual stocks are still available online. On very early flights, I used a \$100 inflatable boat which weighted 4kg, and included a homemade inflation device built from a SodaStream soft drink CO2 cartridge. Some people simply carry a li-lo or a surfing inflatable. Since I carry a CO2 inflatable raft, I also have a sharp knife readily accessible in the cockpit to puncture the raft in case it accidentally inflates on board. A life raft might also prove attractive in tropical waters where hypothermia is less of an issue than crocodiles.

A SHORTY WETSUIT AND SEPARATE HOOD

If flying over water below 15 deg C. I wear the wetsuit in flight, to minimise the chances I will get cold shock or swimming failure. I have found it most comfortable if I wear it backwards, so the zip is at the front and can normally be left open to keep me cool. The zip can be quickly fastened under the life jacket and the hood donned after ditching. The US navy did immersion and flying tests with various insulating suits and concluded that a shorty wetsuit is a reasonable compromise between inflight comfort and survival: www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA446406.

EPIRB AND PLB, BOTH GPS UNITS

An EPIRB floats upright in water and transmits for 48 hours. I have also made a floatation collar to keep my PLB upright, but it still only transmits for 24 hours. I wear the PLB and carry an EPIRB because I like having a backup, and the PLB can be activated in the air before impact. The EPIRB is with the life raft. A GPS beacon is essential offshore because you will be almost invisible in the sea.

HOOK KNIFE

Worn on the belt to cut seat belts, headset cables etc if required on escape.



WATERPROOF VHF & SATELLITE PHONE

My normal handheld aviation backup radio, which for overwater legs is sealed in a waterproof bag (available in boating shops). A similar bag is available for mobile phones. The sat phone is part of my normal remote area safety gear and is stored in a water-proof, crash-proof case.

MORE SIGNALLING EQUIPMENT

Other items which are relatively cheap and lightweight include a SOLAS strobe, rescue laser, signal mirror, fluorescein dye, a rescue streamer (<http://seerescuestreamer.com>), miniature flares and spare lithium AAA cells for all the gear.

DITCHING BAG

A buoyant bag which contains the life raft and everything not worn in flight. It also includes a cheap waterproof GPS (to give position over the radio), first aid kit (including sunburn cream and sea sickness tablets), a sun hat, spare glasses, a few space blankets, wetsuit hood, waterproof torch, chemical light sticks, muesli bars and emergency fresh water. Also, a sponge and bailer to keep the life raft dry. All items are tethered or zipped into pockets inside the bag to prevent loss on opening. The total additional weight of all this overwater equipment, including the life jacket and wetsuit, is about 7kg. Another item used in the offshore oil industry is an Emergency Breathing System (EBS) - a miniature scuba system which allows one or two minutes of underwater breathing. In cold water, the gasping reflex makes it extremely difficult to swim underwater for more than a few seconds and an EBS might help your passenger escape from the cockpit. They cost around \$320 and are carried in a holster on the belt. Training is available via the dive shop suppliers. I don't carry one, but I mention them here for you to consider, especially if you plan to carry passengers over cold water. ☹️

NEXT MONTH: Having dealt with the issues of physiology and equipment, it's now time to go flying.



Grooming for error

BY IAN THOMPSON

IN late February I found myself on the ground at the Oakey Military Airbase in Queensland, taxiing to the visitors' stand in my VG Savannah, under RAAF escort.

How could I have come to this bizarre outcome rather than complete my safe and uneventful straightforward flight? The explanation requires turning the clock back a very long way.

I gained my PPL in South Australia in 1962 and enjoyed the freedom of flying around that state in a pretty benign environment. You had to be aware of the weather but, nine days out of 10, it wasn't an issue apart from wind and turbulence considerations. When weather did impact on VFR conditions, it was usually a predictable and visible frontal system coming in from the west which might impact operations for a day or two. You could plan days ahead for a VFR flight with a high degree of certainty. I don't recall a single occasion when I needed to say to passengers "sorry, can't fly today".

My next aviation experience was in Papua New Guinea, from 1963 to the present time. The weather is central to all flight planning and dominates every discussion about flying. My flying was mainly as a passenger with very capable and mostly experienced pilots flying aircraft which were either turbine or turbocharged, with a performance well able to out-climb terrain and most of the cloud we encountered.

The lack of accurate weather reports in PNG required a philosophy of 'go take a look', always making sure, of course, you allowed clear air back to where you came from or a known airstrip.

The brutal terrain discouraged any idea of scud running under overcast, so 'over the top' was the preferred option. Even if cloud filled the valleys, it was very likely the pilot could see the tops of mountains that stood out like beacons. A call to the destination established whether or not a descent could be made on arrival.

Flying in Queensland seemed pretty tame by comparison. I purchased my plane in April 2015 and had many pleasant flights in clear air over the ranges onto the Brisbane coastal fringe. It was my primary means of staying in touch with my children, who had moved north. I was able to jump in the plane, head off any time I felt like it and arrived relaxed in under two hours, rather than undergo a 5-6 hour drive. That's how it was initially at any rate.

Things changed in early summer. Virtually every morning cloud built up over the ranges, spilling east onto the Tablelands. However, early morning departures and dodging around cumulus got me through okay. Going around and, increasingly, up and over cloud became the normal pattern of navigation. It added interest to the flights.

All that changed in late December/January. The build ups over the rim country were continuous and increased in density and altitude from sun up. But while the conditions changed, my mindset didn't. I thought surely the weather pattern would vary from day to day, and that it was just temporary bad luck when things got sub-VFR. I continued to plan in the expectation that dodging around or over the top would get me to my destination. However, of four flights from the Tablelands down to Brisbane at this time, one was achieved only

when I climbed to 8,500ft into the Boonah Valley, two were aborted over the Clarence River tiger country, and the last resulted in an unplanned and humiliating incursion into Brisbane airspace, with a request to Brisbane Central for vectoring over 7/8ths cu stratus to a place where I could land and expect to survive.

I had planned for a morning departure out of Caboolture, over the Di'Arugula Range then south via Gatton. Flight planning and weather information took place at around 7am. Weather at Caboolture was scattered Cu, with thunderstorms out to sea and tracking west. Not too bad. I'd be well ahead of the CBs. I had breakfast and set off for the 40 minute drive to the airport. Refuel, checks, and I was finally rolling about two hours after I had last monitored the weather. Overhead, it was still scattered Cu but, looking towards the ranges, all I could see was a continuous build-up. East over the sea was a solid line of weather. I decided to go 'take a look'.

"Only expand your comfort zone by improving your skills, not by increasing the risk factor. The former takes time and commitment. The latter is bravado"

Tracking at 1,500ft towards the ranges, I was weaving through scattered Cu with bases from 2,000ft to what looked like about 5,000ft. However there was a continuous line cloud over the ridge, with an uncomfortably narrow gap from ground level to cloud base, and I could see the Brisbane Valley was in shadow. I didn't like it, so decided to track north past Dayboro to 'take a look', still thinking of crossing the ridge under the line cloud and increasing Cu. There was no significant improvement there, so my next instinct kicked in. I did a 90 degree turn east, checked there were still holes for a retreat, and spiralled up to see what was on top. My PNG experience was that if you were looking for clear air, the best place was over a body of water. With perilously little clearance between the tops over the range and controlled airspace, I tracked west for Lake Wivenhoe. Instead of the expected hole appearing, the conditions deteriorated. About a few minutes of tracking west my survival instinct told me to get out of it. I turned back for Caboolture, expecting it would still be open and that there would be plenty of holes east of the ranges. I was wrong on both counts.

There were still gaps in the cloud build up, but none which would allow anything like 1,000ft horizontal clearance, and I was not confident I could safely descend in the limited clear air to get back under. I was stuck on top of 6-7/8ths, being forced to climb to maintain vertical clearance. I still assumed Caboolture would be open - after all it was OK when I had departed just 15-20 minutes ago. However, tracking east would bring me into controlled airspace. I concluded this was the only option available to me if I was to survive this flight. I climbed through 6,000ft west of Dayboro and contacted Brisbane Central. I told them I was entering controlled airspace and requested an emergency clearance to overhead Caboolture.



Brisbane were terrific. They immediately informed me tracking east was not an option and advised me to standby while they checked with Oakey. I was urged to maintain VFR at all times with no pressure in regard to airspace. Tracking west again, I climbed to 7,500ft, which gave me a comfortable vertical separation over the stratus top, but was right on the lower limit of controlled airspace. The controller came back and advised me to continue tracking west because Oakey was reporting VFR.

They continued to monitor my track and altitude and maintained a dialogue which I believed was primarily to settle my nerves. It did. I tracked 240 degrees over 7/8ths stratus on faith and without any other option.

Over Esk, I was instructed to contact Oakey Approach, who would assume responsibility for vectoring me into clear airspace. Oakey responded immediately and gave me a clearance into their control zone as required. Everything very professional and fully focused on achieving the best possible outcome. A landing at Oakey, under their full control was clearly the safest option. Despite my reluctance to take this seemingly bizarre course, they quietly directed my thinking into this option, and so it happened. Vectored over clear air, I finally descended and was soon on the ground at Oakey. No recriminations and red carpet treatment by some very caring people who are a credit to the RAAF.

I also have to mention Murphy. Somewhere over the Brisbane Valley, I dropped my sunglasses into the jumble of maps and other gear in the cockpit. Flying over stratus, between Cu walls all around, I was losing my eyesight to the glare. I couldn't read small print on maps or my GPS, and dialling in radio frequencies became difficult. Position? Err... "Abeam a lake north of the highway" (couldn't read the name). An Airmanship lesson. Get organised. Murphy never takes a break.

After a very settling visit with RAAF control at Oakey, I continued my original flight plan, but well west of the cloud band. I arrived home chastened but safe. And, I hope, a wiser and safer pilot.

LESSONS?

1. Do your weather research on NAIPS, not on the 'take a look' principle, and understand that conditions can change very rapidly;
2. If it looks marginal underneath, it means you're not going. Over the top in a low powered, basically equipped RAAus aircraft is a very bad option;
3. The weather is what it is, not necessarily what you hope for or expect it to be. If that means you are effectively grounded for a season, then you are;
4. If you do find yourself in trouble, get help and do it as soon as you think you have lost your other options. Tell the controller exactly how it is, and what you intend to do. They will 100% respect your right as pilot in command to take the safest option;
5. Recreational aviation is a lot of fun, but it isn't a reliable transport system. Accept the limitations on strictly VFR operations, and stay well within the margins of safety. ☹

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Paying it forward

BY THE OPS TEAM



The Pilot Talk column in Sport Pilot August 2015 discussed a pilot who went by the nickname General Disaster. We described him as an accident waiting to happen.

THE column discussed lessons to be learned when pilots don't fully consider the factors which may contribute to an increased risk for an intended flight. And the tendency for pilots to firmly believe an accident won't happen to them because they are better than the rest of the pilots out there (not uncommon among Type A personalities). The article was intended to encourage every one of us to say something if we saw anything which could be a risk to safety.

The General (a real person) had been flying GA for 10 years. Then he'd had a break for about the same time, to raise a family and live life, as often happens, before he got into recreational flying. He was one of those people we sometimes see at the airport, a colourful personality and a firm conviction he is the best pilot on the field. The type, so convinced of their own skill, they are hard to seriously talk to about flying safely. At hangar parties and aero club functions they can be heard talking loudly about any aviation topic in a bid to convince those around them that they are an expert.

You may recall the General successfully flew his plans built VW-powered aircraft Icarus Wombat, through the perilous test period and onto more fun. During my flying with the General before the aircraft was finished, I noted he acted completely differently when he was in the cockpit. He was disciplined, with good aircraft handling skills and situational awareness. The General only seemed to exist on the ground.

As a result of careful attention, discussions and work spent with the General, by me and others at the field, the General changed. You may recall when we first started consciously trying to change his attitude, I began by introducing him by his name (eg Joe) rather than by his derisory nickname, by which most locals knew him.

I was careful to remind everyone I had been flying with Joe rather than the General.

As he changed, other pilots and maintainers also noticed the change. As did our expectation that he was going to hurt himself or the aircraft. Pilots who had previously avoided flying with the General started going out of their

way to take Joe flying with them and add to his experiences. Joe was in seventh heaven, flying all sorts of aircraft, gaining valuable experience and transforming himself into a creditable pilot in the eyes of the other locals.

Recently Joe was flying his Icarus Wombat after making major changes to the engine. Due to a busy circuit, he decided to fly a little way from the airport. After all the aircraft had proven itself reliable.

You guessed it, the engine experienced a major failure. Smoke poured out of it and there was no chance Joe would get it back to the airport.

But Joe was calm and matter of fact. He conducted a text book emergency landing in a nearby paddock, with no damage to the aircraft, or injury to the pilot. I got a phone call from him advising me of his successful emergency landing and inquiring from me what was the next step.

I told him to contact the local police and the Australian Maritime Safety Authority to ensure there was no unnecessary search and rescue going on for him. Also to call the ATSB to make a verbal report (with a written one to follow within 72 hours). We also discussed how Joe would get the aircraft back to the airport.

We met in his hangar later, and discussed how the accident had occurred. In the course of those discussions, we realised General Disaster had re-emerged! The General may have been removed from Joe's flying, but not from his habits as a mechanic. Joe has many years' experience working on car engines, but he had made a fundamental error while re-assembling the VW engine, which caused a catastrophic engine failure within an hour of the work being completed. The condition of his work bench formed part of General Disaster's pattern. There were old parts, tools and other non-required items on the work bench and his hangar was a mess.

To his credit, Joe realised what had hap-

pened. He vowed that in future he would take the same disciplined approach to working on the aircraft, airframe or engine, as he did when flying. He has promised to keep his work bench and hangar clean and tidy and ensure the bench has only the tools and parts required for the task.

There is an interesting sidebar to this story too. Recently, I got a phone call from Joe asking a question about a specific rule.

I gave him the correct answer, then casually asked why he wanted to know. Joe said he had been talking to a young pilot who had recently achieved his Pilot Certificate at a local school. He'd learned the pilot intended to conduct a flight outside the rule. Now, the rule was only just being broken (I know, a rule is either broken or not), and the flight would have been illegal, but not unsafe. Joe spoke to the pilot,

and advised him to make sure the flight was completely legal. I quote him - "I told him not to do what I did at the beginning of my flying career and bend the rules. Because you will begin your flying career on a bad note, and you will be tempted to continue bending rules forever".

I felt so proud of Joe, and the way he had completely changed his demeanour, his willingness to let others learn from his mistakes and the maturity he showed, by not only talking to the young pilot, but also calling me to confirm his understanding of the rules.

Is this a real story? Yes it is. Did we really make a difference in Joe's life? I would like to think so. Not only that, but Joe has now made a difference in someone else's life, paying it forward.

See something, say something, do something. ✪

"In the course of discussions, we realised General Disaster had re-emerged!"

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Airstrip YMAR 0.5km from Mataranka township

CAGIT leaves NT

BY NOEL THOMAS

ALICE SPRINGS AERO CLUB HAD THE CAGIT TROPHY FOR WHAT MUST BE A RECORD BREAKING TWO MINUTES!

Here's what happened.

A few weeks ago and thinking it was about time to go on a bit of a trip, I phoned Rene to see if I could come pick up the trophy, which has resided at MKT in the Northern Territory since September.

Rene told me it was still there. He reported he had received one enquiry about it from NSW but nothing had eventuated as yet. I left it another week then put together a comfortable flight plan and made arrangements to pick up the trophy on June 14. When I say comfortable, I mean only flying two to four hours a day and staying at places with services within easy walking distance of each airstrip. First stop was Barkley Homestead Inn between Tennant Creek and Mt Isa. Comfortable facilities but no premium unleaded fuel. Next stop was Mataranka Homestead, where I knew there was no fuel, but on a previous trip there, Steve the manager was quite happy to drive us the 10kms into town to buy our fuel. So I phoned ahead and arranged for the same. I also phoned the BP service station nearest to the Batchelor airstrip to confirm availability there as well. So I was very disappointed to arrive to find that a classy Indian motorcycle had just taken the last remaining 0.4 litres of fuel from the premium pump. After explaining my situation to

the manager, he kindly offered me NT hospitality and drove me to the township servo to get my fuel. But no luck there either. My last shot was the motel, but they didn't have fuel either. I was about as deflated as my fuel bladders. Back at the airstrip I played my last card and filled up with Avgas. 72 litres split between 2 x 75 litre tanks meant I had a nice cocktail of 50/50 Avgas/unleaded. Fortunately this was acceptable for the Rotax 912.

The next morning I flew to MKT to meet Rene and pick up the trophy as planned. On arrival Rene informed me that Mark McLaughlan from Moruya in NSW had also arrived in Darwin and wanted to collect the trophy. So we arranged for me to take it to Alice Springs and for Mark to pick it up there on his return home. Mark had indicated he would pass through Alice on the weekend so it created some urgency to have a plate engraved and attached. We couldn't hand it over until that had been done.

Rene made phone calls to Palmerston businesses while he and I had lunch at the local shopping centre. The lunch went well but not the engraving. None of the engravers had both the necessary plates and machines to make a product similar to those already on the trophy.

I was confident the job could be completed in Alice Springs, but I was not scheduled to arrive there until Saturday. We phoned Mark to see if he could pick up the trophy Monday after the engraving had been done. He agreed.

The next day the Batchelor BP station premium unleaded supply had been replenished, so I was able to top up before leaving. And rather than fly directly to Mataranka Homestead Resort and have Steve take me to town for fuel again, I instead landed at the township airstrip, exercised my legs by walking the half a kilometre into town and carried the 30 litres of fuel back to add to my tanks. I find 30 litres much easier to carry than 40. To the resort from there was only a five minute flight. My cabin was just over the left wing and I try to imagine the ant hills are parking bay markers.

With a headwind of around 10kts, Friday's flight to Barkley Homestead would take four hours, so I made a slight diversion to the WW2 airfield at Daly Waters for lunch and comfort stop. I had a sandwich and cold drink with me because I didn't fancy walking the three or four kilometres to the pub and back when I couldn't even have a beer.

Unseasonal storm cells in Central Australia caused me to stay all day Saturday at the Barkley Homestead. When it dawned all clear on Sunday morning I was able to complete my journey with CAGIT.

As is normal after all trips away, being home again was wonderful, but I needed to be up reasonably early on Monday to make my appointment with a local engraver to have the name plate done by lunchtime when Mark would collect it at the Alice Springs Aero Club. I was at the club an hour later with the freshly engraved trophy in hand. The trophy was handed on to Mark McLaughlan at 11.52am.

I really enjoyed the trip and the people I met on the way. I think only having CAGIT for such a short time is very good reason for me to plan another trip next year to get it back . ☺



Engraved 10am

Handover Rene Smit left to Noel Thomas YMKT



“We couldn't hand it over until the engraving had been done”



Getting out of the sun




Barkley Airstrip YBKS



CFI Dave Forsyth, Charter Pilot Nina Pulaska and myself

Life's A

A white propeller aircraft is parked on a sandy beach. The aircraft is viewed from a low angle, showing its wing, propeller, and landing gear. The background features a clear blue sky and the ocean with waves breaking on the shore. The lighting suggests it is either early morning or late afternoon, with long shadows cast on the sand.

POSTER OPPORTUNITY

Want to see yourself or your aircraft larger than life on your clubhouse or bedroom wall? *Sport Pilot* is offering subscribers the chance to show off their favourite aviation photo in this double page centre spread of the magazine each month. Each edition one photo will be chosen (We will try and make sure every photo sent in gets a run). If you are an aircraft seller, it's a great chance to show off your product. If you have a fancy paint job, now is the time to show it off. And if you have a great photograph of you and your mates at a fly-in, it will make a good memento. Send your photos (As separate jpeg attachments please) to editor@sportpilot.net.au.

It obviously has to be in landscape, not portrait, mode and be as big a file as possible please.

Beach!



Carsten and Jenni Mantz in their Foxcon Terrier T200 Camper just north of Agnes Water/1770



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ELECTION OF RAAUS BOARD MEMBERS

Do not mark the Ballot Paper inserted with this magazine, in any other way than stating your preferences.

If your magazine does not contain a ballot paper and reply paid envelope, please contact RAAus HQ and one will be sent to you.

When completed, return in the reply paid envelope in time to reach RAAus by 5:00pm, Eastern Standard Time, Wednesday August 31.

Please write your membership number on the back of the envelope.

Envelopes received without a membership number will not be opened.

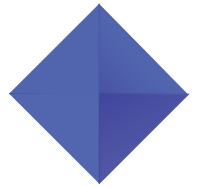
Please mark your order of preference of the candidates by placing the numbers 1 to 10, or 1 only, or a tick only, in the boxes.

Note: first preference '1' or tick, second preference '2', and third preference '3', and so on.

You need only mark your preference for one candidate for your vote to be formal, but you can mark 1 – 10 if you so choose.

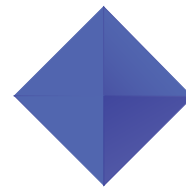
Place only the Ballot Paper In the envelope.

Any other material in the envelope will mean your vote is invalid.



CANDIDATES

- Andrew Schox**
- Eugene Reid**
- Graham Allinson**
- Keith Finlayson**
- Lorenzo Mazzocchetti**
- Luke Bayly**
- Rodney Birrell**
- Tony King**
- Trevor Bange**
- Scott Bretland**



The election statements of each candidate, addressing the criteria, appear on the following pages. They have not been edited in any way.

All members will receive a hard copy of the August Election Special edition of Sport Pilot. In it you will find your ballot form and postage envelope.



BOARD ELECTION



Andrew SCHOX

BSc(Hons) PGradDip Pod
MPod GAICD

andrew@perthfootankle.com.au



I have a strong background in business, technology and governance, which I believe would make me an ideal candidate to become a member of the RAAus board of directors.

I see the RAAus as an organisation which has come a very long way since its inception, and is at a stage where it is evolving into a stronger, more mature organisation which can exploit current opportunities and grow into the future. There are challenges ahead and a lot of work to be done, and I would love to contribute to this.

I am also a pilot, so I know something about the aviation industry.

Aviation Related Interests

I do not currently receive any income, remuneration or honoraria from any aviation related interests. The only income I have ever received from aviation related interests is \$300 which was paid to me for an article I wrote for Australian Flying Magazine in 2009.

Strategic expertise

In previous boards I have served on, I have worked on strategy and strategic planning (mostly in the form of 3 year strategic planning with ongoing review).

I understand that strategy is related to the environment that the organisation operates in, its appetite for risk, and the priorities and constraints that the organization faces.

I see strategic planning and execution as something that needs to be done all the time, rather than from time to time.

Financial literacy

I have successfully completed both the Interpreting Company Financial Statements course and the Company Directors Course offered by the Australian Institute of Company Directors, both of which cover how to understand and interpret financial statements in some detail.

My own private business interests as well as the boards I sit on use standard financial statements as a matter of routine, and I am familiar and comfortable with these. I am a member of the Executive Finance Committee of one of the boards upon which I currently sit.

Legal skill

I started a law degree a few years ago, but did not have time to continue with it due to my other commitments. Whilst this has given me no particular expertise in the law, I have taken from this experience a good understanding of the structure and function of Australia's legal and political system, and how to work within it.

Managing risk

All the boards I have served on have had established risk management systems in place, and I understand how risk management works in corporations, and from a governance perspective.

Getting risk management right is very important. Risk management is linked with other things (safety for example), and needs to be done well all the time, and in a manner which is understood and acted upon by everyone in the organisation, including operational staff, the CEO and the board of directors.

Good communication is also an important part of risk management – everybody needs to understand what is going on, and why it is being done that way.

Managing people and achieving change

Managing people has been an integral part of my work for most of my career. In my own businesses we have worked hard to achieve beneficial change through improving and empowering our staff, what they are capable of, and what they want to achieve.

Mandating change from above tends not to work in the long term, but explaining the organisation's vision and asking people to align themselves with that has a better outcome. Once this is in place, steps can be taken to give people responsibility, a voice and the power to do their best.

People who are valued and given the chance to show what they are capable of make for a nice work environment and are great for the organisation they are part of.



BOARD ELECTION

Industry knowledge

I have been interested in aviation ever since I can remember. I have been following the aviation industry for about 30 years. I have been a pilot for ten years (PPL and about to finish my RAAus conversion). I am familiar with many of the issues affecting aviation generally, including GA and Recreational Aviation, and I can talk and understand the industry jargon.

Being a pilot won't necessarily make me a better company director, but knowing something about the industry is an advantage in my opinion, and means that members can be reassured that I can understand the point of view of pilots and other stakeholders.

Understanding stakeholder expectations

I've been involved with stakeholders and their expectations in all the boards I've served on. This can be challenging at times, but generally speaking, transparency and good communications helps all parties to understand their respective positions, and why the board is taking whatever direction it has decided upon.

For example, with the last board I served on, we asked our member organisations annually about what their top five lobbying requests to the federal government were. What we got from the members often in part reflected local needs, rather than the more general needs of the whole profession, but what they asked for were always genuine issues that affected them.

When we asked decision makers in Canberra about these matters, we might be told that with regard to Issue "A", they were not interested in doing anything about it in the current term, whereas with Issue "B" they were amenable to discussion and possible action.

This meant we needed to go back to our stakeholders and explain that for the best possible use of our (scant) lobbying resources, we were better off working with Issue "B", even if Issue "A" was on the top of our list of requests. Sometimes managing multiple disparate expectations from stakeholders can be a bit of a juggling match, but that's what needs to be done in this type of organisation, and it needs to be done well in order to satisfy the needs and expectations of everybody who's involved.

Information technology

Prior to my current occupation I was a software engineer. I still have two business interests in that area. I have a particular interest in emerging technology and using cloud-based products to help organisations work better, cheaper, safer and smarter.

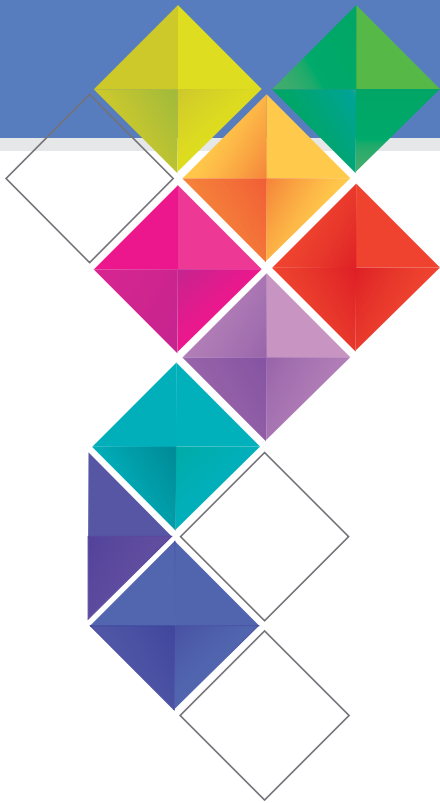
I am a current member of the Australian Information Security Association.

Andrew Schox





BOARD ELECTION



Eugene REID

RAAus Board
Elections
Candidate statement
freedomflight@bigpond.com

Recreational Aviation has been my life since 1982 when I purchased the first single seat Thruster Ultralight Aircraft to ever roll off the assembly line and I have been running a flying school since 1986. This gives me the experience to know the privileges that members want and need.

I taught myself to fly as flying schools used to be illegal and aircraft were not allowed to be flown more than 300 feet above ground level, nor were they allowed to cross over highways. Unlike many pilots in previous years who became statistics, I had previous experience with my father as he bought Tiger Moth biplane's at the end of the Second World War and I had been flying with him since I was in Nappies.

Shortly after starting to fly Ultralight Aircraft, I represented Tasmania at the first board meeting of the Australia Ultralight Federation (AUF) in Canberra. How things have changed. We were sleeping three to a room, the accommodation wasn't glamorous but the ideas that came up during the meeting were quite amazing and most of the ideas and dreams from those days have now come true.

The biggest change that we didn't even dream of back then, was the types of aircraft that we have now. We were flying around at 40 knots in single seaters made of alloy tubing, sail cloth, marine fittings and powered by two stroke engines. We couldn't even imagine the types of aircraft we have now or the plastic fantastics of today with speeds of 150 knots.

It has been a privilege to have been on board since the early times and being involved in all the changes along the way. I have been the longest serving board member including eight years as President.

I have played a major part in originally obtaining the right to fly above 5,000 feet and the weight increases up to the 600 kilos that we have today.

During my first term as President, I enjoyed working with our Operations Manager and CEO Paul Middleton; these were times of major growth and many changes.

I was involved in employing our first political lobbyist to fight the issue of all Ultralight Flying Schools having to have CASA AOCs, (Air Operations Certificates).





BOARD ELECTION

I also employed Lee Ungermann as the Operations Manager and he was promoted CEO and is now head of the Sports Aviation section of CASA. I was also involved in the name change to Recreational Aviation Australia Inc.

During my second term as President, I and the board were overseeing an office full of committed staff and managers and working with CASA towards a RA-Aus with better governance and safety management systems.

I was directly involved with approval of direct crossings of Bass Strait, including legally flying via King Island, access through military zones for holders of both GA license and RA-Aus certificates. I was also involved with the weight increase to 600 Kilo's for 95-55 aircraft and another height increase of up to 10,000 feet.

These are just a few accomplishments. However, there are many more items that need to be addressed such as, additional Aircraft weight, to allow many of our approved aircraft to be flown more safely and up to their maximum approved weight, allowing a few more aircraft into our category that just miss out under current regulations.

Further to this I would like RA-Aus to gain approval for endorsements to operate in controlled air space, for those that have a need to enter or transit this airspace. CASA now has a Recreational Pilots License and I am committed to ensuring that the privileges and safety available on that License will be available to you as an RA-Aus Pilot. We have to preserve the rights and freedoms that we have now and continue with the building block approach, we need to keep the basic minimum standard certificate and not force extra unnecessary qualifications on Pilots that don't need them, but have all privileges to add on. This includes appropriate education and training for the type and category of aircraft and airspace you wish to fly in.

I have been running flying schools since 1986 with my company Freedom Flight Pty Ltd.

I am talking to many Pilots on a daily basis due to my flying schools and telephone access at all times. If you need representation on any Issue that you have and require RA-Aus to assist, if you have any ideas for areas of improvement or want to know my stance before voting please contact me on 0428 824700.

Please make the effort and vote, your vote will make a difference as many members don't vote, an experienced board will maintain, increase and improve where and how you fly.

Ultralight and Recreational Aircraft have been my life since AUF / RA-Aus started and I look forward to representing the members and Recreational Aviation into the future and assisting all members to "fly higher".

Eugene Reid.





BOARD ELECTION

Graeme ALLINSON

RAAus Board
Elections
Candidate statement
graeme.allinson@gmail.com



The last twenty years has been spent delivering better governance for a variety of Boards. I've sat as a board member with the Rail CRC, so I know the importance of contemporary, lean and practical approaches. I achieve this through reflection on practical experience in a number of successful organisations, separating the critical information from the distractions, combined with academic training and continuing development at respected leading institutions.

Strategic expertise

My early career was spent developing, streamlining and improving Shell's businesses overseas. This did not include Board involvement, although strategy and planning (along with strong people skills and fiscal discipline) were essential. Towards the latter part of my career I conducted many strategy reviews reporting directly to the relevant Board sub-committees. These ranged from Shell's Global Chemicals to the fledgling LNG business development in Oman and even Shell Aircraft Ltd (operating and chartering fixed wing and rotary services in over 100 countries). The nature of these reviews was to question, through interview and research, the new strategies developed and then to reach agreement with the accountable executives on any issues and recommendations, thus providing assurance to the Board that the systems of control for the business were sound. My success in navigating the challenging discussions with capable leaders was based on open and constructive questioning to establish understanding of the situation and then proposing suggestions, based on knowledge and experience from elsewhere.

My understanding of management theories around strategy development in a range of business contexts was broadened by studies during my MBA studies in the UK during 1999.

Since then I have practiced strategy development in a range of contexts: as an Executive with the Board at a national rail operator, for the Rio Tinto energy businesses and recently, on the RMIA committee creating a strategy to develop risk management as a profession. There are probably some similarities between the challenges at RMIA and some of those faced by RRAus.

Financial literacy

I am adept at reading between the lines on budgets, cash flows and investment proposals and at identifying key drivers of value creation or destruction. I use a combination of analysis, scenario thinking and value at risk type simulation to do this, an approach that I have developed over my career. However, while I am clear on the practical fundamentals from my MBA and then the Company Director's Foundations program, I do not claim specialist accounting knowledge.

Legal skills

My commercial roles have generally been in complex areas requiring legal advice on the implications of commercial decisions I would make, rather than an understanding of specific laws per se. However, I have developed a compliance framework for a mining company and, as Chief Risk Officer at QR Ltd, I commissioned a simplification of the Rail Safety Management System covering the five regulated networks to improve safety for everyone. My observation is that the aviation industry appears to follow a similar approach, and RAAus directors must be clear on how operating manuals and training programmes fulfil legal and regulatory obligations and consider human factors.

Managing risk

I am one of few people who hold the highest professional risk qualification in Australia: the Certified Practicing Risk Manager (CPRM) and have been a thought leader in this area for over twenty years. Having laid the foundations for Shell's risk management framework, and having co-authored Shell's Trading Controls Handbook on a risk basis, I then worked as Director of Risk Management for EY, developing and building risk management capability within a number of organisations. I have a particularly strong background in building lean contemporary control frameworks to manage risk, which both enhances business performance and simplifies governance monitoring, and is therefore well received by both executives and board members.



Managing people and achieving change

I liked the Shell business model. It was built on three key pillars: people development, operational (process) excellence and fiscal prudence. Achieving results required a balance of those priorities, and often, influencing people who were outside of traditional 'chain of command'.

My success has been in collaborating with people from a wide range of backgrounds through leadership and example rather than command. This means that I question, suggest and demonstrate rather than direct, an approach that has proved beneficial in most circumstances.

I also understand and practice clear goal setting, delegation, trust and encouragement (and of course monitoring) to develop people to achieve their potential. More recently I have mentored staff to provide additional guidance. The role of a Board member is subtly different to the role of manager and adds a layer of complexity, but the approach remains the same.

Of equal significance to individual performance is the alignment of organisational structure with the business/operational processes. My extensive career experience in both reviewing and creating new organisational structures, recruiting new leaders, and predicting and influencing change to drive results, may also provide some new perspectives in board discussions.

Industry knowledge

GFPT with Royal Queensland; gliding training in NSW, and now RPL with Pathfinder provide me with the basics of airspace structure and management, the growing range and challenge of aircraft using the airspace, the technologies employed and the regulations imposed. This means that I know enough to ask the right questions and not make assumptions.

Understanding stakeholder expectations

I have dealt directly with rail safety and workplace safety regulators, government department officials, partners and other stakeholders in various capacities. All have specific and sometimes competing needs. The strategy must identify and address key needs if it is to

be successful, requiring Board involvement and subsequent oversight. However, simple and regular open communication with key influencers can often be the pragmatic and manageable approach.

Information technology

I'm an engineer so I'm an early adopter of most technologies and I understand and support the sensible application of new approaches. However, I am also cognisant of the new risks that these can inadvertently raise and seek a managed approach to the adoption of significant changes. That was my role on the Rail CRC Board.

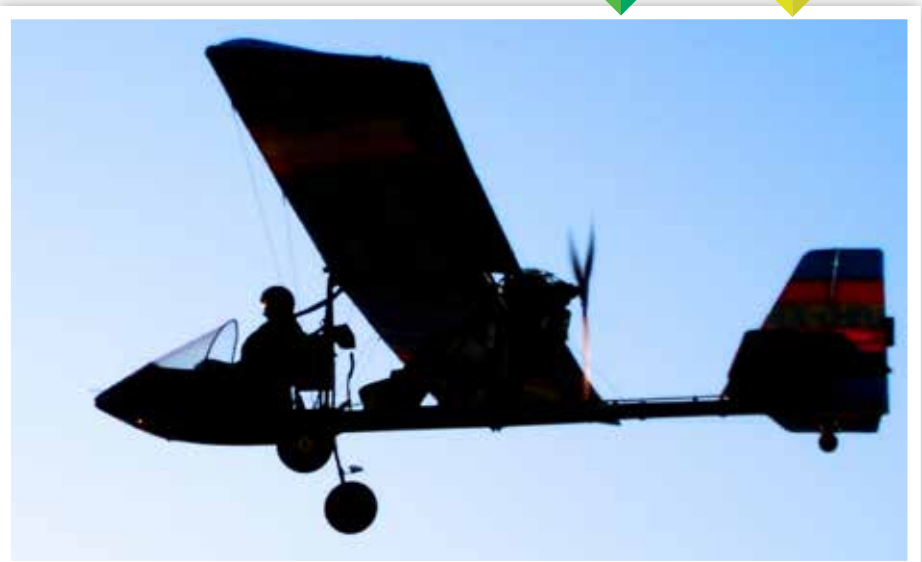
In summary

I would like to offer the Board and the members of RAAus an action-orientated but systematic risk-based approach to our challenges, and a willingness to put in the effort to address our members needs in an imaginative and affordable manner.

Statement of no financial interests

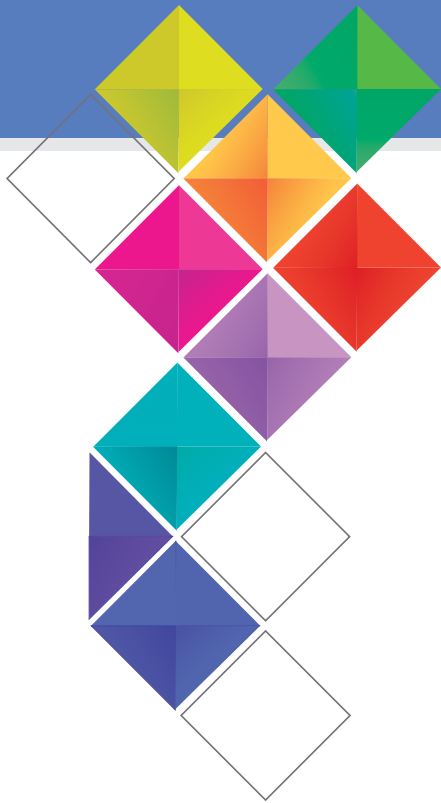
I hereby declare that I have no income, remuneration or honoraria derived from aviation-related interests.

Graeme Allinson





BOARD ELECTION



Keith FINLAYSON

RAAus Board
Elections
Candidate statement
keith.finlayson@gmail.com

Statement Addressing Desired Skills Mix

I have a life-long interest in aviation, initially learning to fly in hang-gliders and sail-planes and since 2009 have maintained and flown my own aircraft as a member of the RAA in Far Northern Queensland. I am very interested in further contributing to the development of the Association, with a focus on increasing safety and keeping costs down to make recreational aviation an activity open to as many people as possible.

I believe I can assist with these efforts by bringing a good combination of skills to the board. For more than 15 years I have advised corporate and government organisations on strategy and worked to implement business transformation programs. This has included assignments with technology start-ups, resources companies, airlines and financial institutions. This business experience is complemented by my early career as a scientist with the CSIRO and the Australian Antarctic Division. Furthermore I understand the perspectives of recreational aviators based both in regional and urban centres, having my roots in the bush but travelling regularly between Canberra, Brisbane, Sydney and Melbourne.

I also bring what I hope are relevant educational qualifications to the role, including a Masters of Business Administration, and professional development courses completed as a member of the Australian Institute of Company Directors.

The following table is presented to help the RAA in assessing my background against the specific skills being sought for the board:

SKILL
Strategic expertise
Financial literacy
Legal skills
Managing risk
Managing people and achieving change
Industry knowledge
Understanding stakeholder expectations
Information technology

I hope to have the opportunity to put this experience and training to use in the service of the members of the RAA.

Statement of no financial interests

I receive no income, remuneration or hono- raria derived from aviation-related interests.

Keith Finlayson



✕ BOARD ELECTION

SELF-ASSESSMENT	RELEVANT EXPERIENCE AND QUALIFICATIONS
Very good	<ul style="list-style-type: none"> 15 years as a management consultant helping organisations develop and implement winning strategies
Very good	<ul style="list-style-type: none"> Extensive experience in financial and economic modelling to support critical business decisions Training in financial statement analysis as part of MBA degree
Fair	<ul style="list-style-type: none"> Training in law related to not-for-profit governance in Australia (Australian Institute of Company Directors) Training in corporate law (Northwestern University USA)
Fair	<ul style="list-style-type: none"> Served as Senior Risk Analyst to the Sovereign Wealth Fund of Norway Lectured on financial risk management at the Australian National University
Very good	<ul style="list-style-type: none"> Involvement in more than 20 large business transformation programs Experience leading field teams in remote and hazardous environments
Good	<ul style="list-style-type: none"> Recreational pilot since 2009 Experience with hang-gliding and sail-plane community Previous experience with airline business transformation programs Involved in aerospace research projects as a student at the Australian National University
Very good	<ul style="list-style-type: none"> Completed Company Directors course as member of the Australian Institute of Company Directors Experienced in working at Board Level with private and public sector organisations Understanding of issues faced by members in regional and urban Australia
Very good	<ul style="list-style-type: none"> Experienced in designing and deploying IT for strategic and operational decision making Completed courses in computer science and data science (ANU & MIT)





Lorenzo MAZZOCCHETTI

RAAus Board
Elections
Candidate statement
lmazzocchetti@mac.com

Strategic expertise

This has been acquired in a number of areas and accumulated not only in my 20 plus years as a lawyer (including at partner level for almost 10 years) but also in business generally and my involvement in education.

By nature of my position, I must initiate options that are feasible for my clients and the firm. I deal with a wide spectrum of individuals and groups, from CEOs to 'coal face' workers, Ministers, Chief Financial Officers and Managing Directors, by virtue of the nature of my profession.

I not only obtain a complete understanding of the clients' issues but I also attempt to obtain a thorough understanding of their business.

While it is one thing to provide advice to a client on a reactive basis, becoming knowledgeable of the client's business (including stakeholders) allows me the opportunity to suggest options to the client in proactively taking steps to prevent a problem or risk from occurring.

Being a leader, I also recognise that staff are our most valuable resource. Knowing how to deal effectively with staff is a key component in the success of high-achieving organizations and organizational effectiveness.

One of my strengths is the ability to develop teams that know how to work towards a common goal. When a team functions effectively, productivity and profitability increases.

I possess strong work ethics such as integrity and live by the motto that this reflects back on oneself at the end of the day.

Where the attitudes and values portrayed by an entity are of a high standard, clientele will benefit firstly and then pass on to others their good opinion of the business/organization.

Implementation of the strategic plan is a collaborative effort of the 'whole' team. It must be for the betterment of the firm and ultimately the client.

Financial literacy

Although not professionally an accountant, I have gained this knowledge through experience in my legal practice, study and overseeing budgets in various businesses.

Legal skills

I have been practicing law since 1995. I am a Notary Public and senior lawyer with the legal firm Beger & Co Lawyers. Previous positions include Partner with both Grope Hamilton and Donaldson Walsh lawyers, senior associate with Minter Ellison and solicitor to the Registrar-General of South Australia. I am passionate about education and have not only provided legal advice to tertiary institutions (including The University of Adelaide), I have also been directly involved in delivering and structuring legal courses at a tertiary level since 1999 (including course co-ordinator of the Corporate Law course in the University of South Australia LLB program between January 2012 and December 2013).





BOARD ELECTION

Managing risk

In my legal profession, I am usually asked to consider clients' position and to assess, guide and minimize risk. Considering the broad nature of my clients, the scope is broad. I have had cause to consider and manage risk by using Standard AS/NZ ISO 31000:2009 (formerly AS/NZS 4360).

Managing people and achieving change

Being a leader, I recognise that staff are our most valuable resource. Knowing how to deal effectively with staff is a key component in the success of organisations and organisational effectiveness.

One of my strengths is the ability to develop teams that know how to work towards a common goal. When a team functions effectively, productivity and profitability increases.

The work environment has a direct bearing on this criterion. Aesthetics are important in conjunction with a well thought out design.

Resources available to staff in the form of, for example, education, secretarial support, practical training both in new areas and that incidental to the area of speciality, will raise morale and as a natural spin-off, better productivity.

Further, while it is one thing to provide advice to a client on a reactive basis, becoming knowledgeable of their business (including stakeholders) allows me an opportunity to suggest options in proactively taking steps to prevent a problem or risk from occurring. This may also involve assisting businesses to lower risks associated with change, eliminate resource

conflicts and highlighting successes and mistakes of the past.

To coin a phrase used by Albert Einstein: *"We cannot solve our problems with the same thinking we used when we created them."*

Industry knowledge

The only exposure that I have had in the aviation industry while as a lawyer was when I was acting for Tesna in negotiating a lease of the area formerly occupied by Ansett at Adelaide Airport. Having mentioned this, I have dealt with and continue to deal with large entities of various backgrounds.

On a personal note, I also have a strong passion for aviation, choosing to complete an electrical engineering degree (with Honours) instead of a Bachelor of Civil Aviation at the University of South Australia due to the high cost associated with flying hours and poor job prospects at the time. I have no regrets in this regard as engineering taught me how to think *laterally*.

Regardless, I reignited the passion by taking up flying lessons early this year through the Adelaide Soaring Club, Gawler, with a view to obtaining a recreational license.

Understanding stakeholder expectations

Above mentioned, here repeated, while it is one thing to provide advice to a client on a reactive basis, becoming knowledgeable of the client's business (including stakeholders) allows me the opportunity to suggest options to the client in proactively taking steps to prevent a problem or risk from occurring.

Information technology

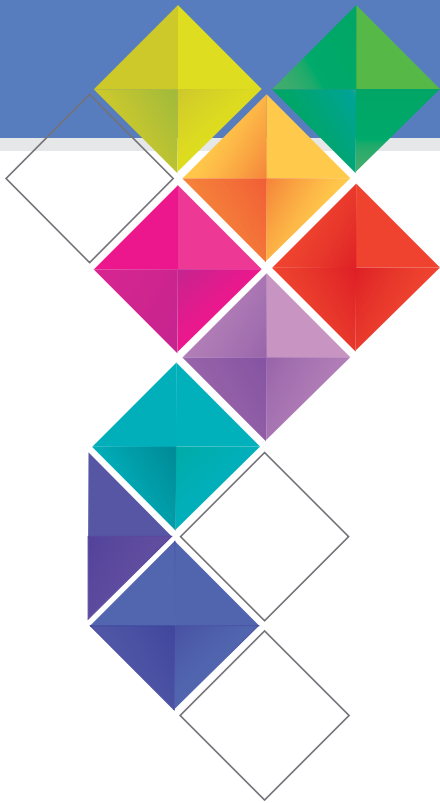
I was awarded an Honours degree in Electrical Engineering in 1992 at The University of South Australia. Having mentioned this, I embrace technology and encourage proactive implementation.

Lorenzo Mazzocchetti.





BOARD ELECTION



Luke BAYLY

Project Engineer (Underground)
B.Eng(Mech), B.Fin, MBA,
CPEng(Mech), NER(Mech)
lukebayly@gmail.com

With a new constitution in place for the RA-Aus organisation in 2016, I believe there is now a high demand for professional leadership with the right skills, education and experience to develop and adhere to a refocused strategic direction. To ensure this occurs, the new board will require those members with the skillset and interest in corporate governance and strategy development to drive this new charter over the short to medium term while we adjust to the new responsibilities. As such, I would like to volunteer my time and skills within this area to assist with the stewardship of the RA-Aus organisation.

My current role is as a Project Engineer in the highly regulated underground coal industry. I have formal qualifications of a Bachelor Degree in Mechanical Engineering, a Bachelor Degree in Finance and a Masters of Business Administration. I am also a Chartered Professional Engineer (CPEng) and member of the Mechanical College on the National Engineering Register. The pursuit of these specific qualifications were led by an interest in the higher level functions of business with a focus on executive management and corporate governance of organizations. Having been previously involved in the strategic development of business teams, I would be honoured to apply these acquired skillsets to further the interests of our membership base.

In addition to the skills noted below, I would like to highlight a key strength I possess in my ability to communicate with people. I tend to have an empathetic approach when dealing with people and am of the firm belief that by examining the conflicting information/priorities held by two individual parties, that an appropriate resolution can be attained. This strength was evident during a recent multi-million dollar project where I was placed as sole responsibility for the interaction between two companies with mutual uncooperative parties and after six months of communication/negotiation, achieved a successful result with a highly positive working relationship. It is only through assessment of all perspectives that you can truly come to the right outcome for all.

I am also at a point where my career in business management is emerging and I hope to

use the experience learned through contributions made to the RA-Aus governance team to further assist the RA-Aus organisation in the future. Approaching the role with a professional attitude and the commitment required, I hope to fulfill the responsibilities of the board through continuing professional development. Being highly outcome driven and with a keen ability to set and complete tasks in a rapid timeframe, I would be an ideal candidate for this position.

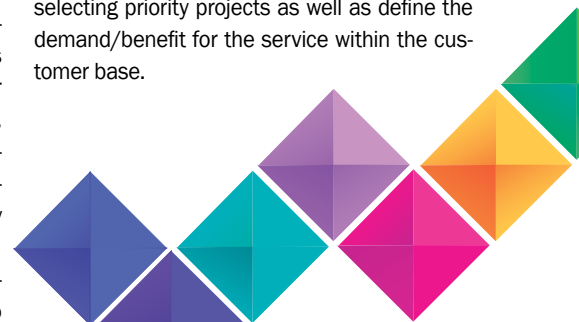
This is an exciting time for our organization and its members while adjusting to our new constitution. I believe that it is critical at this point to clearly understand more than ever what matters to our members and ensure that our organisation is headed towards achieving those priorities.

To demonstrate that my skills, qualifications and experience are suitable for this role, I have outlined my conformance to those required as a board director as below;

Strategic Expertise

Formal Qualification - Masters of Business Administration

Experience - In my previous roles as an equipment consultant and upon the completion of my MBA, I have been involved and directed several business unit strategic reviews. These reviews were to coordinate the collective knowledge of our business teams in an effort to align with the future direction and goals of the organisation. For example, I raised the issue of how to show value in a non-recoverable role position and through close consultation with the team, outlined a charter for an internal cost per hour value of the role to be applied when scoping and finalizing projects. This enabled the business unit to estimate the cost/benefit when selecting priority projects as well as define the demand/benefit for the service within the customer base.



Financial Literacy

Formal Qualification –

Bachelor Degree Finance

Experience - While I have never been employed in a financial specialist capacity, utilizing my knowledge of portfolio analysis and markets attained through a bachelor degree in finance, I can easily understand and interpret business financial statements. This in depth analysis allows comparison of the company's financial position with its peers as well as an overall perspective of the health of the company. Using such measures as Price Earnings, Book Ratio and assessing the cash flow statements allows consideration of the fundamentals for overall company performance.

Legal Skill

Formal Qualification –

Bachelor Degree Engineering (Mechanical)

Experience - I have limited exposure or formal qualifications outside of the legal requirements in the field of engineering, however through my last two positions in Equipment Management, I have had a moderate exposure to contracts management. Specifically, within the legal environment, I have been involved in the proofing of equipment supply contracts to ensure the underlying details align to the interests of the company as well as the use of contract documentation in the management of mining equipment performance guarantees and warranty provisions. However, my exposure to legal issues relating to corporate functions is limited to my theoretical knowledge attained during my MBA.

Managing Risk

Formal Qualification –

Masters of Business Administration

Experience - My exposure to formal risk management practices began during my education for both Mechanical Engineering and Finance in dealing with both physical risks from equipment failure along with financial risk management of portfolios. Using this base of knowledge, I was then able to expand my skills into the fields of risk management associated to business

operations through my Masters of Business Administration. While the latter is still in need of some further exposure before I would claim proficiency in the area, my extensive experience in risk management process in the field of engineering and finance would quickly adapt to the role requirements.

Managing people and achieving results

Formal Qualification –

Master of Business Administration

Experience - Although Human Resources was part of the formal qualifications in the MBA program, I consider my education to be founded in my experience leading small project teams on reliability engineering projects. Using this fundamental experience, I was able to quickly upscale these skills and coordinate several divisions within our company to successfully deliver multi-million dollar equipment overhauls for notoriously difficult customers.

Industry Knowledge

Formal Qualification –

RA-Aus Pilot Certificate

Experience - My knowledge of the aviation industry is limited to my experience as a student and licensed RA-Aus pilot. However, the regulation to standards required from the industry is of a comparable level to that of the mining industry utilizing the same specialist training/licensing/regulation for the operation of equipment outside of the average person's scope.

Understanding Stakeholder Expectations

Formal Qualification –

RA-Aus Pilot Certificate

Experience - Again, my understanding of stakeholder's expectations is limited to that of being a student and current RA-Aus Member/Pilot.

While I believe that this certainly qualifies me as a stakeholder since our members make up our organisation, my exposure to the broader community of members is limited and something that I am keen to expand on such as travelling to other clubs to gain a broader perspective on our membership base.

Information Technology

Formal Qualification –

Bachelor Degree Engineering (Mechanical)

Experience - My current role requires the collation and assessment of data from our underground mining equipment and as such, requires a high level of IT skill and experience in both the use and the development of multiple software tools. Additionally, I am very proficient at the use of reporting tools such as the Microsoft Suite and Asset Management Databases.

Disclaimer:

I currently hold no affiliation to any specific interests within the aviation community. I am a recreational pilot who believes in the RA-Aus organisation's ability to get people involved in aviation through a safe and affordable process.

Luke Bayly





BOARD ELECTION



Rodney BIRRELL

RAAus Board
Elections
Candidate statement
mail@goflying.com.au



RAAus has become one of the world's largest sport aviation organisations. We manage more pilots than any other sport aviation organisation in Australia and we fly more aircraft than the combined numbers of all Australian airlines and the Australian Airforce – it's impressive.

My view is that we should not rest on our laurels, that we should represent our members' interests first as our primary task, while maintaining support for the sport aviation industry.

If elected as an RAAus Board member, I propose to support our principles by being an advocate for the following policies:

- Encourage, promote and further develop RAAus' prime function of looking after RAAus members.
- Improved flying privileges without further restrictions.
- Support and promote the sport aviation industry as a whole and encourage RAAus to work more cooperatively with other Sports Aviation organisations.
- Continue to support the policy move to increase the maximum take-off weight to allow heavier sport aircraft to fly within RAAus.
- Continue to support the introduction of the optional Controlled Airspace endorsement.
- Reintroduce the RAAus national Fly-In NatFly. It's the heart and soul event of our organisation, part of our reason for being.
- Work to preserve the rights of ultralight pilots who fly single seaters, powered parachutes and weightshift control aircraft - without imposing new restrictions or removing privileges.
- Support the return of *Sport Pilot* magazine to be distributed free as a hard copy magazine to members, initially by offering a discounted cost-only subscription which covers actual printing/postage costs (estimated to be \$45.00 per year), with a no-cost subscription as additional funding becomes available.
- Support the policy that RAAus improves its financial health by no longer spending its reserves on recurrent expenditure. RAAus has been running at a loss for many years, hundreds of thousands of dollars have been spent. RAAus can and should now "live with-

in its financial means".

- Support and further develop the GYFTS scholarship program and the RAAus aircraft Heritage fund.
- That RAAus develop and expand its role to become a service provider for other sport aviation bodies.

We have the skills, the talent and the capability. Other organisations would benefit from our capabilities and we would benefit from operating our business on a larger, more profitable scale.

Background: I am privileged to be one of the founding members of the AUF/RAAus. I previously served the AUF/RAAus as its President and as one of the first Operations Managers. I believe I bring a degree of experience and a depth of corporate knowledge to the Board that is of value to RAAus.

I have worked as an RAAus Board Member during the last Board term. For those new to our sport, the RAAus Board carries the normal duties of a Board of Directors and it is the policy making body of our organisation. I have received no remuneration for my work as a RAAus Board member.

The proposed Board Charter asks that the following items be self-assessed in this statement:

Strategic Expertise

I was a part of the AUF/RAA team that introduced legal sport aviation to Australia including formal sport aviation pilot training. Along with my colleagues we enabled the introduction of

legal twin seat ultralight aircraft, the introduction of simplified aviation medical requirements. I personally negotiated revisions to the aviation orders that cover our sport, wrote one version of our Operations Manual, with a volunteer team authored and produced the first and only aircraft AUF/RAAus airworthiness certification publication. I participated as President in the Australian Government Transport Safety review.

I introduced, with Board member support, the AUF/RAAus reserve fund. This fund was designed initially to provide savings to allow RAAus to purchase its own office (completed) and then to provide for future asset purchases while

✕ BOARD ELECTION

maintaining a financial reserve should CASA decided to withdraw its support.

I supported the introduction of the GYFTS young pilots training support fund (financed by voluntary member and corporate donation). In the last term I introduced and received Board support for the funding of an RAAus aircraft heritage fund.

Financial and Legal competency

RAAus operates with a well-qualified management team that prepares comprehensive financial reports that are independently audited. As an organisation we also receive ongoing professional legal advice. I submit, after many years of experience, I have demonstrated the experience to analyse Board financial and legal reports. I have managed my own aviation company for many years.

To survive financially, over many years, demonstrates a stable financial and legal capability.

Managing Risk and People

I have completed the AeroSafe aviation risk management and safety management training courses that were sponsored by CASA/Airservices Australia. I supported the introduction of the Safety Management System program to RAAus to manage our operational risks.

Our financial risks are managed by the Board as a whole, and I do give voice to my concerns in this area. At my business I work with my own aviation support team, both ground and air. I have a depth of experience working in an effective way with a diverse range of people from many different backgrounds.

Industry Knowledge

My background includes flying, building and maintaining Ultralight, Sport, General Aviation and Commercial airlines, experience gained over 40 years. I have been a member of the AUF/RAAus Board, off and on, for a number of years. I have qualified as an airline transport licence holder

(ATPL), I hold a current RAAus Chief Flying Instructor and Pilot Examiner qualification. In terms of builder experience I have built a number of sport aircraft, including the SOL, Icarus II, Fledgling, a Pterodactyl and a Cobra, I also hold a Level 2 maintainer qualification.

Stakeholder Expectations

The primary stakeholders in RAAus are its members, its volunteers and its staff. The sport aviation community is another important stakeholder, comprised of flight schools, aircraft manufacturers, importers and aircraft maintainers. Depending on your view of corporate stakeholder principles, RAAus works with, Federal and State governments, the CASA, Airservices Australia, the ATSB as well as other sport aviation bodies - all important constituents.

May I submit, after many years of hard experience, I am able to understand the expectations of these stakeholders.

Information Technology

Comprehension fine, functionality OK, my speed using new IT software - not as fast as I would like! In terms of Board performance, the RAAus Board conducts its business elec-

tronically via a dedicated web based Forum. My involvement in this IT space represents the highest participation rate of all current Board members. In a non-aviation area I manage my own web based IT business.

Supplementary statements

By Law 4 - Rod Birrell works as a flight instructor (CFI) at Airsports Flying School Pty Ltd a flying flight training facility he manages and owns. Airsports Flying School also imports and distributes light sport aircraft, as well as parts and aviation equipment.

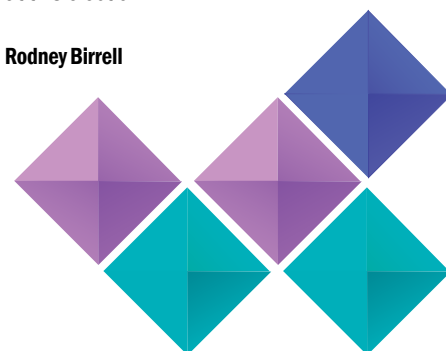
Board Charter

Unfortunately under the proposed RAAus Board Charter I am prohibited from giving further details of my flying experience, years of membership or the region/state where I reside.

My email is at mail@goflying.com.au if you would like to contact me about any of the issues I have raised.

My interest remains working for the RAAus to represent you by continuing to fight for sound reform and good policies. I ask for your support at this election.

Rodney Birrell





**Tony
KING**

RAAus Board
Elections
Candidate statement
tking58@gmail.com

I declare that I receive no financial benefit of any kind from aviation related interests.

I am an IT professional with 35 years' experience in both private and public sector organisations, much of it at management and executive level, leading large teams with budgets in the many millions. For the past three years I have also been a member of the RAAus Board, serving on the Executive as Secretary since April 2014. I have expertise and experience in all of the eight skill areas RAAus is seeking in its directors.

Strategic Expertise

I have expertise and experience in the development and execution of strategy in a variety of organisations in both the public and private sectors. Throughout my career I have been involved in, and on occasions have led, strategic planning initiatives in the areas of technology and business development. Equally (and perhaps more) importantly, I have extensive experience leading the execution of strategy, including adapting the implementation to suit changes in circumstance. During my time on the RAAus Board I have contributed strongly to the initial development of the RAAus strategic plan and to its recent review. I have also been heavily involved in oversight of the execution of the RAAus Strategic Plan.

Financial Literacy

My formal training in accounting and finance includes first year university subjects and an accounting and finance module undertaken as part of my study towards a Masters Degree in Business and Technology. Most of the roles in my career have required a degree of financial literacy, including management responsibility for operational and project budgets in the many millions and over 20 years as a small business owner.

Legal Skill

I have a sound understanding of Australian law based on extensive experience in the commercial world, my experience on the RAAus Board and formal education as part of my study towards a Masters Degree in Business and Technology. I am well versed in various bodies of Commonwealth and state law including corporate law, the Privacy Act, aviation law and contract law. I have experience, both professionally and in the course of my time on the RAAus Board, determining when to seek legal advice, briefing legal advisers and making decisions based on legal advice.





BOARD ELECTION

Managing Risk

Management of change has been a key theme throughout my career and change always involves risk. I have thus become adept in the management of risk, in addition to formal training in a number of contexts including a risk management module as part of my study towards a Masters Degree in Business and Technology and a significant risk management component in my Diploma in Project Management. The risks faced by RAAus and its members are different from those I encounter in my day to day work, however the principles of risk management are applicable nonetheless.

Managing People and Change

I have formal training in both people management and change management, including a people management module as part of my study towards a Masters Degree in Business and Technology, human resources training as part of my management roles at various employing organisations and a significant human resources component in my Certificate IV in Frontline Management. I have led teams of varying size (and therefore had responsibility for managing people) throughout my career.

Management of change has been a key theme throughout my career and I have various qualifications and extensive experience in management of technical change as well as experience managing organisational change. I have played a significant role in many of the extensive changes that have taken place in RAAus over the past three years, including the selection of our current CEO, the systems modernisation project, our new Technical and Operations manuals and our new Constitution.

Industry Knowledge

Having been a board member of RAAus for the past three years, and an agitator for change for some time before that, I have developed a solid understanding of the aviation industry and the special place RAAus has in it.

Much of the credit for the huge improvement in the standing of RAAus within the industry belongs to our current President and our CEO, however the rest of the Board, and the Execu-

tive in particular, also deserve credit for raising the profile and credibility of RAAus with those who matter in the industry. RAAus has never had a better relationship with the regulator or the Minister, has regained its standing with the rest of the sport aviation sector and is today viewed by the aviation industry as a serious and credible participant. I'm proud to have contributed to the team that has achieved this.

I also have a good understanding of the regulatory environment as it pertains to recreational aviation in comparable overseas jurisdictions including the US, UK, Canada, Europe and New Zealand. This assists RAAus in considering innovations taking place across the world to enhance the services available to RAAus members.

Understanding Stakeholder Expectations

As a professional in change and project management, management of stakeholder expectations is a significant part of how I make my living. In fact my success in my career depends to a large degree on my ability to understand and deliver on stakeholder expectations. Similarly, in my involvement with RAAus I have always been conscious of the fact that RAAus is a member services organisation first and foremost. The expectations of other stakeholders (e.g. CASA) are important, but the members must come first.

Like most RAAus members I am passionate about flying. In addition to being a pilot I am also an aircraft owner and builder and I believe this helps me to understand and relate to the concerns of RAAus members.

Information Technology

I have spent my entire career (35 years) working in the IT industry and was a keen computer and electronics hobbyist for some years prior to that. I have formal qualifications in electronics and microprocessor technology, have completed industry training on pretty much every major IT platform of the past 30 years and hold or have held certifications from Microsoft, Novell, Cisco, Citrix, Checkpoint and others.

In addition to my knowledge and experience in these key areas I bring a strong analytical capability, attention to detail, a commitment to

working as a team and a firm belief that education rather than regulation is the best way to make recreational aviation safer and more accessible.

I believe these attributes make me an excellent candidate to be a director of RAAus and I look forward to serving the members in that capacity.

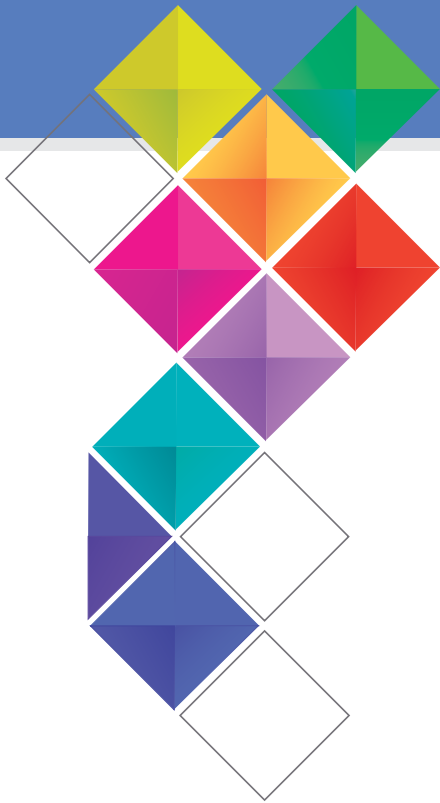
I can be contacted by email (tking58@gmail.com) or phone (0400 226 275) should members wish to discuss any RAAus related matters.

Tony King





BOARD ELECTION



Trevor BANGE

RAAus Board
Elections
Candidate statement
trevorbange@bigpond.com

As part of the RAAus process for the election of Directors, I hereby submit the following statement addressing the core skills selection criteria of:

Strategic Expertise

(a) Being a director of a credit union involved reviewing long term financial and investment market trends, property development, assessing member's submissions for loans, assessing viability to repay loans, predict and assess potential threats to the credit union including state wide planning and credit union long term development

(b) My role as Chairman of this state wide credit union included assessing and evaluating fellow Directors, overseeing staff, counselling and disciplinary requirements

(c) As an aviation course director, the role involved planning and implementing training courses to meet ever changing demands both internal and external

(d) As a DCA (now CASA) delegate, I had the responsibility to plan course content and delivery, ensure training was consistent with established guidelines, review and assess overall results to improve product delivery

(e) As a RAAus Board member over recent years, I attended governance training with application for strategic planning and review, establishing short and long term goals for safety, integrity, transparency and solidarity

(f) Each of these roles required constant planning, implementation, reviewing, assessment and measureable product delivery to meet established goals, implement changes where required to ensure improvement and to establish good governance and direction of the organisation, including succession planning and appropriate confidentiality.

Financial Literacy

Accountancy has been a strong interest since high school days. University training was unaffordable and not a possibility. When elected to the committee of a gliding club, the Treasurer's role was an opening that touched the goals of youthful aspiration. Taking on this voluntary role ensured development of a deeper understanding and application of accounting practices, budget development and implementation, financial assessment and planning leading to appointment as a credit union director with further financial insight, direction and literacy and the ability for assessing, evaluating and approving loan applicants.

This background and interactive application has given me a general understanding of budgeting, financial planning, profit and loss and balance sheets and appropriate reporting requirements.

I have developed and implemented strong accounting, control and financial policies in various clubs with a close monitoring of financial performances.

Whilst on the Board of RAAus, I have developed a stronger understanding of financial management, budgeting and evaluation of a multi-million dollar organisation.

Legal Skill

(a) Being a Director and Chairman of a credit union ensured correct governance, compliance with all regulations both financial and legal and ensuring correct reporting processes

(b) As a committee member of various clubs filling the positions of Treasurer, Secretary and President, with a good understanding of Constitutions, the application of rules derived from the Constitution and the governance role of Directors and committee positions. I have been instrumental in writing and modifying club Constitutions. With the governance role as a Board member of RAAus over past years, I have been directly involved with reviewing and recommending various changes to the new RAAus Ltd Constitution

(c) As a qualified Justice of the Peace I undertook specialist training courses to equip me with the skills to embrace this volunteer community role with a strong degree of confidentiality.

Managing Risk

(a) Being a maintenance engineer I am alert to varying degrees of aircraft hazards generated by unserviceability, rectification and the ongoing re-evaluation of maintenance practices

(b) From a management aspect I have been alert to dangers posed to business financial structures and the protection to assets whilst applying risk management principles

(c) My role as a committee member ensured an application of high diligence and care over various aspects of club and business structures with aspects of fiduciary duty over time to ensure there were no dereliction of duties, authorities or conflicts of interest and compliance requirements by follow up checks and audits

(d) Implemented a system of checks and balances and procedures into a flying school covering ground operations, aircraft servicing and member / visitor protection with regular reviews of procedures and outcomes.



Managing people and achieving change

My working career saw me employed as a psychiatric nurse. I was promoted to Clinical Nurse with numerous lengthy acting roles as a Clinical Nurse Consultant and Nurse Manager. These roles included supervising and managing ward and unit staffing, rosters, staff evaluations and assessments, activities planning, sheltered workshop management, staff training and crisis management.

In this specialised field of psychiatric nursing we were regularly presented with crisis situations that involved counselling and mild mannered actions to effect change of behaviours and conflict resolution.

Long time working with numerous subordinate staff and peers, included delegation of duties, assessment of tasks, time management and execution of numerous styles of health care demands have established a good working relationship with my peers and subordinates.

Being a Flight Commander within the Australian Air Force Cadets required the added responsible for and managing staff and cadets whilst promoting gliding for cadets and I assisted in setting up the original basis and procedures for the current AAFC cadet gliding movement.

Being a lone instructor, CFI and maintainer of a voluntary flying school required the identification and harnessing of membership skills to achieve short and long term outcomes.

I have an ethos of collaborative interaction and discussion with people to achieve a desired outcome rather than using a domineering or confrontation method. This has evolved from counselling skills acquired during my working career and includes motivation of others to achieve their personal desires or goals.

Industry knowledge

(a) As an active pilot over fifty years in three different disciplines, I have an appreciation of what requirements we need to operate in a number of aviation disciplines. Commencing in gliding I developed skills and knowledge in both instructing and maintenance areas

(b) As the appointed Regional Technical Officer for Queensland Gliding in maintenance ar-

reas, with a direct DCA (now CASA) delegation, I was directly responsible and accountable for engineer training, assessing and evaluation of engineers, issuing certificates of competencies gained and aircraft maintenance standards audits. Whilst in this role I worked closely with aviation government departments

(c) In 2002, I became involved with the RAAus movement and quickly became a volunteer instructor, CFI and PE. I currently assist RAAus operations in the role of ROC.

Understanding stakeholder expectations

(a) Strong bond and relationship with our early members and the need for preserving history

(b) Actively engage with students and pilots as a mentor, technical advisor, communicator

(c) Good public relations with local print and radio media promoting aviation

(d) Active member local and regional bodies of Chamber of Commerce, Progress Assn. and Landcare

(e) Active engagement with state and federal government bodies for Sport, Recreation and volunteer services

(f) A broad spectrum of aviation flying experience has given me the tools to be able to understand and relate to other flying disciplines

(g) Negotiated airspace arrangements with Oakey Army Aviation for gliding over many years

(h) Active member of Queensland RAPAC (Airservices Australia advisory group) with other industry groups including Airservices Australia, Bureau of Meteorology, RAAF and Army Defence units, Australian Parachute Federation, Gliding Federation of Australia, numerous GA charter and training organisations, RFDS, Honourable Company of Air Pilots and Aerodrome operators

(i) On the consultative steering committee for negotiating airspace and air traffic management procedures for Eastern Downs airspace around the new private international airport at Brisbane West Wellcamp outside of Toowoomba

(j) Numerous contacts throughout the aviation community allows me to cross borders with other disciplines and community groups establishing a bond for information sharing



Information Technology

I am competent in using the Microsoft suite of products and communicate regularly and consistently via Email and through Board forum discussions. As a club treasurer I have a good understanding of accounting packages and how to interpret this data with a broad understanding of Excel spreadsheets having adapted EXCEL to process and record financial and statistical data for a gliding club and flying school in preference to using standardised programmes. I strongly supported the RAAus computer modernisation project because of the overarching benefits to RAAus and the greater membership benefits that it would bring in the long term. It demonstrates the application of solid governance for RAAus.

External roles and interests

(a) I receive no income, remuneration, gratuities or honorarium from any organization with aviation interests. I receive no personal income from instructing or maintenance from my involvement with the not-for profit clubs as all duties are carried out in a voluntary capacity. I am a user of spare parts and fuel for my personal aircraft. I own no aircraft that are used in any flying school or to derive any income. My only commercial interest in aviation is the small return that I make from aircraft that are domiciled on my property

(b) None of these external roles compromises my ability to carry out my Director's role with RAAus and therefore I am able to remain impartial when making decisions and have no known conflicts of interest in any role

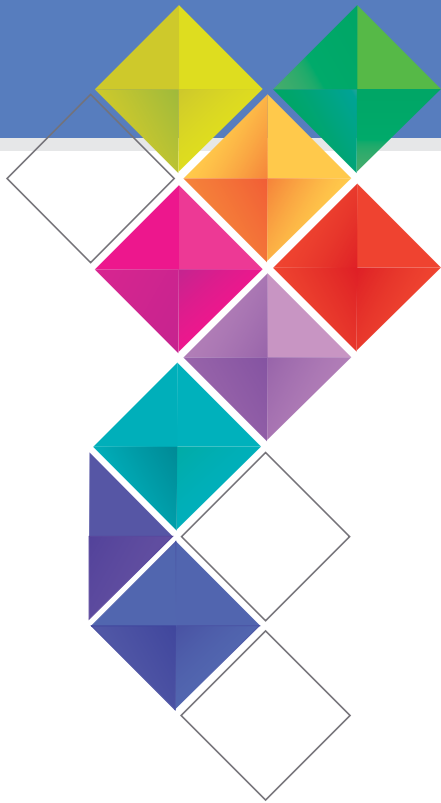
(c) Today my fathers aviation legacy remains and I am continuing that legacy with no personal agenda items. I have dedicated my retirement spare time to aviation, offering my knowledge and expertise entirely for the benefit of fellow aviators and the advancement of flight and promotion of RAAus, all in a voluntary capacity.

Trevor Bange





BOARD ELECTION



Scott BRET LAND

RAAus Board
Elections
Candidate statement
scott@ozrunways.com

The role of the board is clearly defined in its charter; to supervise business performance and compliance performance of RAAus. As a law student and professional pilot, I take a keen interest in all the areas of aviation and administrative law which concern the role of the RAAus board. I have a strong interest in administrative decision making based on an innate interest in ethics, which encompasses my passion for fairness. I believe the board must be restrained but deliberate in how it exercises its powers, focusing on guiding management to ensure the rules applying to RAAus operations are effective, member focussed and empowering for people wishing to be part of a productive recreational aviation sector.

As a member of the board I will use my position to campaign for reasonableness and fairness. Although the management is best placed to manage the day to day affairs of the organisation, I will stand firmly opposed if it appears arbitrary decisions are being taken by management and I will demand fairness in the treatment of all RAAus members; especially because the board is responsible to act as an independent check on the powers of management where necessary.

My aim in being a board member is to assist in guiding the continual cultural evolution of RAAus and I will do this by ensuring the board is competent, knowledgeable and pragmatic. I will bring to the position youth, intelligence, vigour, a fresh set of eyes, an open mind and the agility to move with the times – there is a relative explosion of exciting developments in recreational aviation and I want to help RAAus to keep up with, and capitalise on these exciting opportunities.

Strategic Experience

I have practical experience with strategic direction including recent experience with RAAus in my role as a casual consultant. As a de-facto Director of OzRunways Pty Ltd I have set and managed strategy for particular aspects of the company including marketing, finance and engagement with stakeholders (CASA, ASA, Defence).

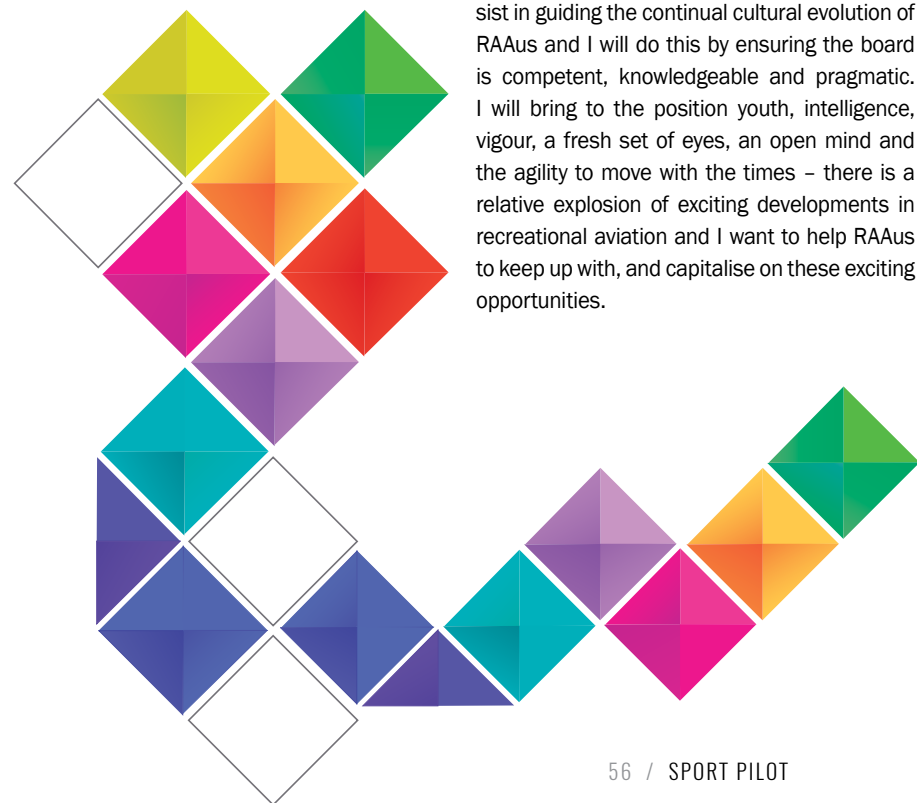
Financial Literacy

I am financially literate though I would consider this my weakest skill amongst those RAAus is seeking. My experience is very recent, but it does include developing and implementing the OzRunways operating budget for 2016-17, and running my own profitable small business since 2014.

Legal Skill

I possess a sound level of legal skill. I am full time second year legal student who has completed studies in constitutional law, contract law, corporations law, torts, criminal law and dispute resolution. My corporations law study has empowered me with the tools to find, interpret and apply Australian corporate law.

My interest in the law was spawned when I worked as the deputy standards officer for AD-FBFTS, where my primary job was to develop and maintain unit flying instructions in accordance with the ADF aviation regulation and safety frameworks. This experience has seen me start my own business providing regulatory services to the aviation industry, with one recent job involving me planning, writing and implementing an Operations Manual (including a scratch built Safety Management System and Quality Management System) for a CASR Part 175 Data Service Provider – this compilation of documents was reviewed and approved by CASA at the first instance and resulted in an operating certificate being issued to the contracting firm ahead of other firms in the industry.





Managing Risk

I have over ten years of practical and theoretical aviation risk management experience, which includes management of organisational risk factors. My experience in corporate risk management has been broadened in recent times with the work of my company. I became an ADF risk management and human factors instructor in 2009 and have been responsible for instructing a range of people from ab-initio students to much more experienced pilots and managers.

Managing people and achieving change

Perhaps the best examples of my people management skills come from my time as a flying instructor. As an instructor at the ADF's basic flying training school, teaching flying was important but in my view somewhat secondary to the role of helping the students develop the personal skills necessary to operate like a military pilot. Subsequent to my ADF career I have been involved in change management as a contractor to OzRunways and consultant to RAAus throughout 2016.

Industry Knowledge

I have a diverse knowledge of and experience in the aviation industry. I have worked as a RAAF pilot in fast jet, transport and trainers, as casual flying instructor for a civilian school, a tow pilot of a gliding club (and the president of another), and now as a consultant/contractor to aviation firms including RAAus. I attend every airshow I can around the country and this has enabled me to talk to a variety of people over the last few years and get a very rounded view of the aviation industry. As a pilot I have flown 2500 hours, with first pilot time on almost every category of aeroplane – ultralights (such as the Airborne Trike and Jabiru), gliders, aerobatic aeroplanes, helicopters, light GA, medium twins, heavy twins, multi-engine transport, and fast jets. I am a Grade 1 Flying Instructor rated to fly (and teach) low level flying, aerobatics, spinning, formation flying, instrument flying and do type rating training.

Understanding Stakeholder Expectations

A large portion of my contracted role at OzRunways has been to liaise with CASA, ASA and Defence. In my career I have gained experience in not only how to understand stakeholder expectations, but also how to build positive respectful relationships.

Information Technology

I have an above average knowledge of a wide variety of information technologies. I am an accredited support specialist for VMware on top of contracting to an aviation IT company. The majority of my adult life has involved a degree of working with varying IT systems.

Scott Bretland



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Reading the aviation bible

BY PROFESSOR AVIUS AVIATION GURU



WHENEVER SOMETHING OUT OF THE NORM HAPPENS OR AN INCIDENT OCCURS, ALL TOO OFTEN THE EXPLANATION IS 'FREAK HAPPENING' IN SOME WAY RELATED TO CLIMATE CHANGE

BUT when it comes to things aviation the question has to be asked, - was it a freak event or was it really something where we allowed our guard to drop and didn't manage the situation to full and total completion? To be in control we need the correct tools, and the best tools are the basic skills instilled into students by instructors.

When the subject of flying instructors and flight training is raised, people immediately focus on the flight side of the training. But there is more - much more. Are we, as instructors, preparing the student - the soon to be holder of a Pilot Certificate - for all situations they are likely to experience when they venture far from guidance and supervision?

I consider the core guide to be the Pilot Operating Handbook. All aircraft must have one and it is even more important for aircraft used in a Flight Training School. How many of us have really read it thoroughly? I remember doing a conversion flight a few years back and my instructor had a question from every page of the POH. I have never forgotten that.

GROUND MARSHALLING

Reference to ground marshalling is included in the Operations Manual, but how many schools actually provide substantial training in the subject? Having been involved in ground marshalling at fly-ins over the years, there seems to be more than a few pilots, not only RAAus pilots, who don't understand marshalling signals.

They don't need to be taught in an aircraft. Students can buddy up, study the signals and practice them by walking around the hangar (Ops Manual section 4.05).

WEIGHT & BALANCE

A topic often skated over because RAAus aircraft are moderately simple to load. Excluding luggage, most pilots have a good benchmark as to how much fuel can be uploaded relative to solo flight and/or with a passenger. However, unless the instructor is proficient in completing weight and balance calculations correctly, how can these principles and their importance be communicated to the student? The best place to start is, of course, the Pilot Operating Handbook.

TAKE-OFF & LANDING PERFORMANCE

How often do instructors demonstrate/supervise this exercise? In the cooler weather (when it is flyable), most RAAus aircraft perform like a homesick angel. But when the temperature

risers and you add in some aerodrome elevation, suddenly the take-off and climb performance is more akin to the curvature of the earth. Some aircraft have complex take-off and landing performance charts. But it is the instructor's responsibility to ensure the student is familiar with the content. Once again best place to start is the Pilot Operating Handbook.

REFUELLING

Filling up at an aviation approved facility at any airport is a reasonably standard procedure, but there are risks and these risks need to be identified and managed. Refuelling from jerry cans or portable bladders can be a challenge. Students should be familiar with earthing and grounding containers.

It's also important they know how to recognise the fuel is the appropriate grade (as recommended by the manufacturer) and also realise the Pilot Operating Handbook may contain recommendations regarding mixing different grades of fuels.

A couple of simple general tips:

- When refuelling a high wing aircraft and using a ladder. Position the propeller to reduce the possibility of hitting it when moving the ladder. Eg: if it's a two blade propeller, position it vertically.
- Avoid applying the brakes (wind conditions considered). If something does go wrong, you might be able to move the aircraft away from danger or other aircraft.

- Wear eye protection.
- Remember Avgas contains lead.
- Double check security of fuel caps.

GROUND HANDLING

Each manufacturer has recommendations regarding ground handling and tying down. With our light weights, moving most RAAus aircraft is relatively easy, but it always needs to be done with TLC. Tying down and securing controls always needs to be in accordance with the Pilot Operating Handbook.

PRE-FLIGHT INSPECTION

The pre-flight inspection is a key part in the management of the risks associated with flying and is more important than many people appreciate. I remember a risk management briefing by the late Pip Borrmann, to an audience of four hundred. His key message was that the pre-flight inspection was an inspection to try to determine a reason not to go flying. The Pilot Operating Handbook is the best source of pre-flight information. It will provide a recommended minimum, but it is just the starting point.

EMERGENCIES

Every Pilot Operating Handbook will include a section on emergencies. What to do when anything unusual happens. The message is clear. When in doubt always turn to the aviation bible. ✖



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THE DEVIL'S ADVOCATE

The 'S' Word

VIEWPOINT



THEY SAY THE FIRST CASUALTY OF WAR IS THE TRUTH.

I guess the first casualty of the word 'safety' is common sense, because it seems to me that as soon as the 'S' word is used, some sort of reflex kicks in whereby people congregate into one of two teams.

The first team immediately agrees with the need for safety, just for the sake of being politically correct and so no one can point a finger at them for espousing the 'unsafe' side. The second team feels they could be deemed responsible if the safety issue is not covered in some risk-absolving way. Both teams refuse to think it through. As long as they are covered. Bring on the administrative nightmare.

As a result of this thinking, my local council has had to put up signs at the beach stating that swimming is dangerous. That way the council is covered in case it gets the blame for a drowning - it can't be sued once the disclaimer is proclaimed apparently. The swarm of Monday morning quarterbacks then join the chorus that swimming is dangerous and petition for the government (or someone other than themselves) to organise an education programme so all their children are taught the dangers of swimming at the beach. Even lying on the beach is dangerous due to the chance of getting skin cancer, so perhaps it would be safest to rope the beach off - just in case.

Despite the legal disclaimers and the educational programme, there are always a few sociopaths who want to go swimming anyway (mad fools), and there are also fishermen who need access to the beach to earn their living. What to do with them? It's obvious they need to fill in forms acknowledging that, despite the obvious risks, they may venture onto the beach. Of course they should be educated on the dangers of going to the beach and they must pass multiple swimming tests and even behavioural tests so we can be sure they understand the dangers presented by their risky personality type. They probably should undergo re-testing from time to time to make sure they still understand the risks. Wide nods all round.

These days the 'S' word ripples through every activity, from medicine to aviation, and a whole new discipline (risk minimisation) is firmly established. In medicine the 'S' word gives rise to mountains of paperwork and hundreds of hours of costly administration. Ultimately, doctors and nurses can't perform their work properly because they are preoccupied with administrative chores and checks.

Outcome studies show there is no improve-

ment in health outcomes for the patients - in fact there are studies which show there is a decline in positive outcomes, but the 'S' word is so powerful (and protective to the administrators themselves) that the system stays in place.

The word safety is abused because of the fear it generates.

We in aviation are not immune to being forced into one of the two teams and perpetuating the system. We start to believe in it so we are absolved of the sin of thinking for ourselves. However, safety is not a sacred word and, whatever checks and balances were put in place, there will always be faults and flaws in the system. Checklists (to keep us safe) can also be dangerous because they can allow us to avoid the responsibility of thinking. I have seen numerous pilots read out a checklist point without actually doing the check - or even knowing why they are doing the check. Skipping a line in the checklist is easy to do if you don't keep your finger on your place in the list. Checklists can also be wrong and one size doesn't fit all. It seems silly to use a BUMP-FISH checklist in an aircraft which doesn't have magnetos, pitch control or retractable undercarriage. Saying "undercarriage down and fixed" may be correct, but since we don't have an after take-off check which says "undercarriage up - oops won't come up", it seems ludicrous to put it down again downwind when we never put it up in the first place.

So what's the alternate? How do we teach people to think? How do we stop the administrative nightmare? The administrators themselves are covered because they have all the power and no responsibility. We, the aviators at the coalface, have all the responsibility (i.e. obey the rules or face the consequences) but none of the power to change the rules. It's an unchangeable system. Just ask any of the highly qualified, well meaning, past directors of CASA.

You can't completely avoid risk. In fact, the very people drawn to aviation, or other risky occupations/hobbies are probably the less anxious personalities types in our society. You probably need to have a bit of a cowboy streak to get involved in the first place. So should we be teaching risk calculation and risk minimisation? Or learning to accept the risks as a function of our jobs and personalities and then learning how to minimise it?

So how do we get ourselves out of a 'Safety' related administrative spin? It's like teaching recreational pilots how to get out of any spin. You don't. It's not safe. ☹

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WHERE IS CAGIT?

TEMPORARY NEW HOME

AS forecast in the last edition, CAGIT has a new home, it's second in a month.

Early in June, Noel Thomas, from the Alice Springs Aero Club wedged it out of MKT in the Northern Territory and set it up proudly in Alice Springs. Where it remained for less than an hour (See story elsewhere this edition).

NSW pilot Mark McLachlan and son Scott, were visiting Alice, saw their chance, lifted the trophy and swept it off to Moruya on the south coast of NSW. Like Alice Springs, Moruya is a fairly popular aviation destination so unless Mark hides the CAGIT somewhere clever, don't expect it to remain there long either.

If you or your crew are contemplating a high speed heist of recreational aviation's most coveted prize, its best to keep up-to-date with its latest location by checking the CAGIT Hunters Facebook page, administered by Dexter Burkill, Peter Zweck & David Carroll www.facebook.com/CagitHunters/.



CAGIT handed on to Mark Mclaughlan left by Noel Thomas

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OFF THE SHELF



GARMIN AVIATOR WATCH

Garmin has launched yet another aviation watch, the D2 Bravo Titanium. A smart and sophisticated watch with a premium titanium band, wrist heart rate and more. The premium aviation GPS smartwatch combines contemporary design and sophisticated connectivity to bring pilots and aviation enthusiasts an elite timepiece. Uses premium materials like a hybrid titanium band and gunmetal bezel, sapphire lens and high-resolution color display. It supports multisport activity profiles like golf and advanced fitness training as well. Includes, automated flight logging, the display of Terminal Aerodrome Forecasts (TAFs) and an aviation-tailored customisable watch face which allows the owner to input the tail number of their aircraft.

- **WEB** www.garmin.com
- **PRICE** \$1,399.00 USD

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SMILE

360Fly's new 4K 360 degree camera captures 2,880 x 2,880 4K video - quadruple the resolution of its predecessor - at 30fps while generating immersive, VR-capable content. The unit tracks telemetry data as well and captures video at 2,560 x 1,440 resolution forward facing, time lapse and motion-, acceleration- and audio-triggered recording. Incorporates a GPS sensor, barometer/ altimeter and accelerometer. It can output 360 degree video in real time with the addition of an optional Micro-HDMI accessory base. 64GB storage holds up to two hours of 4K video.

- **WEB** www.360fly.com.au
- **PRICE** \$849.95



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The new Flight Outfitters iPad Kneeboard is loaded with innovative, pilot friendly features. It provides a sturdy mounting bracket for an iPad Mini or Air. The bracket rotates for both portrait and landscape orientation. The side of the kneeboard consists of a structured pocket which, when unzipped, creates a rigid platform for a phone or notebook. The design is reversible for use on either leg. Heavy-duty elastic leg strap securely holds the kneeboard in place.

- **WEB** www.flightoutfitters.com
- **PRICE** \$59.95 USD

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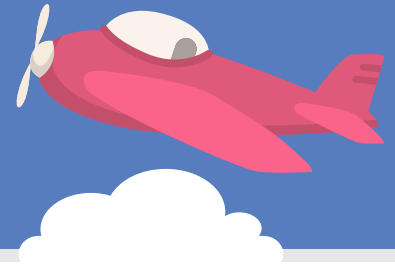
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Follow your dreams



BY ROBERT MATTHEWS

I am 17 years of age and recently gained my Pilot Certificate. I am currently in the process of getting my tail wheel and navigation endorsements. I have been lucky enough over the past few years to get to know a lot of inspiring people such as RAAF pilots and commercial pilots but money for me was always tight.

This year I was a lucky recipient of an RAAus GYFTS scholarship, which has provided me money to continue my learning. But that is not why I am writing this.

My passion is to get young people involved in aviation and inspire them to achieve what they might think is impossible. Learning to fly isn't just great because you're learning how to fly an aircraft.

You will be surprised at how much you learn about yourself and how much you mature.

So my push today. If you see someone at the airport, make some time to go say "G'day". Start up an aviation related conversation with them, because I bet a lot of people reading this will agree they were in the same situation at some stage.

I was. I would ride my bike to the airport every night in summer and watch the person who became my instructor fly his immaculate F1 Rocket around, cruising through the sky at speeds around 200kts.

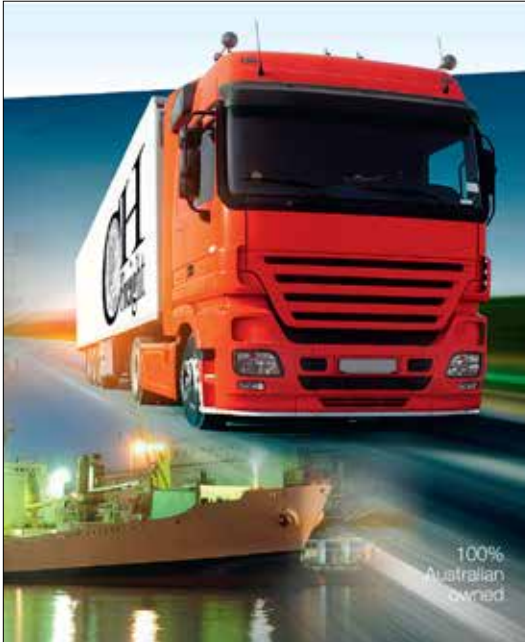
Pilots! Talk to the guy/girl standing behind the fence. Let's get youth involved. Young people! Follow your dreams. ☺



SEND IN YOUR STORIES

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