



## More on the hot seat

THE ISSUE of seat allocation in emergency exit rows (*Flight Safety Australia*, March-April 2001) is a difficult one, particularly as it relates to issues of discrimination.

The main deficiency under the existing and proposed legislation is that the rules are more specific regarding who can sit in an exit row rather than who cannot.

There are a number of categories of passengers who are not appropriate to be seated in exit rows: unaccompanied minors, passengers travelling with children, passengers who are incapacitated for whatever reason, and passengers above a certain weight who may be able-bodied, but if they are incapacitated in an emergency the chance of other passengers moving them is minimal.

A further important component of the regulations should be that even where the passenger does not fall into one of the categories, there is an absolute discretion not to seat a particular person in the exit row.

While the authority of the pilot in command to move

passengers for safety reasons is absolute, this can raise uncomfortable situations, because the issue may not be dealt with until the passengers are on board. The regulations should give all staff concerned, including check-in, boarding staff and crew, the discretion to allocate seats or move passengers they consider inappropriate for seating in an emergency exit row.

There are passengers who may characterise the decision of the staff member as discrimination.

The issue of discrimination must be addressed within the new regulations. Safety of all passengers is paramount and all crew should have the discretion to refuse to allocate seats in exit rows without possible complaints.

This is a difficult area and I look forward to seeing how these matters are addressed in the new regulations.

*Doug Stott  
Manager Flight Safety  
Southern Australia Airlines  
Mildura, VIC*

## Bossed around

I'VE JUST READ "Nothing in Reserve" (FSA March/April 2001), which was a very good lesson in the importance of care with fuel and flight planning, among other things. However, I'm not sure your analysis has considered the entirety of the situation.

It seems Gerry Binnema was dealing with an authoritarian and unapproachable pilot in command through this whole event. Does Jim's quizzing Gerry three times about fuel, qualify as taking "pilot in command" responsibility for this?

By his own admission, Gerry felt intimidated and didn't raise his concern about leaning

according to his plan. Was fuel not checked by Jim prior to departing for the return leg? Was a precautionary landing or a return to departure point considered? This doesn't appear to have been contemplated or discussed.

In all, I think this incident shows many more factors than poor fuel planning - it shows how pilots who adopt a "Don't argue with me" attitude (especially towards less experienced pilots like Gerry) can place themselves and their aircraft in very dangerous situations.

*Simon Matthews, Peninsula  
Psychology Services  
Bensville, NSW*



## Silence not golden

BECAUSE OF A NUMBER of mid-air collisions between gliders, CASA via the GFA is currently educating glider pilots into making greater use of radio to alert, see and avoid.

But in your CAIR supplement ("Congested Frequencies", May-June 2001) CASA is said to be considering educating VFR pilots out of making position reports in Class G airspace and into listening and only responding when they hear IFR aircraft which may "pop out of a cloud near them".

Isn't there a contradiction here? I have only flown a hundred hours in light aircraft but already I have had

my comfort zone put under pressure often enough to appreciate regular position reports.

Educate us into keeping it professional, clear and short. Your article on MBZ radio procedures for example was helpful but the thought of fellow VFR pilots surrounding themselves with CASA-suggested silence - deadly silence - scares me.

Chatter may be an annoyance but surely communication keeps VFR pilots alive?

*David Boutland,  
Holgate, NSW*

## Landings and Lightwings

I WOULD LIKE to comment on the articles "Are you really on glideslope?" and "Control Confusion" (*Flight Safety Australia*, May-June 2001, pp 28 and 20).

As a navaid flight inspector for Airservices Australia, I can attest to the high standard of Australian ILSs and the cutting edge technology of the system used to flight test them.

I would also caution those who insist on conducting practice ILS approaches while the aid is being tested. Both GP and LLZ are made to radiate abnormally, and we remove the ident to alert pilots of its unserviceability. How many pilots really do "tune and ident"?

As an AUF ultralight pilot, the "Control Confusion" article is another example of a "superior" GA pilot breaking another AUF aircraft.

Your specialist's response was surprising. What is an "early ultralight", and what relevance does that have to the Lightwing? If you pole any aircraft into the ground, something will break. The Lightwing has, for a taildragger, very docile characteristics and isn't "different" in its pitch response at all.

All the CASA certified two-seat ultralights I have flown are stressed to in the order of +6g, -4g, as with my current aircraft which gets airborne in its own wingspan and has low inertia. To my mind this demonstrates strength and safety.

*Dene Harmon,  
Geebung, QLD*

*By "early ultralights" I mean aircraft prior to (and possibly including) CAO 95.25 type acceptance. These aircraft were not required to meet as stringent a set of control response requirements as type-certificated aircraft (which includes the more recently approved 101.55 ultralights). My recollection of the Lightwing, which I last flew about five years ago,*

*was refreshed by talking to a current AUF CFI – it does have harmonious control responses but there is no guarantee that all CAO 95.25 aircraft behave the same way.*

*It would be well for any ultralight instructor to know that a GA pilot (current or not) may anticipate an aircraft to behave like something else he has flown, when it may well not – and hence to be cautious about introducing critical manoeuvres like a go-around from low level before a student is familiar with the handling of the aircraft. That is my point – not that the aircraft are dangerous but that they may behave differently from what the student expects, particularly if the student is also unfamiliar with the control layout of the new aircraft he is flying.*

*Mike Cleaver,  
CASA sport aviation inspector*



## No easy fix for communication errors

I WOULD LIKE to respond to Neil Bradley's letter in the last issue. ("Callsign Confusion", *Flight Safety Australia*, May-June 2001, page 7.)

Communication errors are acknowledged to be a causal or contributing factor in a significant number of reported incidents.

The raising of concerns over problems or perceived problems can be a valuable educational tool.

Responses in the vein of "they do it overseas so it is good" and "just do as the book says" are not very helpful in raising awareness or promoting discussion of the issues.



## LAME vs pilot, round 12,123

THE ARTICLE "The Prop Stops Here" (*FSA May-June 2001 page 12*), lost any credibility with the final sentence: "on the subject of aircraft maintenance pilots are not always experts."

It must have been written by a maintenance expert pilot. After 35 years of maintaining aircraft in both the military and civilian fields,

I have found that pilots are rarely experts at maintenance. As a matter of fact the amount of knowledge the average pilot has of maintenance of aircraft can be written on the head of a pin with a white board marker.

*John Taylor  
Mackay, QLD*

## Errata

**No licence for Bean:** "Bean sprouts wings" (*Flight Safety Australia*, July-August 2001) incorrectly stated Rowan Atkinson held a pilot's licence, and that it had been suspended following an incident in Kenya. Rather, it was the pilot hired by Mr Atkinson who had been placed under suspension.

**Wire wire pants on fire:** Two recent articles in the May-June edition of *Flight Safety Australia* incorrectly referred to Kapton wire insulation as "aromatic polyamide". Aromatic polyamide is known as Nylon. Kapton is the Du Pont trade name given to aromatic polyimide.

### Drop us a line

Ideal length for publication is 150 words. Longer letters may be edited to save space. Include your name, address and phone number.

- Send letters to *Flight Safety Australia*, PO Box 2005, Canberra ACT 2601; faxes to (02) 6217 1950; emails to fsa.magazine@casa.gov.au.

The best letter wins a \$50 voucher from Airservices Publications Centre.

*Graeme Dawson  
Bass Hill, NSW*

## New chairman

THE MINISTER for Transport and Regional Services has appointed Ted Anson AM as the new chairman of CASA, and announced Mick Toller will continue as director for a second term.

Mr Anson is the former chairman of the Australian Maritime Safety Authority, and has enormous experience in transport safety and corporate management.

Former chairman Dr Paul Scully-Power asked not to be reappointed due to other business commitments. The new appointments are effective until July 2004.

## French agreement

BILATERAL SAFETY agreements between Australian and European aviation authorities are a step closer with the updating of a surveillance arrangement for Australian-made components supplied to Airbus Industrie.

Australian and French representatives signed the agreement while attending the Joint Aviation Authorities/Federal Aviation Administration International conference in Geneva last June.

Though a similar arrangement has been in place for 12 years, the update now provides a more harmonised approach.

## Wallabies stay put

WALLABIES in "plague proportions" continue to overrun the Ingham Aerodrome (*Flight Safety Australia*, January-February 2001).

"Five out of ten planes come in saying they've had near misses with them," says local pilot Josh Liddle. The Royal Flying Doctor Service no longer uses the facility.

The Hinchinbrook Shire Council trialled 15 high frequency audio roo guards, without effect. Mayor Keith Phillips says the State Government has helped fund lighting as the next deterrent, and a wallaby-proof fence will be erected later.

# Ford to the rescue



PHOTO: NEWS.COM

ACTOR HARRISON FORD'S real life is becoming more like the characters he portrays on the big screen.

On July 9 this year Ford, an experienced fixed-wing and heli-

copter pilot, took part in the rescue of a 13-year-old boy.

The boy scout, who had been camping with his father just south of Yellowstone National Park, became lost after missing

the turn back to their camp.

Sixteen hours after the boy went missing Ford's co-pilot spotted him about 8km away from the camp site. Shortly after he was reunited with his father.

This was Ford's second helicopter rescue in less than a year.

On July 31 last year, a 20 year old woman hiking on Table Mountain in Idaho Falls became dehydrated and was transported to the local hospital by Ford.

Aviation hasn't always been so kind to Ford. In October 1999 Ford was practising auto rotations to a power-on recovery with a flight instructor in his helicopter.

On one attempt the engine did not respond as quickly as anticipated and the helicopter crashed into a dry riverbed.

Although the helicopter was extensively damaged, Ford and the flight instructor escaped uninjured.

Then in June 2000 Ford was attempting to land his Beechcraft Bonanza when windshear caused the single-engine aircraft to veer off the runway.

Neither Ford or his passenger were injured in the accident.

# New flight simulators for Qantas

QANTAS HAS announced the purchase of two new flight simulators for the new Airbus A330-200 and Boeing 767 types.

The simulators represent the latest in flight simulator technology, provided by Thales Training and Support Pty Ltd.

Qantas' first A330 will arrive in Australia by the end of next year, with simulator training scheduled to begin in the middle of 2002 at the Airport West Training Facility in Melbourne.

The facility itself will be undergoing significant expansion in the near future, including the construction of an A330 evacuation procedures trainer, to be used not only by Qantas, but many other international airlines.



PHOTO COURTESY: THALES TRAINING & SIMULATION

# Revamped Concorde set to fly again

AIR FRANCE Chairman Jean-Cyril Spinetta hopes re-certification of the Concorde will happen before September.

French and British aviation authorities are pleased with the progress of refitting the Concorde, which now features kevlar-reinforced fuel tanks, improved hydraulics and new tyres.

In 1999, 113 people were killed at Paris' Charles de Gaulle airport, when a Concorde suffered multiple failures after take-off.

The new tyres use the latest technology from Michelin, dubbed radial NZG, for "near zero growth". They offer better damage resistance from foreign objects, and a substantial improvement in weight.

A newly equipped Air France Concorde has been making test flights for most of this year, and the first British Airways flights took place in July.

The US Federal Aviation Administration has indicated its willingness to allow the Concorde back into US airspace, pending re-certification.

Recently, France's Bureau of



PHOTO: AP/IMAGE

The wheel turns: New Michelin tyres, purpose built for the Concorde, are said to be more resistant to damage from foreign objects.

Accident Investigation (BEA) has had its report questioned by British newspaper, *The Observer*.

In an interview with Air France maintenance engineers, they claim the omission of a wheel spacer on the Concorde's main gear caused

the accident. The engineers believe the undercarriage was out of alignment when the plane started down the runway, causing excessive frictional drag, resulting in an uncontrollable skid, followed by the bursting of hydraulic lines that

punctured the fuel tanks. The BEA has dismissed the story.

In other Concorde-related news, Texan aviator Randall Stephens, working with Russian jet manufacturer Tupolev, is attempting to sell a Soviet-built Tu-144, often called the "Concordski".

Similar to the European Concorde, the Tu-144 travels five per cent faster and holds 35 more passengers. It is also notoriously noisy and inefficient. It is thought the aircraft has been involved in two fatal crashes: one at the Paris Airshow in 1973, the other on a commercial flight within the USSR in 1976. In 1978 the Tu-144 was withdrawn from service.

Stephens took the unusual move of listing the Tu-144 on the eBay website. After receiving one anonymous bid for US\$10 million, eBay became concerned over the legality of the sale and shut it down.

Undaunted, Stephens is now selling the aircraft on his own website, [www.tejavia.com](http://www.tejavia.com), despite criticism from aviation experts, citing the jet's poor track record, and prohibitive operating costs.

## GLOBEWATCH

**The brave and the bold:** Astronaut, doctor and pilot Patricia Robertson, 38, has died following the crash of a Wittman Tailwind at the Wolfe Air Park in Manvel, Texas on 22 May. Robertson was instructing a friend in a series of "touch and go" exercises when witnesses say the aircraft experienced a departure stall. The student remains hospitalised. Authorities are investigating.

**Skydiving tragedy:** A group jump went horribly wrong near Fentress, Texas on 27 May. One of the last jumpers from a Beech King Air 90 was trying to join with another group from a de Havilland DHC-6 when her chute failed to open. The free fall

then took her across the de Havilland's flight path, and she was fatally injured after striking the right propeller.

The de Havilland shut down its right engine and landed without further incident.

**Stuck on the stick:** In April, a single-engine Cessna flying in heavy fog near Shawinigan, Canada collided with a communications tower, the impact jamming the cabin in place 300 metres above the ground. The pilot's death was ascertained by helicopter, but the tower was left too unstable to climb or be dismantled. Five days later, engineers set an explosion to destroy the tower and recover the body.

**No Trespassing:** A Lebanese student pilot in a Cessna 152 was shot down by an Israeli helicopter after he abandoned his instructor, injured an airport worker, flew across the border and failed to respond to radio contact. The incident took place on the anniversary of Israel's pullout from Lebanon, with Israeli military on alert to the threat of terrorist attack. Hezbollah guerillas have formerly used hang gliders and balloons in suicide attacks, although it is not known if any weapons were found in the wreckage of the Cessna.

**Mid-air mix up:** An Aerospatiale AS332 helicopter and a Cessna

from the same flight school collided over a residential area near Nagoya, Japan on 19 May. The debris set fire to three houses and an apartment building. Six people died, including instructors, students and two on the ground.

**Flying monkeys:** A Yemen Airways flight in early May from San'a' to Damascus was forced to turn back when a baby monkey escaped its owner's luggage and began wreaking havoc among passengers. The monkey was one of six being smuggled to Syria. Cabin crew managed to capture the animal, and the smuggler was arrested. The monkeys are now residents at San'a' Zoo.

# Flying schools!

This is the all-new BAK package you need.

## Maximum flexibility – highly effective

- in the classroom • via tutoring • or for guided self study.

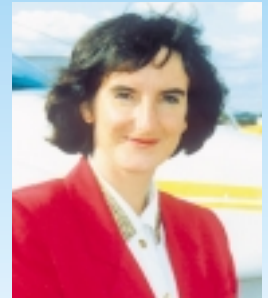
It's the first ever BAK book that provides for all three and it opens up a whole new teaching market for you. Plus it's ideal for integrated training.

There are more pictures, more interactive worksheets and strong airmanship emphasis. It also lets you tailor your teaching to suit your local area. It adds up to a simple, economical way to get your flight training on the move! ENQUIRE NOW.

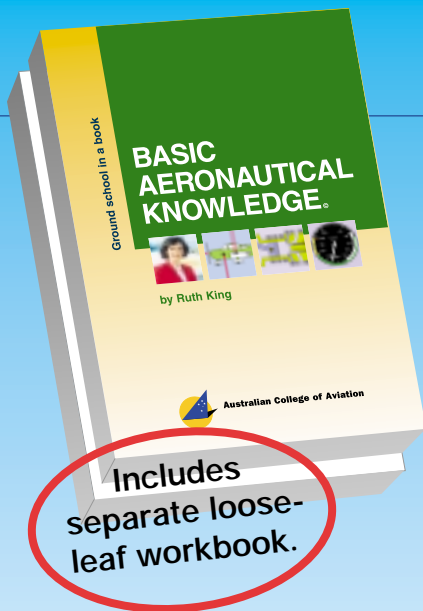
## Australian College of Aviation

Telephone: (03) 9587 2242 Fax: (03) 9580 4629

Email: [ruthie@netspace.net.au](mailto:ruthie@netspace.net.au)



Author Ruth King.



Includes  
separate loose-  
leaf workbook.



# BUSINESS SOLUTIONS FOR AIR OPERATORS

## - ELECTRONIC LOAD SHEET SYSTEMS

- [www.eLoadsheet.net](http://www.eLoadsheet.net) **NEW**
- Powerloader

## - GROUND HANDLING

- Coolangatta
- Regional Airports

## - PRE & POST DEPARTURE FUNCTIONS

- AVIATION GROUND PERSONNEL SKILLS REGISTER
- GROUND STAFF TRAINING



**AIRLINE  
LOGISTICS** PTY LTD  
ACN 095 175 125

Phone: (07) 5534 1095 • PO Box 1124 Palm Beach QLD 4221

Email: [sales@airlinelogistics.com.au](mailto:sales@airlinelogistics.com.au)

Or visit our website: [www.airlinelogistics.com.au](http://www.airlinelogistics.com.au)

# Amendments to CAOs

## Emergency beacons

CAO 103.41, 103.42 and 103.43: These orders, relating to emergency locator transmitter, survival radio beacons and crash locator beacons, are now obsolete. Updated standards can now be found in CAR 252A. Effective immediately.

## New endorsements

CAO 40.1.0: Some aircraft class endorsements have been expanded to include new types now operating in Australia, including the B737-800, and the METRO 3. Effective immediately.

## Distribution

CAO 100.16: Covering documents, allowing non-manufacturers to distribute aircraft components or materials, have been updated to conform with the latest maintenance

standards.

Effective immediately.

## Unlicensed aerodromes

CAO 20.9 and 20.10.1: To ensure the safe operation of aircraft at unlicensed aerodromes, precautions must be taken during refuelling, the ground operation of engines, and using aircraft radar equipment. Effective immediately.

## Search and rescue

CAO 95.7.3: Operators of helicopters engaged in marine pilot transfers at night were formerly required to have access to a search and rescue vessel. As search and rescue helicopters are now more common, access to a helicopter will suffice.

**CAOs and CAOs can be viewed in full at: [www.casa.gov.au](http://www.casa.gov.au)**



# New services for outback

CASA has just completed pre-commissioning checks for Certified Air/Ground Radio Services (CA/GRS) at both Ayers Rock and Broome airports.

CA/GRS operate within Mandatory Broadcast Zones, providing pilots with traffic, weather and operational information.

CA/GRS is a safety enhancement service designed to assist pilots in decision making, and is not

provided by ATC.

Both the Ayers Rock and Broome facilities were found to be technically excellent, and airport managers were authorised to commission the services immediately.

Steps have also been taken to assist in the education of local pilots using these facilities. For more information see CAAP

Airways 3(1) which is available at [www.casa.gov.au](http://www.casa.gov.au)

AERODROME RADIO INFORMATION SERVICES							
Airport	Certified A-G Operator	Unicom Operator	Beepback [AFRU]	Airport	Certified A-G Operator	Unicom Operator	Beepback [AFRU]
<b>ACT/New South Wales/ Tasman Sea</b>							
Aeropelican CTAF			✓	Bundaberg MBZ			✓
Armidale CTAF			✓	Charleville CTAF			✓
Bankstown MBZ			✓	Cloncurry MBZ			✓
Bourke CTAF			✓	Emerald MBZ			✓
Canberra MBZ			✓	Gladstone MBZ			✓
Cooma MBZ	✓		✓	Hervey Bay MBZ			✓
Deniliquin CTAF			✓	Hughenden CTAF			✓
Dubbo MBZ			✓	Horn Island MBZ			✓
Glenbrook HLS	✓		✓	Julia Creek CTAF			✓
Goulburn CTAF			✓	Karumba CTAF			✓
Grafton CTAF			✓	Kowanyama CTAF			✓
Lord Howe Is MBZ			✓	Longreach MBZ			✓
Merimbula CTAF			✓	Maroochydore MBZ			✓
Moree CTAF	✓		✓	Mt Isa MBZ			✓
Moruya CTAF			✓	Newman MBZ			✓
Norfolk Is MBZ	✓		✓	Oulpie CTAF			✓
Orange CTAF			✓	Redcliffe CTAF			✓
Port Macquarie MBZ			✓	Richmond CTAF			✓
Wagga Wagga MBZ			✓	Rockhampton MBZ			✓
Tamworth MBZ			✓	Roma CTAF			✓
<b>Victoria</b>							
Bendigo CTAF			✓	Southport MBZ			✓
Horsham CTAF			✓	Thangool CTAF			✓
Latrobe Valley CTAF			✓	Toowoomba MBZ			✓
Lilydale CTAF			✓	Townsville MBZ			✓
Mangalore CTAF			✓	Weipa MBZ			✓
Mildura MBZ			✓	Windorah CTAF			✓
Portland CTAF			✓	Winton CTAF			✓
Shepparton CTAF			✓	Whitsunday MBZ			✓
Swan Hill CTAF			✓	<b>Western Australia/Indian Ocean</b>			
<b>South Australia</b>							
Cadney Homestead			✓	Albany MBZ			✓
Kingscote MBZ			✓	Broome MBZ	✓		✓
Leigh Creek CTAF			✓	Carnarvon MBZ			✓
Moomba CTAF	✓		✓	Christmas Is MBZ			✓
Mt Gambier MBZ			✓	Cocos Is MBZ			✓
Olympic Dam CTAF			✓	Derby MBZ			✓
Port Augusta CTAF			✓	Forrest CTAF			✓
Port Lincoln MBZ			✓	Geraldton MBZ			✓
<b>Northern Territory</b>							
Alice Springs MBZ			✓	Jandakot MBZ	✓		✓
Ayers Rock MBZ	✓		✓	Kalgoorlie MBZ			✓
Gove MBZ			✓	Karratha MBZ			✓
Groote Is MBZ			✓	Kununurra MBZ			✓
<b>Queensland</b>							
Barcardine CTAF			✓	Leinster MBZ			✓
Bedourie CTAF			✓	Leonora MBZ			✓
Birdsville CTAF			✓	Meekatharra MBZ			✓
Blackall CTAF			✓	Mt Magnet CTAF			✓
Blackwater CTAF			✓	Newman MBZ			✓
Boullia CTAF			✓	Shark Bay CTAF			✓
			✓	Telfer MBZ			✓
			✓	Troughton Is CTAF			✓
			✓	<b>Tasmania/Bass Strait</b>			
			✓	Devonport MBZ			✓
			✓	Hobart MBZ			✓
			✓	King Is MBZ			✓
			✓	Wynyard MBZ			✓

To add your aerodrome to this list, or advise any changes, contact Brian Harris ph 131757.