



## From The Righthand Seat

Paul Tyrrell  
CEO

### Aviation is unfortunately rarely a game changer at a federal election.

At the same time aviation, and regional aviation in particular, is essential to the national economy and vital to the many communities that our members serve.

With this in mind it is worthwhile for all members to take another look at the regional aviation policy document launched by the RAAA at the Regional Aviation Summit on 19 March this year. You will find it on the RAAA web-site.

Between now and the election it is worth printing the document off and having it handy, in fact at your fingertips. It spells out clearly the major issues facing our sector and some possible solutions. If you happen to be speaking to any politician or candidate put the document in front of them and explain that ignoring regional aviation is not an option. The RAAA office will be doing the same thing right up to the election but our dispersed membership and combined strength should enable us to reach out further.

The policies contained in the document are the result of much discussion across the regional aviation sector and all are worthy of serious consideration by our elected representatives and those who aspire to be.

Speaking of members, if you come across an operator or an aviation supply company that would benefit from RAAA membership please let Edward know and he will follow it up. We have had a quite a bit of success with potential members being referred by existing ones and the latter are thanked sincerely for their efforts.

Planning and organisation are in full swing for the RAAA Meeting and Convention at Coolool Qld 9-11 October 2013. Every year there is something new on offer and this year will not disappoint. Both the exhibition areas and speaker programs appear to be over-subscribed which is very encouraging. The social program is looking better than ever so the total package is an exciting one. All the details are on the RAAA web-site.

The Australian Aviation Hall of Fame (AAHOF) second induction event will be held at Wagga Wagga on 16 November 2013. With Steve Padgett taking over as AAHOF Chairman, Michael Bridge continuing as an Ambassador plus a strong RAAA presence on the AAHOF Board including our own Chairman Jeff Boyd, this is an event of interest to anyone with even a passing interest in Australian aviation history. Event details are on the AAHOF web-site.

In September I will be visiting members across eastern states to complete the annual CEO/member meeting program. Personally, I have found these discussions essential in ensuring that the RAAA office sees and understands, in situ, the challenges faced daily by regional operators.

Last but certainly not least Beverley Atkins has joined the RAAA team and is working 2-3 days a week assisting with our convention, as well as a range of administrative and member support tasks. Welcome Beverley. ✦

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## Final Report Into Batam Island

by: Daniel JT O'Malley, Communications Officer, ATSB

### **The ATSB has released the final report of its investigation into the uncontained engine rotor failure (UERF) involving a Qantas Airbus A380 over Batam Island, Indonesia on 4 November 2010.**

The accident occurred shortly after the aircraft took off from Singapore. At about 7,000 ft above Batam Island, one of the aircraft's Rolls-Royce Trent 900 engines failed, sending debris into the aircraft's left wing and fuselage, and onto Batam Island. There was significant damage to the aircraft's electrical, hydraulic and other systems. The crew managed the multitude of system failures before safely returning and landing the aircraft.

The ATSB found that the engine failure was the result of a fatigue crack in an oil feed pipe. The crack allowed the release of oil that resulted in an internal oil fire. The oil fire led to one of the engine's turbine discs separating from the drive shaft. The disc then over-accelerated and broke apart, bursting through the engine casing and releasing other high energy debris.

The ATSB also found that the oil pipe, together with a number of similar pipes in other engines, had been made with a thin wall section and did not comply with the design specifications. The thin wall substantially increased the likelihood of fatigue cracking.

This investigation has been one of the more complex undertaken by the ATSB in recent years and has involved a large commitment of resources. As well as understanding how the engine failed, the investigation had to review why quality assurance did not adequately manage the oil pipe problem and what were the implications of the damage to the aircraft.

The ATSB worked closely with international regulators, Rolls-Royce and Airbus to ensure the continued safety of Trent 900-powered A380s. Early in the investigation, the ATSB issued a recommendation to Rolls-Royce about the manufacture of the oil feed stub pipes.

The ATSB, Rolls-Royce, aviation regulators, and operators of Trent 900-powered A380s took a range of steps to ensure that engines with incorrectly manufactured oil feed stub pipes were removed from service or managed to enable the aircraft to continue to operate safely.

Rolls-Royce also introduced software that would automatically shut down a Trent 900 engine before its turbine disc over speeds, in the unlikely event of a similar occurrence. As well, Rolls-Royce had improved their quality management system and management of non-conforming parts.

As part of its final report, the ATSB issued recommendations to the European and US regulators so that lessons learned from this accident would be incorporated into aircraft certification advisory material designed to minimise hazards from uncontained engine failures.

The investigation highlighted the importance of providing clear procedures during the manufacturing process and of personnel complying with those procedures. Even though modern civil turbine engines are very reliable, and UERFs are very rare events, the resulting damage from such a failure can be significant and the potential effects catastrophic. This accident represents an opportunity for the regulatory authorities to incorporate any lessons learned into their certification advisory material to enhance the safety of future aircraft designs.

More details of the investigation, along with all the findings, can be found in the ATSB investigation report AO-2010-089.





# ROSSair

Celebrating 50 Years Flying Our Skies

## **Rossair Charter, established in 1963, is one of Australia's leading air charter companies.**

Beginning with a fleet of single engine Cessna aircraft, Rossair Charter today has a sophisticated fleet of five Cessna 441 Conquest aircrafts and provides 24 hour charter service throughout Australia.

Rossair Charter has developed an excellent reputation in the air charter business, providing exceptional charter services to its clientele over the years, and establishing itself as the oldest Australian airline after Qantas.

The Rossair business has diversified and taken on many roles over the last 50 years. Rossair was one of the first flying schools at Parafield Airport in the early 60's, then expanded its operations in the 1970's becoming a Cessna Aircraft dealer, Aircraft Maintenance specialist, as well as the air charter business. By the mid 80's, the Rossair Group of Companies had a second hangar at the Adelaide Airport, employed more than 100 employees and were also involved in the sale of industrial road sweeping machinery and farming equipment.

Rossair has had some passionate and dedicated men at its helm over the years, including Ross Tilley, who first began the company. He was then joined by Graham Treloar and Frank Calder, who together expanded Rossair's services until it was bought by the Henry Walker Group of Companies in 1988. It was at this point that Bob Carr became involved with the charter business when it was separated from the other operations. He was integral to the business and was widely known in the aviation sector.

The air charter business has remained at the core of the Rossair name and due to its longevity in the market place, exceptional safety record, meticulously maintained fleet of aircraft and ability to meet its clients' needs, Rossair Charter has established a well earned reputation as a leader in the air charter industry.

Rossair Charter's Head office is now located at the Adelaide Airport, providing private lounge facilities for passengers, and offering quick, convenient departures with added security, confidentiality and flexibility. Proudly equipped with a fleet of five Cessna 441 Conquest nine-seater aircraft, Rossair is able to fulfill all types of charter requirements including Corporate & Executive Travel; Crew Transfers – Film & Mining Sectors; Private Tourist or Holiday Travel; and Freight & Specialised Cargo; with just two hours' notice.

Today, much of Rossair Charter's business comes from servicing the resource industry, supplying fly-in fly-out charter flights for many mining companies.

With the continuing expansion of the oil and gas industry, Rossair recognizes that many of its current clients will be looking to increase the transfer of personnel to the Cooper Basin area to boost on-site production and it will be critical to meet this demand competitively.

As a result of this, the team at Rossair have start developing plans for the company to grow, looking at various options for expanding the fleet, including the addition of 18-seater planes and possibly a small jet.

Rossair Charter operates 24 hours, 7 days per week and aircraft can be ready with as little as two hours notice subject to availability. While Rossair Charter is based in Adelaide, aircraft charter services can be provided throughout Australia, limited only by the suitability of airstrips and availability of fuel.

Congratulations from all at the RAAA on reaching this great milestone. We are all looking forward to Rossairs' continued strength and services for another 50 years. ✦





# Welcome Aboard Australian Aviation Hall of Fame

# IN THE CABIN

**We are pleased to announce that the Australian Aviation Hall of Fame (AAHOF) has become an Associate member of the RAAA.**

Every day a special part of Australia's aviation heritage passes on with the people who were involved in it. Like all history, unless those who remain tell the stories of those before, those stories are lost forever.

Australia has a proud history in the development of flight and air services. Indeed, Australia led the way in aviation as a means to counter the vast distances and remoteness of much of the country.

To ensure the history of Australia's aviation survives the AAHOF was established. Its aim is to honour those individuals and organisations whose outstanding contributions have advanced aviation significantly. The AAHOF achieves this by formally inducting into it people and organisations that have made an outstanding contribution to civil aviation in Australia and Australians who have made an outstanding contribution internationally.

This recognition will in turn inspire future generations to achieve excellence in all they do and further develop aviation for all.

The AAHOF was officially launched in Wagga Wagga, New South Wales on Tuesday 24 August 2010. The AAHOF Motto is "To Honour the Past and Inspire the Future"

The AAHOF was honoured by having its founding partners include GE, Jeppesen, Shell Aviation, Aviation Development Australia, Charles Stuart University, Wagga Wagga City Council and QBE.



The Australian Aviation Hall of Fame is an Association, incorporated in New South Wales, with membership open to all associations and professional bodies, including unions, involved with the aviation industry in Australia. Membership is also available to the major airlines in Australia which are not members of an Association.

The 15 September 2012 saw Australia's 'Father of Flight', Lawrence Hargrave, as the inaugural inductee of the AAHOF.



Lawrence Hargrave

Other people inducted into the AAHOF during the inaugural ceremony were:



Maude Rose 'Lores' Bonney



Sir Norman Brearley



John Robertson Duigan



Reginald Charles Duigan



Charles (Max) Hazelton



Bert Hinkler



Donald Kendall



Sir Charles Kingsford Smith



Sir Ross Macpherson Smith KBE, MC and Bar, DFC and two Bars, AFC



Sir Keith Macpherson Smith KBE

The inaugural ceremony also saw the Royal Flying Doctor Service (RFDS) awarded with the inaugural "Southern Cross Award", honouring an organisation which has made an outstanding contribution to aviation, and saw the AAHOF pay special recognition to the Indigenous Peoples of Australia for the design and practical use of the aerofoil – the Boomerang.

The next inductee ceremony is on the 16th November 2013 and will see a further 9 Australian's and Qantas Airways Limited inducted into the AAHOF. Individuals being inducted are Hudson Fysh, Paul McGinness, Fergus McMaster, Arthur Baird, Lawrence Wackett, Hubert Wilkins, David Warren, Freda Thompson and Dick Smith. Further information is on the AAHOF website at [www.aahof.com.au](http://www.aahof.com.au).



## Welcome Aboard PowerJet

**We are pleased to announce PowerJet has joined the ranks of the RAA as an Associate Member.**

The PowerJet joint venture – a first – between Western and Russian engine manufacturers Snecma and NPO Saturn began in 1997, when Snecma subcontracted the production of CFM56 engine parts to NPO Saturn.

The SaM146 engine takes the collaboration a step further, the most modern powerplant now available in the regional jet market.

The development of the SaM146 was spurred by the favorable market outlook for regional jets, the growing role of Russia in global aviation markets, and the shared aim of Snecma and NPO Saturn to extend their scope of expertise.

The SaM146 is the result of an in-depth investigation into all the qualities needed for a durable regional jet engine, offering high performance, cost-effectiveness and eco-design in a powerful, compact package.



## PowerJet

It was designed from the ground up to reduce total cost of ownership by combining low fuel burn, high reliability, low direct maintenance costs, environmental friendliness and high resale value.

The PowerJet facilities at VolgAero, were founded in 2005 in Rybinsk and is a state-of-the-art production plant which makes parts for the SaM146, as well as parts and assemblies for other engines produced by the two parent companies.

In 2007, Snecma and NPO Saturn built an open-air test cell in Poluevo, Russia (near Rybinsk) to handle certification tests for the SaM146.

It is the only open-air test facility for this type of engine in Europe and it also provides test services for other engines.

PowerJet has recently launched a new brand - PowerLife™ to enhance their strong customer support and range of services on offer. The new brand encompasses the full range of support and services for SaM146 operators ensuring fast and reliable access to information and assistance under any circumstances. .

Through PowerLife, PowerJet aims to set a new standard in customer support for regional jet engines by delivering local service to customers anywhere in the world through a network of service centers located worldwide.

PowerJet offers a single point-of-contact for all aftersales services on the complete propulsion system, with a team dedicated to each customer. This customer support draws on the extensive experience of Snecma (via CFM) and NPO Saturn to meet all airline expectations including:

- ✈ Customer Support Center (CSC) based in France and can answer customer questions from anywhere in the world, with an AOG hotline open 24/7.
- ✈ Engine Data & Documentation Center for all customers, directly accessible via the web portal.
- ✈ Front & back-office support to provide optimized technical solutions.
- ✈ 80 Field Reps plus 11 Technical Support Centers worldwide.
- ✈ Distribution centers (to date, 2 in France and 1 in Russia) supplying all spare parts.
- ✈ MRO Centers (to date, one in France and one in Russia).
- ✈ Customer staff training, with two complete training centers, in France and Russia

I am sure we all welcome PowerJet aboard and look forward to catching up with them during our Convention from 9-11 October at Coolum Qld. ✈













# RAAA 14th Annual Convention 2013



9th - 11th October  
Palmer Coolum Resort. Sunshine Coast, Qld.



## RAAA Events Calendar

RAAA meetings and events are:

9 - 11 October 2013  
✦ RAAA Annual Convention  
Palmer Coolum Resort  
Coolum Qld

✦ Technical Working Group

04 December 2013 - Sydney NSW

- ✦ Annual General Meeting
- ✦ Technical Working Group
- ✦ Board Meeting
- ✦ RAAA Christmas Dinner

Please mark these in your diary and we look forward to your attendance.

