

# Don't forget the pilots of tomorrow



Young aviator Stephen Fyfe prepares for take-off.

I BELIEVE THERE should be a lot more information for young pilots. I remember a moment when I was 14 staring over from a carpark at planes

landing at Moorabbin airport.

My father asked me what I'd like for my birthday and I jokingly said I'd like to fly one of those. Three months later I rang a few flight schools: I found out I could start flight training now.

Two weeks later I was up on a trial introductory flight. I will never forget that moment we took off. I remember thinking, imagine how good it would be to get paid for doing this.

From that point on I haven't been able to get flying out of my mind. I am now 15 and three months and have 11.1 flight hours. I've passed my basic aeronautical knowledge exam, pre-solo and pre-

area-solo exam and I am constantly building on my aviation knowledge.

So many people have told me how much of an advantage it is to start flying at my age and I believe there should be some sort of program set up to draw youth into aviation.

After all there's nothing like the excitement, enjoyment and exhilaration of flying.

*Stephen Fyfe  
Frankston, VIC*

AS A KEEN READER of your publication, my attention was taken by an article, "Girl Power", in your November-December 2001 edition.

Unfortunately, it is not well

known that Australia has a unique and active youth organisation, the Australian Air League, which does just what the article suggested: it provides facilities for young people, eight years and older, to learn about all aspects of aviation.

The Australian Air League is active in NSW, ACT, Victoria, Queensland and South Australia, and is expanding.

We always welcome those who would like to assist. Anyone wishing to know more can freecall 1800 502 175 or view our website at [www.airleague.com.au](http://www.airleague.com.au)

*Keith Bridge,  
Chief Commissioner  
Australian Air League*

## Common ground on safety

I AM WRITING as Chairman of the Australian Region of The Guild of Air Pilots and Air Navigators to thank you for your magazine.

While the Guild, or GAPAN as we are known, deals with all aviation matters, we have a particular leaning for safety-related issues. Your reporting of these matters is of great importance to the aviation industry.

The publishing of articles relating to real life pilot experiences such as the "Low cloud rising terrain" story in the January-February issue is a way of conveying a message that will have stuck in the mind of pilots undertaking similar flights. The "Runway incursions" article by Ruth

King in the same issue was also very relevant to today's operations at busy airports.

As your January-February 2002 issue notes, the Guild is party to the Air Traffic Management plan currently being processed by the Department of Transport and Regional Services. We are also involved with the CASA Regulatory Reform Program and have representation on the Standards Consultative Committee.

GAPAN has Working Groups in Queensland, NSW, Victoria and South Australia and members in all states.

*Captain Peter Raven  
Chairman, Australian  
Region Guild of Air Pilots  
and Air Navigators*

## GPS is fallible

MY COMPLIMENTS on an informative and very well produced magazine. I read with interest your article on GPS failure in the January-February issue on the internet. I had a failure of a similar type last year.

On a night flight in a Lear Jet 55 from Florida to Arizona, one of our two GPSs produced a GPS "FAIL" message.

About one minute later, our Universal 1M FMS gave a GPS "SENSOR FAIL" message, however the FMS continued to navigate via DME/DME updating with no loss of enroute capability.

We later found out that a military agency was doing random, "no notice", localised jamming of the GPS system.

I hate to think of the possible outcome of a VFR/IFR aircraft

running a mountain pass at night relying on GPS to keep them out of trouble with no secondary means of cross checking.

The point is, do not rely on a sole source of navigation, even if it is legal.

*T. Robert Schultz  
Phoenix, Arizona*

## Erratum

The article "Low cloud rising terrain" (January-February 2002) was credited to Ravi Kapoor. This was an error.

### Drop us a line

- Ideal length for publication is 150 words. Letters may be edited to save space.
- Send letters to *Flight Safety Australia*, GPO Box 2005, Canberra ACT 2601; faxes to (02) 6217 1950; emails to [fsa.magazine@casa.gov.au](mailto:fsa.magazine@casa.gov.au).