

The Secretary
Senate Standing Committee on Rural and Regional Affairs and Transport
PO Box 6100
Parliament House
CANBERRA ACT 2600

25th June 2008.

Dear Madam/Sir,

The attached "Terms of Reference of the Senate inquiry into the administration of CASA and related matters" was emailed to me by a friend only a few days ago, leaving me inadequate time to respond with a detailed written submission about the effectiveness of CASA as a "Safety" Regulator.

However, as a migrant and proud Australian citizen who has worked hard for the past 41 years for excellence in the field of pilot training and in so doing achieved substantial economic benefit for my country, I feel it my duty to at least register my continuing disappointment (and indeed despair) with **CASA's governance structure and its poor relationship with the General Aviation Industry.**

My concern is in relation to "the education and training of professional pilots" which – you will agree is of vital importance to flight safety and to underpin the commercial viability of our air transport industry.

Successive Federal Governments (in Canberra) are elected every three years to ensure the safety and well being of all Australians. That's where the buck stops!

It is a fundamental responsibility of Government (through CASA) to have in place an efficient and cost effective operational system that will ensure that our airlines, charter, commuter, RFDS and other air transport services operating in Australia will always have a reliable supply of well trained pilots. This has not happened! The "yellow" paper (attached) states this concern most emphatically.

The cancellation of scheduled flights by Qantas, Rex and others due shortage of "well trained pilots" puts Australia in the same shameful predicament as what is happening in India and other developing countries. How did this happen to us?

In my opinion, the blame for this national embarrassment lies with the Howard Government, which during the many terms of its clever political reign – allowed CASA to build a "Gestapo" like organisation and go berserk in attacking our GA Industry with ridiculous rules and regulations that did no good at all.

The large amount of tax payer funds spent by CASA in legal action on the pretext of ensuring compliance is unbelievable. This totally destructive CASA culture, encouraged and supported by the Howard Government is the reason why our

general aviation sector, so vital to Australia's air transport industry is today wallowing in the slush of mediocrity.

Apart from the major flying colleges (two of which I founded) that are training hundreds of overseas student pilots and the flying schools cashing in on the pilot training demand from India – our GA industry is now almost dead! That's why airlines in Australia are finding it difficult to get well trained pilots and they have had to lower their standards for pilot recruitment – compared to what it used to be forty years ago when I came to live in Oz!

Many hard working Australians (like myself) who put their own money, time and energy into sustaining our GA industry were continually harassed by the "Safety Regulator" for non compliance on minor issues that had absolutely no bearing on safety whatsoever.

The difficulty in providing safe and efficient flying training to student pilots from China, who not only had a problem with understanding and speaking English but also, had to suddenly adapt to living and studying in a Western culture was never recognised by CASA. There was no help or encouragement given to me by CASA in this regard - only lots of harassment.

My safety record as owner/operator of flying schools that I established across the continent of Australia since 1975 is exceptional. There has been no injury as a result of an aircraft accident, not even a broken finger nail (thank God). This fact was totally ignored by our **Safety** Authority. Instead, I believe they deliberately tried to make our fairly big flying training operation unsafe by putting constant stress on me personally and my senior flight training staff.

It is on record how CASA blatantly harassed me out of a successful business venture to train pilots for China Southern Airlines. I worked so hard for many years to achieve this lucrative project for Australia. Letters to Prime Minister John Howard (who knows me because I lived at Eastwood NSW for 23 years) were totally ignored. So were all my letters to the CASA Board.

If it's any help to the Senate Standing Committee, there is plenty of evidence to back my claim of victimisation by CASA. It would be helpful to the Kevin Rudd Government to know about the evil within CASA – before it starts the "clean up" process. Hopefully this will be an outcome of the Senate Standing Committee.

The situation today in our GA pilot training sector is still as pathetic as ever. Instead of being helpful to flying schools that are doing their best with limited resources to train pilots, CASA once again adopts an aggressive regulatory stance to "raise standards".

Canberra has employed an army of "Approved Test Officers" to be stationed in all states (at salaries totally unaffordable by most flying schools) to do the test for the initial issue of a Grade 3 Instructor Rating.

By offering \$130,000 + car etc, CASA has taken the cream (if the airlines have left any) of Grade One flight instructors working in Flying Schools - on relatively low "award wages" in most cases – training pilots to achieve CPL, Instrument Rating and Flight Instructor Rating and indeed doing their best to meet standards.

This recent knee jerk initiative by CASA to introduce initial testing of all Grade 3 Flying Instructors is certainly not being proactive. It is a total waste of time and a heck of a lot of tax payer's money.

Having been critical so far, let me say that I have the experience and "know how" in pilot training to be constructive in rebuilding a bright future in this field for Australian General Aviation. In this effort – I am joined by Russ Evans and a few other experienced aviation training mates.

The "yellow" paper (attached) outlines our intent to try to reverse the declining standards in pilot training and get it back to being at the "top" where it was in 1967. Your help will make the achievement of our objective easier.

The problem is – CASA will not take advice. Russ Evans and I would be pleased to appear before the Senate Standing Committee to outline a course of action that can be included in the Rudd Government's National Aviation Policy Green Paper.

Hopefully, the implementation of the directives in the Green Paper will herald a new beginning for Australian General Aviation and will spawn a well structured aviation bureaucracy that is proactive and helpful, particularly to pilot training.

Yours sincerely,

A handwritten signature in cursive script that reads "Barney Fernandes". The signature is written in black ink and is positioned above a horizontal line.

Barney Fernandes
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Floreat, WA, 6014.

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Barney Fernandes

From: Tony Mitchell [Tony.Mitchell@staff.allphones.com.au]

Sent: Monday, 9 June 2008 10:44 AM

To: Barney Fernandes (barney@allphones.com.au)

Terms of Reference

On 29 May 2008, the Senate Standing Committee on Rural and Regional Affairs and Transport resolved, under Standing Order 25(2)(b), to conduct a formal inquiry into the administration of the Civil Aviation Safety Authority and related matters. The proposed reporting date is 9 July 2008.

Noting the Government's announced intention to release a National Aviation Policy Green Paper in the latter half of 2008 and the importance of maintaining Australia's strong aviation safety record, the committee will conduct an inquiry into the administration of CASA and related matters:

to assess the effectiveness of administrative reforms undertaken by CASA's management since 2003;

- to examine the effectiveness of CASA's governance structure; and
- to consider ways to strengthen CASA's relations with industry and ensure CASA meets community expectations of a firm safety regulator.

The committee invites written submissions, which should be lodged by Monday, 30 June 2008, to:

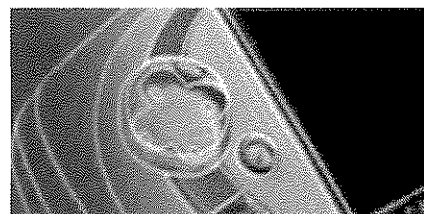
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Senate Standing Committee on Rural and Regional Affairs and Transport
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Future directions?



Paul Phelan

Incoming CASA Chief Executive Bruce Byron has given assurances about regulatory reform which industry figures cautiously find "encouraging." General aviation is now waiting to see whether, when, and how they will be

translated into necessary action.

There appear to be two categories of people working for CASA. Most want to restore the industry's trust and respect by delivering efficient, effective, competent and prompt regulatory services, and to comply with their guidelines in respect of procedural fairness and priorities. Others identify themselves by their actions, which often seem capable of the interpretation that they're driven by contempt for general aviation and its participants, and that in some cases this results in unreasoned and malevolent actions.

The only one way to reverse the malaise that has descended over regulator-industry relations, is to identify those individuals, and either to place them where they can't do any more damage, or to rid the industry of them. If that isn't done, the "culture" which has nurtured past wrongs will inevitably continue. If Mr Byron supports CASA's traditional stance that no such problem exists and that therefore no solutions are needed, he will fail. *He has!*

Most of the individuals aren't all that difficult to identify. Some star in almost every apparently inappropriate regulatory action CASA takes, but others remain in the background, carefully avoiding documentation by conducting their processes on the telephone. Although worthy people work in areas such as airworthiness, compliance, enforcement, flight operations, investigation, legal counsel, regulatory development and regulatory services, overall the balance between the white and black hats appears to be close to even money.

One recent event might be a good

starting point for any new CEO wanting to identify individuals whose career paths might be better directed towards welfare dependency.

Almost two years ago, and only days before the statute of limitations ran out, CASA brought 27 criminal charges against well-respected former senior flight training figure Barney Fernandes, now aged 78, alleging that while he was a director of China Southern West Australian Flying College Pty Ltd (CSWAFC), he was "knowingly concerned" in the operation of 27 training flights over a two day period, while the school did not have an approved chief pilot. Neither the corporation nor any of Mr Fernandes'

The only way to reverse the malaise ... is to identify the individuals.

fellow-directors was charged. Each charge carried a penalty on indictment of 2 years imprisonment and a \$13,200 pecuniary penalty. Technically at least, Mr Fernandes was looking down the barrel of 54 years in the slammer, and fines of up to \$356,400.

CAO 82.0, sub-section 6 specifies that any cancellation of a chief pilot approval must be notified in writing to both the CP and the company. Under CAR 1988, 5.58, CASA can cancel a CFI approval but only in writing. The grounds for cancellation must be provided, but oddly, under that regulation, CASA is *not* required to notify the company. No available evidence suggests that either happened.

Mr Fernandes described CASA's tactics: "While I was absent in India my wife was forced to accept a summons in which I was charged with the offences under the Civil Aviation and Crimes Acts. There was some mention to her that if she did not accept the summons and if I did not respond as required, I would be arrested. I believe this is nothing but insensitive bullying of an ageing lady. These charges have no bearing on safety whatsoever, and their prosecution is highly technical, totally unmeritorious,

and as far removed from public interest as they could possibly be. The Commonwealth Directorate of Public Prosecutions [CDPP] has supported this pathetic action by CASA for the past twenty months and has decided to proceed with the prosecution. So far it has cost me - a self-funded retiree - about \$25,000 that could have been put to better use! And wasted my time."

But apparently CDPP finally got the message in the form of a *nolle prosequi* submission by top Western Australian criminal lawyer Malcolm McCusker in July 2003; but reacted only days before this legal extravaganza was to begin. Perhaps CASA had failed to advise the CDPP (or didn't know?) that although he

had given notice of resignation, the chief pilot had still been on the company payroll and was still carrying out his duly authorised duties at the time the training flights were conducted. After two years of worry for the couple, the entire case was abandoned, albeit at huge cost to both the taxpayer and Mr Fernandes.

This backdated and apparently malicious kick in the teeth, delivered to somebody who has probably contributed more to Australia's flight training industry than any other individual, surely warrants competent external investigation as to its background and motivations, and its relevance to CASA priorities. If that trail was deeply and competently examined, the true agendas and conduct of some of the individuals involved might be identified, and appropriate action taken.

Several other (apparently) wasteful and incompetent misdirections of CASA resources in the recent past are well known but remain uninvestigated. The diligence Mr Byron applies to significant staff changes will be the measure of his success. If you haven't seen some by the time you read this - draw your own conclusions. ■

The general standard of Pilot Training in Australia is fast approaching its PNR!

The many serving and even retired airline pilots who know me as their instructor would certainly appreciate the serious implication of the heading chosen for this brief paper. They would also attest to my bluntness when commenting/teaching in subjects relating to flight safety – embedded in me as a result of 23 years of service in the IAF that started during WW II - when many of my course mates were killed in aircraft accidents as a result of poor (fast track) flight training.

This is NOT a discussion paper for a conference. Nor does it intend to apportion blame for a looming “crisis” in the airline industry which Captain Chris Manning, Group General Manager Qantas Flight Operations and its Chief Pilot described as “bigger than the airline strike of 1989 and bigger than the Ansett collapse”.

This is an **action** paper aimed at getting all concerned to see the relevance of the PNR and why it is vital, in our national interest, to “turn back” to the common sense, practical and “fail safe” approach in pilot training that used to be!

For whatever reason, and there are differing opinions in this matter, flying training standards in Australia which once used to be among the stars are now well and truly in the gutter! **I should know.**

I started work in Australia as an Instructor at the Qantas Cadet Pilot Training College (Rosebery) in January 1967. Having held a Transport Command Category “A” for all my operational service in the IAF and an Indian and Australian Flight Nav License when I migrated to Australia, I can recall and confidentially say that the quality of ground and flying training was the best I had ever seen. Standards in flying skills/procedures, ground subjects, self discipline and a professional attitude, required by Qantas for graduation, were indeed very high. As I remember, in those days the USA FAA licenses were easy to get and looked like a product of kindergarten!

It was a challenging and most satisfying job for me and a sad day for **many** when Qantas closed down the cadet scheme in 1972 after No. 13 Course graduated.

I was retrenched but then Qantas asked me to take over the ground training of 24 MAS sponsored cadet pilots in Courses 14 and 15 as “Course Instructor”. Their flying training was contracted to the RAC of NSW. Both courses of Malaysian cadet pilots graduated to a high standard – one of my students (now MAS Captain Ooi) getting 100% in the DCA ATPL Nav Exam. Setting standards?

I continued to invest and work in the field of air-pilot education and training, maintaining the standards of the Qantas Cadet Pilot Training Scheme, improving on them as best I could. Graduates from AFTS (Sydney), AAC (Adelaide) and AIFC (Perth) are usefully employed as airline pilots in Australia and overseas.

The export income earned by the flying colleges I founded in Adelaide and Perth is about \$50 million each year. That surely is a significant achievement – only made possible by a solid foundation of uncompromising flight training standards.

Back to the topic! I reckon that Australia's place in "professional pilot training" started its downwards slide from the early 1990s. For the past seventeen years or so our aviation dependant nation has been uncaringly coasting along in this important field of national endeavor - with more regulation but less education.

This modern generation of legal minded aviation wizards does not have the real "know how" or the passion to DO anything about improving the situation. And our young student pilots who pay huge sums of money for flight training with the intent of becoming airline pilots don't know and don't care about standards. All they want is a Commercial Pilot Licence which most get. Sadly there is little or no pride in their profession - a concern shared by many of my aviation colleagues.

This paper should be a "wake up call" to all concerned. As I see it, our deteriorating standard in pilot training is close to the "Point of No Return" and only we of the older generation of aviators who started flying in the 1940's, 50's and 1960's have the experience, know how and indeed **the desire** to turn it all around and get it back to the standards that used to be! But time is running out!!

If the Airlines, who are the end user of well trained professional pilots, support the crusade I have embarked on, we can very quickly reverse the grim situation and put Australia back at the "top" in the world map of professional pilot training.

I am now sending out a "call to arms" to my mates from the older generation of suitably experienced aviators and **others** whom I know share my concern. I feel confident of getting a positive response from many who will be willing to make the time and effort join me in this crusade aimed at getting Pilot Training Standards in Australia up among the stars again.

We will use every means to do this. Papers to the Senate Standing Committee and Sir Rod Eddington – Inaugural Chair of "Infrastructure Australia" will be our main routes for this crusade!

*I have carried you on Eagles Wings and
I will care for you in all your years. Isaiah*

The story of my working life!

Barney Fernandes

*Personal background, qualifications, experience,
and career highlights – narrated in thanksgiving!*

I was born in Shencotta – a small town in South India, on 24th May 1926, the eldest of five children of Marjorie Hockins and Peter Fernandes - who worked as a travelling auditor on the South Indian Railway. My father died on 24th May 1938 on my twelfth birthday, after which my English grandfather Samuel Evan Hockins came to live with us. Hence my adolescent years were spent under the influence of an ex Royal Navy sailor who was crew on RN sailing ships on many voyages from England to India and indeed to other parts of the world. My Grandpa was a self educated man with no hang ups in life and had many practical qualifications. I learned a lot from him.

My education in Catholic schools was as expected - thorough and disciplined! I passed the High School Exam in 1942 from St. Bede's, Mylapore, Madras. Being only sixteen and too young to start a career, I spent the following year (1943) in pre University Education at Loyola College, Madras with the intention of finding a suitable job as soon as I could and according to God's will!

It was war time, so I felt obliged to volunteer for military service. On 1st March 1944 and not yet 18 - I joined the Royal Indian Air Force - training as Flight Mechanic (Engines) at RAF Station, Jalahalli. Service Number 44229. **And so started my career in aviation!**

1944 and 1945 (War time)

The advanced stage of my FME training was conducted at RAF Station Secunderabad. I graduated as AC 1 and was posted to No.320 Maintenance Unit, Ambala, where my main job was stripping and rebuilding huge WW II radial engines, getting my hands bruised and truly dirty! After VE Day in 1945, I was posted from Ambala to RAF Station Drigh Road, Karachi where I worked on exotic WW II aircraft – such as the Spitfire – Mustang – Thunderbolt – Vultee Vengeance – Beau fighter – Lightning - Mosquito – Lancaster and Stirling bombers (to name a few that come to mind) – all transiting from Europe to the war zone against Japan, which at that time was as close as Imphal.

1946 and 1947

After the War against Japan ended – I was selected for Officer training in the budding Royal Indian Air Force - “born” on 8th October 1932 – with just six pilots and 22 Hawai Sepoys. I already had two years service was proud to be a founding member of the RIAF.

I started training as an Officer Cadet in No. 42 Pilots Course at the Initial Training Wing - Poona – and graduated from ITW top of my course, winning the Ground Subjects Cup.

My flying training which started at Elementary Flying Training School (EFTS) - Jodhpur, was conducted in an atmosphere of our RAF flying instructors being demobbed and going back home to “Blighty”. It was fractured and not the best. My progress was slow. Providentially my pilot training was discontinued at an early stage. The RIAF urgently needed Navigators for the rapidly growing transport squadrons. I was selected for flight navigator training along with other cadets who had also done well in ground subjects!

It was a year long course – starting with ground school at RIAF Station – Tambaram and ending with six winter months of ground and flying training in England at a Nav School called “Straight Aviation” at Willingale – Essex. Living in post war foggy England and doing flight navigator training on the Avro Anson was a great and thrilling experience!

I graduated in 2nd place in my Course, returned to India in February 1948, commissioned with the Rank of Pilot Officer GD (Nav) and posted to Number 12 Squadron, Agra. The next 19 years of service as a Commissioned Officer - Service Number GD (N) 3467 - was filled with distinction. A brief summary is given below.

1948: Operations in Kashmir flying DC3s as co-pilot cum navigator. I do have a chitty in my log book which “certifies that I am qualified to carry out the duties of 2nd pilot by day and night on Dakota aircraft”. I navigated all the time and flew when required!

1949: awarded Transport Category "A" by the RAF Transport Command Examining Unit. Posted to Communication Squadron – Palam - “for VIP Crew duties in all areas” – and had the privilege of flying our first Governor General Sri Rajagopalachari – nearly all trips of Prime Minister Nehru, Vallabhai Patel, the President of India – also many VIPs from overseas e.g. Lady Mountbatten and Zhou En Lai - the Prime Minister of China.

1950: The first Indian Air Force Officer to be sent to Australia for an Advanced Navigator Course with the RAAF at East Sale- Victoria.

Jan 1951: Posted back to Comm. Squadron, Palam – for VIP crew flying duties.

Nov 1952 to Jan 1959: A tour of duty of six years in the Aircrew Examining Board (AEB) as the Examiner responsible for maintaining navigation standards in Transport Squadrons.

February 1959 – Promoted to the rank of Squadron Leader and posted to Number 12 (C119 Packet) Squadron as Flight Commander of the Ops Flight. Again ops in Kashmir and Ladak.

February 1961 - I was in the **first** group of aircrew to be sent to Russia for conversion training on the four-engine AN12. On my return I helped establish Number 44 Squadron and a new IAF base for heavy transport aircraft at Chandigarh (Punjab). As “Squadron Leader” in 44 Squadron – I often took charge of flight operations as O I/C Flying of the two heavy-transport squadrons based at Chandigarh prior to and during India’s war with China in 1962.

I was decorated by the Chief of Air Staff - Air Marshal Arjun Singh with the Vayu Sena Medal (Air Force Cross) for “courage and professional skill during the 1962 hostilities”.

In 1963 I was promoted to the rank of Wing Commander and took up a three-year posting at the National Defence Academy, Poona, as the Air Force Battalion Commander, responsible for the training of about 500 cadets in No.3 Battalion. Some of “my cadets” have achieved rank as Vice Admirals, Air Marshals and Generals in the Indian Armed Forces.

In 1965: Whilst still at NDA, I was sent on “temporary duty” to Ops Command in Palam to help with the direction of air transport operations during India’s brief war with Pakistan.

In October 1966, I sought and was given “voluntary retirement” from the IAF to migrate to Australia. My mother, wife, three young children and I arrived in Sydney in December 1966. We became Australian Citizens in February 1970.

My work in Australia has been exclusively in the area of “Air Pilot Education and Training”. Some high lights of my career in Australia are given below.

- **1967 – 1972.** Instructor at the Qantas Cadet Pilot Training College in Sydney teaching theory subjects up to Flight Navigator Licence level. About 200 pilots were trained for the airline. I was retrenched in March 1972 when Qantas closed its cadet pilot scheme.
- **1973 -** Established the first ever “ground school” for pilot training at Bankstown (Sydney) called “Bankstown Aviation College”.
- **1974 -** Started AFTS (Australian Flying Training School) - my first flying school at Bankstown, Sydney - with a “training syllabus” that was based on the concepts of the Qantas Cadet Pilot Training Scheme. AFTS conducted three formal CPL/IR courses each year for Australian student pilots and cadet pilots sponsored by overseas airlines – mainly from Malaysia Airlines, Garuda Indonesian Airlines and Zambia Airways.
- **1981 –** Started AAC (Australian Aviation College) at Parafield, Adelaide. Both AFTS and AAC held the prestigious “**Integrated Commercial Pilot School Rating**”- the highest flying school licence in Australia. In addition, AFTS and AAC achieved the status of a “**Malaysian DCA Approved Flying School**”- the first flying schools in Australia to be approved for CPL/IR training by the Malaysian Government.
- **The Integrated Commercial Pilot School Rating was truly a visionary concept in pilot training – introduced by the Department of Aviation after a world wide study into methods of pilot training. It was dismantled by CASA!**
- The ICS Rating did not limit “standards” set for graduation to aviation subjects alone. It enabled me to embark on expanding the course of education and flying training for professional air-pilots that would keep abreast of modern technology. It would give our graduate commercial pilots a tertiary qualification and therefore - true professional status.

It took five years at Adelaide and cost at least half a million dollars to achieve. But, I did - in spite of an uncooperative aviation bureaucracy!

- **1987** – For the **first** time ever in Australia, nine cadet pilots of AAC graduated with a CPL/IR that was part of a two year Associate Diploma in Civil Aviation course given by the SAIT (South Australian Institute of Technology). These eight young men and one woman received “professional flying” and “tertiary” qualifications at the same time.
- **For this I was awarded the “Grand Master’s Australian Medal” which was presented to me by Prince Bernard of the Netherlands (on behalf of Prince Philip) at a function in London organised by the UK and Australian Guild of Air Pilots and Air Navigators.**
- **1989** – Hawker DeHavilland (Australia) purchased my AAC in Adelaide as thriving business with MAS cadet pilots under training. But HDH did not align its operations with my vision for professional pilot training – so I withdrew my consultancy services to HDH, sold AFTS (my flying school in Sydney) and moved to Perth to start all over again!
- On 15th August 1989 - I started “Jandakot Flying College” (JFC) at the General Aviation airport in Perth with four aircraft and twelve students.
- In 1991 JFC grew up to become the Australian International Flying College (AIFC) - conducting CPL/IR training, Flight Instructor training and “flying grading”. It was the first time ever that "flying grading" was carried out as a pre-selection process for airline pilots. It was an innovative and most successful program. In all - 91 Chinese candidates from Hong Kong were graded for Cathay Pacific – minimising wasteful training costs.
- 1992 – I had a contract for training cadet pilots for Malaysia Airlines, once again – when China Southern Airlines became interested in training their cadet pilots in Australia.
- In October 1993 - I signed a joint venture agreement with China Southern Airlines to train pilots for the airline and became the – Founder Principal and Managing Director of the China Southern West Australian Flying College.
- This “joint venture” business with China Southern Airlines required long hours of work (24/7) and stress from a personal responsibility for the safety and graduation standards of non-English speaking student pilots. Result: this prestigious pilot training business in Australia achieved permanent status.
- My Chinese partners were most pleased with the development of the technical/domestic facilities and the standard of our graduate pilots. My decision to relocate “ab-initio flying training” at Merredin, away from the busy General Aviation Aerodrome at Jandakot (mainly for safety) attracted financial support from the Government of Western Australia.

- Soon after this, China Southern Airlines made a written commitment to spend US\$250 million in Western Australia to train 3000 pilots for the airline during the next 20 years. Another **first** in Australia and no mean achievement!

The flying colleges I founded in South Australia and Western Australia are both operating profitably, providing employment, supporting the airline industry in pilot training and earning about \$35 million for Australia each year.

For this I was made a “**Life Member**” of AOPA (Aircraft Owners and Pilots Association).

On 2nd October 1999, Ms Jenny Wu Chang – my Australian co Director and Deputy Principal who lived in Perth and was fluent in both English and Mandarin died of lung cancer – age 45. There was no way I could continue a valid business partnership with a major Chinese Airline who had been told by CASA that China Southern Flying College which had its AoC under threat for the past two years – would be given an AoC valid for three years if I retired from the Company. And this is exactly what happened.

In April 2000, at age 74 - I reluctantly sold my shares held in the joint venture Company to China Southern Airlines (at a 50% loss) and pulled the shutters down on a productive 34 year working life in the field of education and training professional pilots – in Australia.

In May 2001, Roland Becker, the Chairman and Owner of Becker Avionics Systems, based at Baden Baden, Germany, invited me to establish Becker Avionics Systems Australia (BASA). Roland Becker is a friend. So even though I know little about “Marketing of Avionics” and sales is not my forte, I accepted the challenge and BASA traded with some success until 2005 when I decided to spend the last years of my working life trying to help pilot training schools in my homeland.

On 7th October 2005, I met Mr. Praful Patel, India’s Minister for Civil Aviation. Mr. Patel invited me to have a look at being involved with the National Flight Training Institute that was being set up at Gondia. This \$250 million project was way out of my league and not in keeping with my ideas regarding the essential requirements for a world class flying college.

A year later, Ajay Prasad (Secretary MoCA) invited me to be “Adviser” to the Government of India in all matters relating to pilot training. I accepted. But even though R.K Singh (Joint Secretary) tried his best – he could not make it happen! The Indian DGCA was not interested!

But I am! And I will always be interested in working with parties in India who share my concern about safety in India’s air transport industry. The compromise in measures taken to alleviate the current pilot shortage problem in India has increased a genuine desire to establish a flight training facility that will provide the airline industry in India (and also Australia) with a reliable supply of well trained pilots.

Establishing a world class flying college in India is still a dream. There are genuine parties across the Indian Ocean who are interested in making this dream come true! The flow on from this proposed venture would have significant economic benefits for Western Australia.



THE GUILD OF AIR PILOTS AND AIR NAVIGATORS

*Grand Master's Australian
Medal*

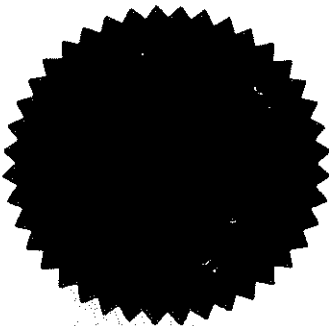
awarded to

Bernard Ignatius Fernandes

For Technical Excellence

and

Meritorious Contributions to Aviation



BY ORDER OF THE COURT

[Signature]
GRAND MASTER

THE WORSHIPFUL GUILD OF AIR PILOTS AND AIR NAVIGATORS

CITATION

THE GRAND MASTER'S AUSTRALIAN MEDAL

Bernard Fernandes Esquire

In July 1987, at an inaugural ceremony in Adelaide, South Australia, seven men and one woman graduating as commercial pilots were awarded the Associate Diploma in Civil Aviation by the President of Council, South Australian Institute of Technology. This was only possible because of the foresight, dedication and energy of Barney Fernandes, who has been the driving force behind the establishment of the first integrated flying and Associate Diploma Course in Civil Aviation. As the founder of the Australian Aviation College, Barney Fernandes has had to overcome a mass of bureaucratic obstacles and a refusal by education authorities to recognise the profession of air pilot as worthy of tertiary education. His persistence, energy and indisputable logic has resulted in full recognition and funding of the ground education to Associate Diploma standard. Now, for the first time, commercial pilots graduating in Australia also achieve a tertiary education qualification, thereby going a long way towards the long sought after full professional status for commercial pilots.

His outstanding achievement in improving the standard and status of flying training and the commercial pilot in Australia has set a fine example for us in the United Kingdom to follow.

PERSONAL RESUME - W. R. EVANS

Completed formal education at Newcastle Boys High School.

1939 became a junior member of the Newcastle Aero Club.

1942 joined the Royal Australian Air Force - served as a pilot reaching the rank of Flight Lieutenant.

Following discharge from RAAF in 1945, represented Newcastle in cricket and baseball on numerous occasions.

1946 Honorary Flying Instructor at the Newcastle Aero Club.

1948 full time flying Instructor - one of only six flying Instructors in Australia holding the A1 rating.

Appointed Chief Flying Instructor. At the time, the Newcastle Aero Club (by now the Royal Newcastle Aero Club), was the largest civil pilot training organization in the Southern Hemisphere with 57 training centers and 33 Flight Instructors throughout New South Wales.

Received a Federation award from the Royal Federation of Aero Clubs of Australia for services to flying training in Australia.

In 1957 joined Qantas

1961 invited to join the Department of Civil Aviation, now known as the Civil Aviation Safety Authority (CASA) as an Examiner of Airmen.

Some 23 years later retired from the "Department", the last 18 years performing duties as the Senior Examiner of Airmen (General Aviation) for the New South Wales region.

Whilst with the Department, received from the Scouting movement their highest civilian award for assisting them develop a flying training division at Camden Airport, New South Wales.

A participant in the 1969 England to Australia Air Race and was placed second in both the speed section and in his aeroplane category.

In 1983, on retirement from CASA, remained in aviation. In addition to flying corporate jets, also became involved in corporate jet endorsement training, general instructing and flight testing of pilots for all license categories.

Endorsed on most single and multi-engine light twin engine aeroplanes as well as DC2/3/4, DC-6, Lockheed Hudson, Lockheed 10, turbo prop and jet aeroplanes such as Learns, Falcon Jets (20,10,100), HS 125, Merlins (2,3,4), King Airs Piper Cheyenne Twin Otter - approved Check and Training all types.

1983 contracted by a major United States oil company as Aviation Inspector/Check Pilot Australia and the South-East Pacific areas - retired from this position in early 1999.

1995 received a Master Instructor Certificate from the Royal Federation of Aero Clubs of Australia.

1998 honoured with life membership of the Royal Newcastle Aero Club for services to the club.

Ferried aeroplanes between America and Australia. Flights include Falcon Jets via Iceland, Europe and India to Australia, Beech King Airs from America to Australia via the Azores, Nomads from England to Australia, DC3s from Auckland to America via Midway, Hawaiian Islands and then across the Pacific.

Author of Flight Without Tears, The Radio Compass and ADF, VOR, DME, Understanding Multi Engine Aeroplanes, Instructors Ground Briefings / Videos / DVD's

1999 received honorary Doctor Degree in Science from Newcastle University. Only pilot ever to receive this honor whilst still currently flying (only other pilot recipient, Nancy Bird Walton).

2003 received OAM for services to Aviation.

2008 still holds an ATPL license and all testing approvals. In 68 years association with the aviation industry, has logged approx of 30,000 flying hours.



Aviation

HISTORY LI

Pilot instructors in high demand

A task force is trying to boost the profession's image

Steve Creedy

AUSTRALIA needs to boost flying instructor numbers by at least 15 per cent over the next five years to avoid a serious pilot shortage, a new industry task force has warned.

Qualified flying instructors are being recruited by airlines, and aviation educators are being urged to look at better ways of attracting replacements.

Instructors are attractive to the carriers because they see them as pilots who can adapt easily and quickly to the airline environment. But the worry is that there may be too few flying instructors to train enough pilots to meet growing industry demand.

The tight pilot job market is already starting to bite in Australia, with regional airlines complaining they are having trouble retaining their workers.

Regional Express last week revealed it was experiencing an annual attrition rate of 60 per cent and warned of a bloodbath this year among smaller airlines

because of the shortage. The Future Pilot Task Force met for the first time in Sydney on Monday and put pilot shortages at the top of a list of key industry risk factors.

The task force — made up of representatives from major airlines, flying training organisations, higher education institutions, industry organisations and federal government departments — is particularly concerned about the fall in flying instructor numbers.

“What we have identified is that it is difficult to retain pilot instructors for a range of reasons including the high demand in the job market for working pilots,” task force convener and University of South Australia head of aviation Steven Phillips said.

“But that points to a need for greater career path planning for qualified pilots and more promotion of the flight instructor role as a legitimate and rewarding occupation.”

Task force members agreed to work together to promote the

role of the flight instructor and to improve how an instructor rating was perceived as part of a career path to an airline job.

Airlines agreed that flight instruction should be recognised as a profession by the industry and that an instructor rating should be recognised as one of the best things for aspiring airline pilots to have on their CVs.

The task force will establish a working group to develop “pre-selection” testing that would identify people with the potential to be both instructors and airline pilots. This is likely to consist of psychometric, numeracy, literacy, decision making and motor skills tests similar to those already used by the airlines.

Mr Phillips said the task force believed this would give potential candidates the confidence to choose flight instruction as a suitable career path into airlines.

The task force also wants to promote piloting as a worthwhile and rewarding career and hopes to entice back qualified instructors who have left the industry.

Pilot shortage grounds Qantas

Steve Creedy
Aviation writer

QANTASLINK has become the latest regional carrier to suspend services because of a shortage of pilots.

The Qantas Group subsidiary announced yesterday that it was making schedule changes on Queensland and NSW routes because of a pilot attrition rate higher than the normal level of about 10 to 15 per cent.

The QantasLink woes come after competitor Regional Express earlier this month warned of a “bloodbath” among the smaller airlines as they struggle to hire and retain pilots.

Rex, also forced to suspend some services and cancel others, said it faced an annual attrition rate of 60 per cent for its pilot workforce. The shortages affecting the regional carriers are part of a worldwide trend that has seen competition for pilots among airlines increasing as the industry experiences strong growth, particularly in the Middle East and Asia.

The growth of Australia's domestic aviation market — fuelled by the mining boom — has also been a factor.

QantasLink said it would suspend some services, reinstate others and upgrade to bigger aircraft on some routes.

Qantas Group general manager regional airlines Narendra Kumar said he expected the schedule changes to remain until at least July. “QantasLink has a number of measures in place to restore pilot numbers over the next few months, including a comprehensive pilot training program,” he said.

“We have received over 500 applications for a new QantasLink pilot trainee program and the first graduates ... are expected to start flying for QantasLink by the end of June.”

The shortage has forced the Qantas subsidiary to suspend six Sydney-Newcastle services a week, meaning the regional carrier has now dropped services from the NSW regional city to Sydney, Melbourne and Brisbane.