



From The Lefthand Seat

David Trevelyan
RAAA Director
Managing Director,
Basair Aviation College

I am writing this article as I am the newest member of the RAAA Board, and would like to use this opportunity to share how valuable the RAAA has been to Basair Aviation College and to me personally. I also want to share how I plan on making a contribution to the RAAA Board this year.

Basair Aviation College has been a member of the RAAA for close to a decade, and in that time we have slowly been increasing our involvement.

The annual convention has always been a fantastic venue for me to build my network. I came to aviation late in my career, and therefore did not know many people in the industry. Through the RAAA I have been able to get to know, and even collaborate with, people I would not have come across in my day-to-day role. The annual convention has made a significant impact on my network.

I have also greatly benefited from the Technical Working Group meetings. Although I have typically struggled to make the time to get there, I have always left valuing the time spent there.

As the newest Board member, I am keen to expand the role of flight training providers in the RAAA, and the effectiveness of schools in lobbying for change.

In general, flight training providers put up a pretty weak front during the Part 141/142 and Part 61 design stages.

I realise that there were diligent people out there that were across it, and bringing issues to the attention of CASA – but for most of us, myself included, it was parked as a big issue that I would deal with in the future. Well, I am paying for that now.

Indeed, that was a light-bulb moment for me on how I had to be more responsive to industry changes outside the boundary of my organisation.

The RAAA has a fantastic heritage and an excellent reputation in the industry. I have worked in many other industries, and it is extremely rare for an industry body to have such ease of access to the minister and senior regulators. Most industries need to use expensive consultants that specialise in lobbying – but the RAAA's direct access is something that has tremendous value.

In my first Board meeting, Mike Higgins shared the RAAA's priorities for the year. It made me realise the significant scope of issues that the RAAA is involved in. There is obviously a lot of change in the industry, and I am looking forward to being involved in helping get the right outcome. ✦

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From The Righthand Seat

Mike Higgins
CEO

Over the last few months I have visited 12 Flying Training Service providers in Victoria and South Australia.

Seven have since decided to join the RAAA as there is no single representative body for this very important sector of our industry.

Some were asking why the RAAA would be interested in offering an advocacy role when most providers were based in non regional areas.

This is because the RAAA recognises the vital importance of the 'nursery' of all our future pilots, and also because of the predicted huge increase in trainees from overseas seeking training in Australia.

In order to provide a more effective and efficient operational environment (in the regulatory sense), there is work to be done.

An immediate example is the impending decommissioning of a large number of ground-based navigational aids across the country.

Whilst everyone acknowledges this is inevitable for several reasons, a more rational and risk based approach needs to be applied to the management of this project.

For example, just four RTO's have reported performing 13,810 approaches over ground based aids in Victoria.

The shutting down of 17 NDBs and 4 VORs will see all these approaches (plus other operators) concentrated over just 4 NDBs and 2 VORs.

Following a recent meeting with several Air Services officers charged with the project, our position is that a moratorium be placed on any further shutdowns until the calendar based decommissioning plan is replaced by an event driven plan.

That is, when CASA can amend its regulations to allow for more training to take place in approved simulators, the less congested the airspace will become.

Once this occurs, then in conjunction with industry, a sensible and safe decommissioning program can be rolled out.

The two items on the top of the current priorities list remain to be CAO48.1 (Flight and Duty times / Fatigue Risk Management) and a Post Implementation Review (PIR) of the Aviation Safety Regulatory Review (ASRR).

The DAS has recognised that we have empirical data that has been gathered and monitored (and audited by CASA) over the years that clearly demonstrate how we have successfully been managing the risk of fatigue. However, this recognition has yet to be driven down to the troops.

The RAAA is an active member of the Australian Aviation Associations Forum (TAAAF) and a TAAAF Policy Document for 2016 has been published and circulated to key Government Ministers and Heads of Departments.

This document is published and presented to Government Members in each election year and has met with an agreeable level of acceptance and uptake in the past, and is available on the RAAA website.

I recommend a read of the Summary Document at least.

The accompanying foundational document has a significant amount of considered detail, for the avid student.

Some recent meetings included:

- ✈ CASA to discuss the serviceability issues of a simulator that was causing significant challenges for two of our members.
- ✈ Air Services to discuss decommissioning project detailed above.
- ✈ BOM to discuss the provision of TAF for one of our airport operator members and lower level GWPT charts.
- ✈ Department of Infrastructure to discuss proportionate security measures at regional airports, Airport curfews (see submissions on both issues on our website) and ASIC issues at regional airports and how we might take closer look at a more sensible application of the rules outside the operational periods of RPT services.

If any member would like an update or wish to provide input, please email me at ceo@raaa.com.au.

If any industry member has any questions in relation to the benefits of becoming a member of the RAAA, then I would also welcome your enquiry. I plan to meet as many existing members as I can in coming months, budget allowing.



ADS—B Update

Australia's vast distances and limited radar coverage meant it was always going to be a major beneficiary of satellite-based technology and Airservices is continuing its long-standing commitment to extending Automatic Dependent Surveillance Broadcast (ADS-B) across the country.

As the nation heads towards next year's deadline requiring ADS-B transmitters on all aircraft operating under Instrument Flight Rules (IFR), ADS-B ground stations are already providing coverage from about 70 locations across Australia.

The result is increased surveillance at many regional ports that provides better situational awareness, improved traffic management and ultimately, improved safety and efficiency.

It also means cost savings, through the ability to replace ageing, difficult-to-maintain navigational aids and some radars, that Airservices will be able to pass on to customers.

Strategically, ADS-B also opens the way to low cost pilot visibility of other aircraft using cockpit displays — and this will influence future airspace design, enhancing safety and improving situational awareness for pilots and ATC alike.

Imagine being given traffic information by ATC, and then monitoring that traffic via a cockpit display till it was sighted, even if you don't have TCAS.

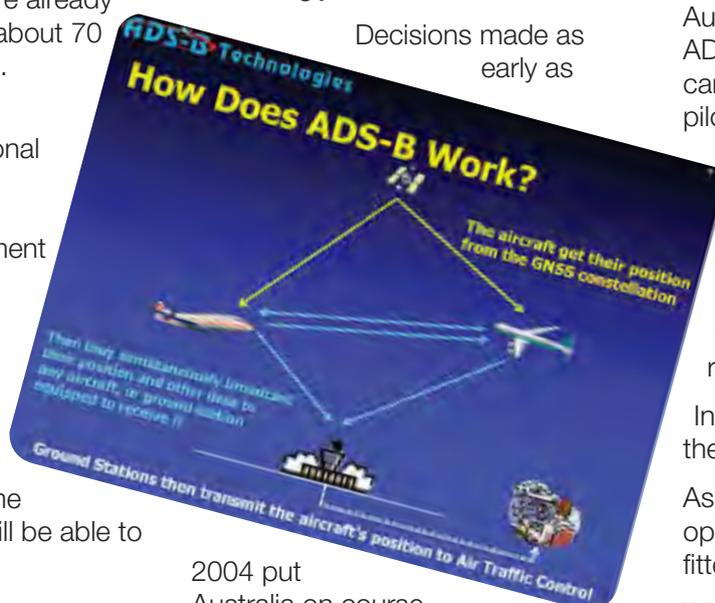
Business cases are now under development for ground stations at a further 15 locations across the country where coverage will drop to ground level.

This will mean a safer system at Mildura and Albury in Victoria; Bathurst, Tamworth and Merimbula in NSW; Emerald and Hamilton Island in Queensland; Groote Eylandt in the Northern Territory; and Moomba in South Australia

West Australian destinations under investigation include Port Hedland, Kununurra, Geraldton and Kalgoorlie.

The technology is also being used in more air traffic control towers and increasingly for surface surveillance.

Decisions made as early as



2004 put Australia on course to become an early adopter of the new technology.

The RAAA, along with other ASTRA members, was a significant supporter of the ADS-B and Global Navigation Satellite System (GNSS) mandates when CASA consultation took place about the proposed rulemaking.

The benefits may vary between companies and airspace sectors but there can be no doubt about the overall pay-off.

This has been well catalogued in the US where the Federal Aviation Administration (FAA) estimates its NextGen system will deliver \$US134 billion in direct airline, industry and passenger benefits through to the year 2030.

While the total dollar values of savings and benefits in Australia will be less than those in the US, they will still be significant for the majority of aircraft owners and operators.

The FAA may be two years behind Australia when it comes to mandating ADS-B but it has a massive campaign underway to convince US pilots, including general aviation, to switch to the new technology now.

Australia has a greater need because the FAA has 460 radars covering their country whereas we have about 20 in a continent of roughly the same size.

In Australia, we are already most of the way there.

As of 1 April, 97 per cent of aircraft operating at high altitudes have been fitted with ADS-B.

With nine months to go to the deadline, almost 75 per cent of all IFR flights had the technology fitted.

More than 320 VFR aircraft owners have also recognised the advantages of ADS-B and have equipped voluntarily.

Airservices and CASA are looking at ways of allowing aircraft owners in this space to voluntarily use lower cost equipment with less regulatory oversight.

Are you a super employer?

by: Silas Dingiria, AvSuper

Did you know that under superannuation law, the definition of employer is not always the same as our general use of the term?

Anyone who is an employer for superannuation purposes is bound to pay super for their eligible employees under the Superannuation Guarantee (SG). This right can't be signed away in a contract and not knowing your employees were eligible employees may be no protection against SG related penalties.

If you pay people for services, or are paid for your services, the following employment situations may help you understand your obligations and rights.

General eligibility criteria

Your employees are entitled to employer contributions under the SG if they:

- ✦ are paid at least \$450 (before tax) in a calendar month
- ✦ are between 18 and 70 years of age
- ✦ are Australian residents (including some temporary residents)

Children are also eligible if they earn more than \$450 a month and work more than 30 hours a week.

Traditional employment arrangements

If you have given a job to someone, whether on a full time, part time or casual basis, they are considered to be your employee.

Generally, you will pay them on a regular basis after deducting tax from their pay.

This includes any family member or director who works for you.

Contracting services

If you contract work that is predominately for labour (that is, at least half of the payment is for their effort rather than for products or facilities), you may be counted as an employer for super purposes.

Contractors paid for time rather than completion of specified tasks can also be counted as employees.

Note that this includes using a contractor who provides you with invoices and an ABN.

Your employer contribution is based on the labour component of the payments you make to your employee.

So if Mary is eligible for super and you pay her \$500 for labour and \$300 for storage space, your super contribution for Mary would be 9.5% of \$500 (\$47.50).



Sub-contracting

As soon as a service provider subcontracts your project, or if they are entitled to do so, they are not considered as your employee.

So if you contract a marketing person to prepare a website for you and they subcontract a web designer, there is no employer/employee relationship between you and the designer so you do not have to pay super for the designer.

Note that the marketing person may however have to pay super for the designer.

Not a super employer...

You are not an employer for super purposes in the following situations:

- ✦ paying someone as a housekeeper, gardener, nanny or other domestic/private duties for under 30 hours a week
- ✦ a contractor not predominantly based on labour
- ✦ they do not have an appropriate working visa
- ✦ you contract with a company, trust or partnership rather than the individual doing the work

Being a super employer

If you are an employer under super law, it is important to understand your obligations.

If you do not meet those obligations, you may be faced with the Superannuation Charge which means paying any missing superannuation contributions and a fine from the ATO.

Remember that your obligations include adjusting the SG rate as it increases over the next few years and complying with SuperStream by 1 July 2016. ✦

This information is of a general nature only and does not take into account your personal objectives, situation or needs. Before making a decision about AvSuper, you should consider your own requirements and the relevant Product Disclosure Statement (PDS) available from the AvSuper website, www.avsuper.com.au.



FLIGHT BRIEFING

ATR sees high potential in Japanese regional market

ATR, the world's leading regional aircraft manufacturer, sees great business opportunities to grow its fleet in Japan, as the country seeks to modernise its overall regional aircraft fleet, key to boosting the country's tourism industry.

Spurred by a certification of the new ATR 72-600 and ATR 42-600 in Japan, granted by the Japanese Civil Aviation Bureau (JCAB), ATR marked the first milestones before the introduction of the first ATR that would fly in the colors of a Japanese airline.

Japan Air Commuter's firm order for eight ATR 42-600s in June 2015 and Amakusa Airlines' entry into service of its brand new ATR 42-600 this February continue ATR's success story showing that its presence in the region is likely to strengthen even further in the coming years. With the introduction of the ATR 42-600s into Japan, ATR has gained a foothold in one of the few countries in Asia where its aircraft had not operated so far.

The fact that ATR, unlike some other aircraft manufacturers, continues to produce a 50-seat model offers a big advantage for airlines. This offers the flexibility to mix 50-seat and 70-seat aircraft to better match demand in the market, with commonality in terms of spare parts and support and common type rating for ATR pilots and engineers. This also ensures a long term future for the 50-seat market, ensuring support and affordable spare parts and services.

To date, there are over 350 ATRs operating in the Asia-Pacific region, operated by 60 companies in 25 countries. ✦

Airnorth takes off on historic first flights to Melbourne

The first commercial flight from Toowoomba to Melbourne began on 14 March 2016, marking a significant expansion for Airnorth, Australia's premier regional airline, and the company's first foray into the southern passenger market.

Airnorth's state-of-the-art Embraer E170 jet, seating 76 passengers will be the first of seven return flights every week to Melbourne from Australia's newest airport at Wellcamp, in Toowoomba.

Airnorth CEO Daniel Bowden said, "We are proud to see Airnorth again breaking new ground to deliver the first commercial passenger service to Melbourne out of the new Brisbane West Wellcamp Airport, at Toowoomba."

"This is an important milestone for our business and for regional Australia. Wellcamp is a world class facility and a credit to the vision and commitment of its owners, and our key partners, in the Wagner Family."

"We have been extremely pleased by early demand for the new services which have attracted strong support from both the corporate and leisure markets."

Mr Bowden said Airnorth welcomed the inclusion of the Qantas code on the new Airnorth and Wellcamp services.

The new flights will allow customers from Toowoomba and the wider Darling Downs, direct access to Melbourne and Cairns. ✦

Have your say - ATSB Survey



The Australian Transport Safety Bureau is conducting a short online survey, seeking your views on how they're travelling.

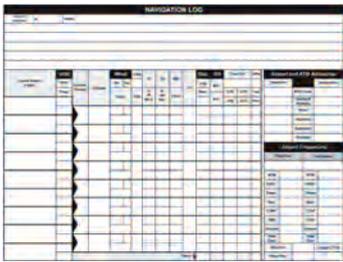
The anonymous survey only takes 5 minutes to complete. The findings will help determine how the ATSB keep you informed and improve the way they work with you in the future.

They're particularly keen to know your opinions of their service, responsiveness and relevance to your needs.

If you're involved with the aviation, maritime or rail sectors, or are a member of the travelling public, they would like to hear from you.

Please help them distribute this survey by sharing this link with your colleagues and others in the transport industry.

The Survey can be found at: <https://www.surveymonkey.com/r/ATSBStakeholderSurvey2016> ✦



New State of the Art Beechcraft King Air Simulator launched at Sunshine Coast Airport

In a joint statement released today, Ansett Aviation Training Australasia (Ansett) and Universal Training Systems (UTS) announced that Ansett's new Beechcraft King Air 350i convertible to a B200 Full Flight Simulator will be located at the UTS simulator and training facility on the Sunshine Coast Airport in Queensland.

The simulator, purchased last September, will be fully operational and ready for training at the UTS facility in November 2016. The device is expected to be qualified to CASA Level D FFS standards.

Both Ansett and Universal are also pleased to announce that terms have been agreed with the Royal Flying Doctor Service - Queensland Section (RFDS) to be the launch customer on this simulator. The Queensland Section of the RFDS operate the largest fleet of King Air aircraft in Australia and, as the launch customer, has been able to secure favourable commercial terms and secure their long-term training requirements at UTS' state of the art facility.

"We are delighted to be the inaugural customer on this new simulator and to have partnered with two successful Australian companies to secure our training requirements over the next decade" said RFDS Queensland Section CEO Mr Nino Di Marco.

"Being able to conduct the training for our pilots and engineers at the Sunshine Coast Airport allows the RFDS to significantly reduce the expenditure and time that would otherwise be incurred with having to perform this training in an alternate location whilst ensuring the training pilots receive is world class" explained Mr Di Marco.

Simulator training is an important piece of any aviation operation and it speaks volumes that such an iconic brand as the Royal Flying Doctor Service, who are globally recognised for their commitment to both service and safety, has chosen to trust Ansett and Universal with this critical aspect of their business.

UTS is an Australian company founded by veteran aviation industry leader Steve Padgett who commented: "With the new King Air Simulator to be housed next to our existing Cessna Citation Mustang Simulator, we are able to comprehensively provide for the training needs of all Beechcraft King Air operators in Australia and overseas. This will add to the existing customer support programs established in the region by Universal, aircraft manufacturer Textron and the distributor for Beechcraft in the region, Hawker Pacific."

The collaboration between AAT, UTS and TRU provides a holistic service and demonstrates an unwavering commitment to the Australian aviation industry ensuring pilot training standards in this country remain world class.

E190 biofuel flights with KLM takes off from Oslo to Amsterdam

In April, KLM launched a series of around 80 biofuel flights from Oslo to Amsterdam operated with an Embraer 190. The flights will be operated over five to six weeks. During these flights, Embraer will be conducting measurements to gauge the efficiency of biofuel in comparison with kerosene.

Outstanding Leadership in Training Award

One of our newest members – Moorabbin Flying Services has the "Outstanding Leadership in Training" Award at the Aviation/Aerospace Association's Annual Awards night held at Dockland, Melbourne. They were competing against 150 finalists.

The award was presented for outstanding effort in maintaining a training advantage by growing alongside the aviation industry and by continuing its growth by embarking on a significant journey of development of its facilities and training programs to become a part of the global aviation village.

New Approvals for Hawker Pacific

Continued growth and customer requests have encouraged Hawker Pacific and Australian Avionics to add additional certificates to their business.

As an outcome the company is delighted to announce that recently FAA have approved Hawker Pacific Cairns as an additional location to our existing FAA Repair Station Certificate held at our Bankstown facility.

This additional capability for aircraft and avionic components will increase significantly Hawker Pacific's profile in the aviation support sector.

RAAA Events Calendar
The next RAAA meeting:
01 June
Brisbane West
Wellcamp Airport
Toowoomba

NAVIGATION LOG									
DATE	TIME	ALTITUDE	SPEED	FUEL	TEMP	WIND	SEA	VIS	REMARKS

FLIGHT BRIEFING

REX launches Snowy Mountains Air Services

Regional Express (Rex), in partnership with Snowy Mountains Airport Corporation Pty Ltd (SMAC), officially launched its Snowy Mountains (Cooma) to Sydney RP on Wednesday 23 March 2016.

Commenting on the new service Rex Deputy Chairman the Hon John Sharp said, "We are excited to re-establish RPT services to the Snowy Mountains; to provide this vital link between the region and Sydney.

"We have worked with Snowy Mountains Airport Corporation over the past months to develop the flight schedules and to promote the services, and will continue to work in partnership with them and local stakeholders to provide a sustainable air service for the long-term benefit of the residents of the Snowy Mountains and the business and tourism sectors operating in the region."

Chairman of Snowy Mountains Airport Corporation, Kevin Blyton is delighted that Rex has commenced services into Snowy Mountains Airport.

"The availability of regular year round flights to and from Sydney will provide an important link for the people of the Snowy Mountains.

"Rex is Australia's leading regional airline whose product and service is outstanding. We look forward to working with Rex in providing the best possible air service to satisfy the needs of both the business and tourism sectors for many years to come," he added.

Member for Monaro and Minister for the areas of Regional Development, Skills, and Small Business the Hon. John Barilaro MP also welcomed the service. "This first flight marks a new and exciting time for the Monaro," he said.

"This is a game changer for our region; it will make the Snowy Mountains more accessible for domestic and international tourists wanting to experience the beauty of this region.

"Whilst over half of international tourists visiting Australia arrive at Sydney's Kingsford-Smith Airport, only 20 per cent travel on to regional NSW. This new direct flight from Sydney to the Snowy Mountains will make it easier for international visitors to discover the wonders of the Monaro during both winter and summer seasons," he said.

There will be five return services per week with additional services, which will operate through the ski season on Fridays, Saturdays, Sundays and Mondays.

New Corporate Management structure at Mitsubishi

On April 1, Mitsubishi Aircraft Corporation established a new management structure. Shigefumi Tatsumi, Senior Executive Vice President, Head of Seattle Engineering Center & COO, Mitsubishi Aircraft Corporation America, Inc, is now in charge of overall development in Seattle.

Akihiko Ishikawa, Senior Executive Vice President, Head of Moses-Lake Flight Test Center & COO, Mitsubishi Aircraft Corporation America, Inc, will put to use his expertise in flight preparation work and airframe maintenance from his work at MHI's manufacturing division.

In Nagoya, Nobuo Kishi, Senior Executive Vice President, will continue to be in charge of engineering work as Executive Chief Engineer.

TAFESA – Parafield Aviation Campus

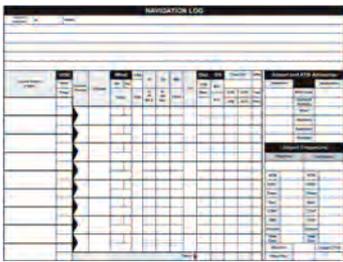
Did you know that TAFESA is currently one of only five CASA approved Part 147 training organisations operating in Australia.

Qualifications offered by the Parafield Campus are: Certificate IV in Aeroskills (Mechanical, Avionics and Mechatronics) and Diploma in Aeroskills (Mechanical and Avionics) from the MEA15 Aeroskills Training Packages.

These qualifications are currently undertaken by Apprentices and full time students.

Parafield Campus is also providing a running schedule of exclusion removal courses to satisfy the removal of E1, E4, E5 and E7. The schedule is designed to fit in with the shift work of students. The exclusion removal schedule is advertised in the Aviation Trader each month. Recognition of prior learning also forms a large part of the Parafield Campus business.

Parafield Campus is currently teaching students from South Australia, Northern Territory, New South Wales, Tasmania and Western Australia. The students visit the Campus for theory blocks ranging from one to three weeks. For a Certificate IV in Aeroskills (Mechanical and Avionics) they complete nine visits over three years, while those studying the Certificate IV in Aeroskills (Mechatronics) and the Diploma in Aeroskills (Mechanical and Avionics) will complete a further three visits in the fourth year.



Thomas Global Systems and Hawker Pacific new Partnership Agreement

Thomas Global Systems, a leader in the design, production and support of avionic display systems technology, has signed a partnership agreement with Hawker Pacific for distribution of Thomas Global's pioneering plug-and-play LCD cockpit displays in the Asia Pacific region.

The agreement, signed at Singapore Airshow 2016, will grant Hawker Pacific rights for the distribution of Thomas Global's growing family of innovative CRT-to-LCD cockpit display upgrade products for a range of business and general aviation aircraft.

John Dwyer, Thomas Global Systems' Director Business Development, commented: "We are pleased to be partnering with Hawker Pacific for the distribution of our range of pioneering plug-and-play LCD cockpit displays.

"Hawker Pacific's reputation in the industry is excellent and their geographic reach and focus on customer service are a perfect fit for Thomas Global.

In addition to Hawker Pacific's presence across the region, we hope to take full advantage of Hawker Pacific's engineering and certification excellence on a broader range of future projects."

Thomas Global has developed a growing range of CRT-to-LCD cockpit display upgrade products based on their proprietary Thomas ADA 2.0™ Adaptive Display Architecture™, which represent an innovative, cost effective, plug-and-play solution for operators of legacy CRT displays.

Thomas Global Systems offer plug-and-play LCD cockpit displays for the King Air, Beechcraft 1900D, Embraer 120, Fairchild Metro-23, Dassault

Falcon, Hawker 800, IAI Astra 1125 and a broad range of other business and general aviation aircraft.

Commenting on the agreement, Hawker Pacific's Chief Operating Officer for Asia Pacific, Doug Park, stated: "Maximising the life cycle of legacy aircraft is a key priority for our aircraft operators.

Our new dealership agreement with Thomas Global for their innovative range of cockpit display upgrade products is the latest example of how we are meeting this need and making it easier for our customers across the region to keep their fleets flying and up-to-date." ✦

PPG King Air Rebuilt Windshields

The words sound similar, but a repaired windshield is not the same as a rebuilt windshield.

Repairing a windshield involves fixing a broken component or attempting to relaminate the glass panel.

A rebuilt windshield has the expected service life of a new part and at PPG, rebuilding a window consists of completely disassembling the window, discarding any defective elements, and then rebuilding it using the same materials, components and processes as those used for the new OEM production units.

The end result is a like-new transparency built to the latest design configuration and meeting all OEM specifications – clearly a superior value in terms of quality and reliability for King Air owners and operators and is covered by a PPG-administered two-year warranty.

PPG's FAA-approved rebuild procedures target failure modes such as delamination, broken glass, moisture ingress, electrical heating system malfunctions, and seal or gasket failure.

And as the OEM manufacturer of windshields for King Air aircraft, PPG is able to deliver rebuilt windshields configured to the latest OEM-approved design.

The process is easy and convenient.

Return an unserviceable PPG-manufactured windshield and receive a rebuilt part in exchange.

This exchange process minimises turnaround times.

Windshields are rebuilt at PPG's Huntsville, Alabama, plant using the same materials as the original equipment part and duplicating the OEM manufacturing processes, inspection procedures and requirements.

PPG-rebuilt windshields comply with structural, form, fit and function requirements of the airframe manufacturer. ✦

New ATSB Chief Commissioner Announced

The ATSB Commission has appointed Greg Hood as the ATSB's new Chief Commissioner from 1 July 2016.



Greg brings to the ATSB more than 30 years' expertise in transport safety, having most recently served in senior leadership roles with Airservices Australia and CASA .

Greg will replace current Chief Commissioner Martin Dolan whose term expires on 30 June 2016. ✦

DATE	TIME	ALTITUDE	SPEED	...
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Airservices Board appoints new Chief Executive Officer

The Board of Airservices Australia announced on 9 March the appointment of Mr Jason Harfield as Chief Executive Officer of Airservices Australia.

The appointment followed an extensive executive search conducted with the assistance of a leading international executive recruitment firm.

Mr Harfield has been acting CEO since August 2015 and brings over 25 years of experience in the aviation industry to the role.

“The Board reviewed an extensive field of candidates and concluded that Mr Harfield offered the right blend of experience, skill and drive to lead the organisation,” Airservices Australia Chair, Air Chief Marshal Sir Angus Houston AK, AFC (Ret’d) said. ✦

Update on the MRJ’s flight tests

Since mid-March MRJ have been conducting flight tests on successive days when weather conditions permit.

The tests are providing in-flight confirmation under actual flying conditions of the performance of various safety characteristics and emergency systems and procedures.

These include flying with only one engine, mid-air shut-down and restart of engine and auxiliary power system and functional check of emergency power generation system.

On March 31, a low-elevation flight was conducted over the runway at Noto Airport.

This flight made it possible to acquire data for the correction of onboard instrumentation by taking measurements of speed, altitude, etc, both from the ground and in the aircraft, then comparing the two data sets.

Having completed the first phase of flight testing according to plan, the FTA-1 began planned modifications lasting from April 13 through mid-May, in which it is being fitted with instrumentation needed for upcoming tests.

The FTA-2 is now undergoing engine testing, moving forward with taxiing tests in May followed by flight tests. ✦

Taking Flight: Lores Bonney’s Extraordinary Flying Career

‘I wanted to fly, and fly I would, or die in the attempt.’ Lores Bonney

A new book outlining the remarkable accomplishments of Lores Bonney has been released.



Taking Flight: Lores Bonney's Extraordinary Flying Career draws on a broad range of sources—including interviews, published recollections, contemporary newspaper accounts and official documents.

The most noteworthy documents are Lores’ 1933 and 1937 diaries

and, through these, author Kristen Alexander tells the airwoman’s incredible story with warmth and understanding.

The Great War may have relaxed conventions so women could enjoy more freedom, but those who indulged in unfeminine pursuits were largely frowned upon.

Lores banged her head against the glass ceiling (or enclosed cockpit) just like any other woman attempting to win respect in a man's world. She succeeded in fracturing it and, at the same time, cemented her reputation as a pioneering Australian aviatrix.

Lores' accomplishments were remarkable.

In 1931, she set a new Australian record for a one-day flight by a woman and, in the following year, she was the first female to circumnavigate mainland Australia by air.

In 1933, she was acknowledged as the first woman to fly from Australia to England, and in 1937 she became the first person to fly solo from Australia to Cape Town, South Africa.

She was regarded as perhaps Australia’s most competent aviatrix.

Taking Flight benefits from the honesty associated with a private record, Lores’ diaries expose the woman behind the pilot.

She did not conceal her disappointments and fears, her strengths, weaknesses, virtues and vices. Kristen Alexander shares these first-hand accounts of Lores’ emotional and physical states, and of her experiences flying single engine aircraft in the 1930s when there was nothing between the pilot and the elements. ✦

RAAA SCHOLARSHIPS

2016

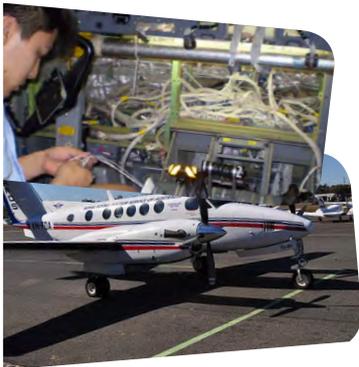
Application forms available from:
www.raaa.com.au



2 x Pilot Scholarship

1 x Pilot Scholarship
&
1x Aircraft Maintenance
(Avionics) Engineers Scholarship

1 x Aircraft Maintenance (Avionics)
Engineers Scholarship
&
1 x Aircraft Maintenance (Airframe)
Engineers Scholarship



**Assisting the future pilots and engineers
of regional Australia**

Applications Close

31 July 2016

The RAAA is the only organisation representing all sectors associated with regional aviation in Australia. This includes airlines, charter operators, aeromedical operations, airfreight operators, flying schools, airports, maintenance organisations, training organisations, engine and airframe manufacturers, insurers, financiers - just to name a few.

Being a member of an industry association such as the RAAA is an indication to others that you take your industry, and by extension your profession, seriously. It says you:

- ✦ care about the future of your industry
- ✦ value continuing professional development
- ✦ are actively involved in issues affecting the industry.

For many RAAA members the key to belonging to us is the networking opportunities with your peers. Not only does it provide the opportunity to meet individuals who share a common interest; it can also spark the beginning of a new friendship. After all, one can never have too many contacts in the aviation industry.

Some of the other benefits include:

- ✦ lobbying on national and individual aviation issues
- ✦ ability to participate in RAAA technical meetings
- ✦ ability to attend RAAA Annual Convention at reduced rates
- ✦ ability to attend RAAA Social functions
- ✦ web content on the RAAA website
- ✦ ability to submit information into RAAA Newsletter

Further information is available on our website at www.raaa.com.au

Why Not Join Us!