



Among those attending last month's RFACA Council Meeting were, LEFT (reading L-R): L. C. Jacobe, DCA; G. A. Lloyd Jr., president RFACA. CENTRE: A. S. Luckman, manager RQAC; W. E. Boud, DCA; L. L. Jones, manager Aero Club of Southern Tasmania. RIGHT: G. W. Byrne, president Rockhampton AC; and E. R. Russell, Royal Newcastle Aero Club.

The RFACA Council Meeting

Stanley Brogden reports on the Royal Federation of Aero Clubs of Australia annual conference.

WITH its Royal Charter and Prefix approved by Her Majesty The Queen, the Aero Club Federation of Australia held its annual Council Meeting at Chevron in Melbourne on April 22-23. As the president, Mr G. A. Lloyd, Junior, said in his Presidential Address, and as the Lord Mayor of Melbourne said in his opening remarks, Royal recognition was public honor to the work done so faithfully by Councillors and Constituent Clubs over the 35 years of the history of the Aero Club Movement in Australia. Congratulations were received from the Prime Minister, the Minister for Civil Aviation, and the Director-General of Civil Aviation.

The Council approved the new title — The Royal Federation of Aero Clubs of Australia — though there was some feeling that the old name should have been retained, merely with the prefix Royal. It was explained that this might make people think it was a Federation of Royal Aero Clubs, which, of course, is not the case — at least, not yet! Now that the new title is agreed, the new insignia and badges can be produced. They could not be finally approved until the Royal Charter was received, as a Crown must now be included.

There are some constitutional difficulties raised by the honor, but these are being solved. The opportunity is being taken, also, to draw up a new Constitution, as the old Constitution is out-of-date. The organisation may be registered as a limited company, which would simplify the holding of property and would have obvious advantages concerning the liability of Council members.

The Conference was attended by 27 official delegates from 14 of the 25 affiliated Clubs, as well as observers from NSW, Darling Downs, Tasmania, South Australia, Victoria and Tamworth. The Department of Civil Aviation was represented by L. C. Jacobe, A. J. Livingstone, C. J. Smith, C. E. Tuttleby, and the Director-General addressed the conference on Saturday and stayed for lunch to meet Council members.

Last year's officers were unanimously re-elected:

President: G. A. Lloyd, Jr.

Treasurer: Brigadier Guy Moore, also Secretary-General.

Auditor: J. G. McCullough.

Executive: E. T. Furness, S.A.; D. P. Kelly, Latrobe Valley; Frank Oldfield, Victoria.

Many tributes were paid to the work of Guy Moore. In agreeing to an increase in his remuneration it was expressed that Mr Moore's contribution to the Aero Club Movement cannot be assessed in terms of money. Council also agreed to send Mr Moore to the annual conference of the Federation Aeronautique Internationale at Barcelona if the trip could be financed.

In his Report for the year, the president said, "Without a doubt, the year since we last met has been the most active in the history of the Federation. Not all aims were achieved but some important work was accomplished and a good many worthwhile jobs are in hand. There were five full-scale Executive meetings in addi-

tion to numerous telephone meetings. . . Many conferences were held with airline companies, the DG of CA and his officers on various subjects, including pilot employment and the Airline Pilot Training Scheme. Your Executive believe that many decisions valuable to the Constituent Members resulted from the close liaison maintained with the Department of Civil Aviation."

Six Clubs had been admitted as Constituent Members during the year: North Queensland AC, Gilgandra AC, Tamworth AC, South Coast AC, Dubbo AC, Hastings District Flying Club.

The Cootamundra Flying School was admitted by a unanimous vote of the delegates at this meeting. This brought the total membership to 26.

The Member Clubs now do more than 90% of the subsidised flying in the Commonwealth, reported Mr Lloyd: 63,068 for 1959 as against 58,731 for the previous year. Licences issued to Aero Club personnel included 318 Private, 71 Commercial and 29 Instructors — 418 in all. Club fleets totalled 202 aircraft, not including Cootamundra, of course. (It is understood that about 80 of these are Tiger Moths).

Mr Lloyd said that the Airline Pilot Training Scheme, which was launched on June 1, was "proceeding satisfactorily. There are 14 selected trainees and the Federation's office during the selection and enrolment of these young men was a very busy place indeed. I am happy to report that all trainees are up-to-date in both flying and theoretical time-tables and have been subjected to testing and examining by DCA officials. This scheme is the most ambitious undertaking of the Federation and I want to formally thank the DCA officials and representatives of operating companies for their interest and support, particularly in connection with the Selection Committee and the Working Group."

(The airlines have no financial commitment whatever, but have undertaken to accept graduates as pilots. The young men will each carry about £2000 in fees and living expenses during the 2 years of training, which will conclude with fulltime twin-engine flying training and ground instruction with the Royal Aero Club of NSW. The Federation has, however, approached the Commonwealth Dept. of Education to have the scheme considered for scholarship qualification and future students, should the scheme be continued beyond the present intake, may not have to bear what is obviously a very heavy financial burden. Whether the airline operators will help in financing future intakes was not discussed at the Conference, but it was obvious to this AIRCRAFT representative, in private discussions with delegates, that they thought the operators were not being very generous. The situation can only be regarded as quite fantastic. As Mr Lloyd said, the Department would not consider running such a course and the operators would not stand the expense, so it was left to the Aero Clubs, who regarded this as a duty to the nation. There is no question that the Federation will bear considerable expense in this.—Ed.)

Mr Lloyd reported that Clubs which had already undertaken trainee instruction were: Royal Queensland, Royal NSW, Gilgandra, Royal Victorian, Latrobe Valley, and Royal South Australian.

A major step forward in the scheme had been taken when the appointment had been made as manager of the scheme of Group Captain Brian Walker, DSO. This appointment had been considered necessary



LEFT: Guy N. Moore, secretary-general RFACA; E. Mills, president Tasmanian Aero Club; R. Williams, president Royal Aero Club of Western Australia. CENTRE: A. J. McLeod, Darling Downs AC; A. S. Luckman, manager Royal Queensland Aero Club. RIGHT: A. T. Jones, CFI, Royal Aero Club of South Australia; C. J. Smith, DCA.

to relieve the Secretary-General and Mr Hammond (RAC of NSW manager) of the inroads being made into their time. Group Captain Walker would provide an important liaison service between all the parties concerned, as well as providing for students an authority for reference.

Group Captain Walker told the meeting that he had been impressed by what he had seen of the students. He was now travelling around the clubs to meet the students and examine their backgrounds.

Referring to the problem of the Replacement Fund, Mr Lloyd said that the administration of the Fund had been causing concern in DCA and to the Executive Committee. Accounting was a main problem, but DCA had agreed to be satisfied provided that the proportion of an aircraft's cost as represented by a Fund payment is traceable throughout its life. The Executive now acted as a consultative body to DCA in seeing that the Fund was used to the best interests of light aviation and the Federation generally. This got rid of the objection that the only person who knew where the money went was a DCA officer.

Mr Lloyd recommended that the Department be asked to set aside from the Replacement Fund each year £10,000 in a special trust that could be used as an insurance fund. The Federation wanted to be its own insurer, for recent quotes had been "exorbitant." Mr Lloyd Jones, of Southern Tasmania, who had been investigating this matter, said that rates were exorbitant but not as exorbitant as workmen's compensa-

tion rates, which were wicked. Delegates discussed the matter of insurance, but were by no means unanimous on the solution to be found. It was the general belief that each Club should find its own insurance, for some Clubs with better records could get cheaper rates than others. There was an appeal for the Clubs to hang together, but the matter is obviously one for future developments to decide. The atmosphere seemed to favor the president's idea of self-insurance by the Federation for the Clubs. These discussions did not include Queensland clubs, which by law must insure with the Government's company there.

Among the many matters discussed by the Conference was the question of rates of pay for instructors. (The Clubs lost more than 30 to the airlines in the past year.) It was felt that many of the instructors were themselves still learning, so that they could take up jobs with the airlines. Conference agreed to empower the Executive to deal direct with the Airline Pilots' Association to negotiate rates of pay between individual Clubs and that Association.

The Millicer Air Tourer, in which the Federation has £1000 invested, is now touring the Aero Clubs for display of its potential appeal. Delegates were interested, but some objected that it was useless to try and evaluate the aircraft with the 65 hp engine and the wooden spar. The aircraft was designed around a 95 hp engine and DCA had ruled that it must have a metal spar. Mr Kelly reported that although the East-West Airlines agree-



LEFT: Representing the Darling Downs Aero Club, Queensland, at the RFACA conference were Ross Feil (president), W. Smith and K. T. Dollery (CFI). RIGHT: K. C. Hammond, manager Royal Aero Club of NSW; and Stanley Brogden.



L. Scott and J. T. Taylor, committeemen from the Royal Aero Club of NSW, attended the RFACA Council Meeting in Melbourne last month.

ment had lapsed, discussions were in hand with another source for production. He would not say what the source was at this stage.

DCA reported to the Conference that its replacement of HF at control towers throughout Australia was proceeding, and very soon the private pilot with only HF, who does not want to replace it with VHF or have two sets of radio, will be able to fly anywhere in Australia with HF. This followed a comment by a delegate at the Launceston conference two years ago, when the DCA officials at the Conference immediately saw that their plans to remove HF from the new communications plan was wrong.

Some delegates brought up the matter of refuelling at country airports, one delegate stating that he had experience of one place at which the service was disgraceful. An obviously unsuitable character had to be routed out of the town some miles away who then tried to fill tanks without the water screening. The equipment was as bad as the technician. Other delegates had similar experiences. It was pointed out that complaints had been made in the past to oil companies, who said that staffing was a great problem. Very often the unsuitable person was the only available person and nothing could be done about it. DCA observers said that all these incidents should be reported officially on the proper forms to DCA on every occasion.

The provision of telephones at country airports was another problem, some private pilots having found that even at well-used airports telephones might be locked up and unavailable, as at Cooma. DCA pointed out that in this and other cases the phone was the private property of the airline using the airfield. But the point was made. Concerning airports without phones of any sort, delegates asked that some action be taken where possible for provision of instruments. It was realised this raised considerable problems.

Victorian and South Australian delegates were worried about the apparent loss of airfields, which, having been handed over by the RAAF, were being cut up by local authorities. Was there not some way of saving these airfields? It was pointed out that many of these airfields are on property too valuable to be retained by the local authority — and DCA reminded the Conference that the policy was now to hand most aerodromes over to the local authority to run.

The Conference similarly discussed the question of keeping maps up-to-date. Many of the smaller and disused airfields were not on the DCA maps at all and a pilot might (as some had) carry out forced landings almost within sight of proper airfields which were not on the maps. DCA pointed out that maps needed two years to correct and in any case they could not include every airstrip or emergency landing ground for technical reasons. Delegates did not see why this should be. The solution will be a compromise, but there is the obvious problem of DCA having to note on a map an airfield which between the time of notation and final issue of the map could well disappear. DCA said that maps were produced under the ICAO international agreement and could not be changed at will.

Conference was keen to have names of townships prominently displayed so that pilots knew where they were — this was of particular value in flood periods. The DCA observers said this was a matter for the State authority.

Considerable discussions arose over one aspect of the syllabus for private pilots. At the 1959 Conference delegates had suggested that the requirement for a demonstration of spin recovery might well be removed in the

case of candidates having an aircraft such as the PA.22 and the Cessna 172. DCA later agreed to the proposition but required that the candidate demonstrate his competency to recover from unusual attitudes and incipient spins. At the 1960 Meeting in Melbourne delegates discussed the value of the solo spin recovery in regard to aircraft other than the PA.22 and the Cessna 172 as some of those present believed that many students did not actually perform the solo spin recovery exercise. In view of this, they felt that the CFI was in an awkward position as he could not say that the syllabus in this connection was completed. It was pointed out by DCA that this matter was in no way different from any other solo exercise and in any case it was felt that the number of candidates who failed to do what they were told would be extremely small. A highly important aspect of the question was that an instructor would have to assume that the solo spin exercise would actually be carried out and therefore he would see that the candidates knowledge and skill in the sequence would be above question.

Several hours were spent in debating the matter and it was clear that delegates were split on the issue. As a compromise DCA agreed to provide for a more orderly progression of the sequence in the syllabus. In brief it was decided that the existing requirement for a candidate to perform the dual spinning exercise prior to solo would be replaced by tuition in recovery from unusual attitudes and incipient spins, and that the dual spinning exercise would be undertaken prior to his leaving the circuit area for other solo exercises. The solo spinning exercise would be introduced at the instructors discretion toward the end of course and prior to the examination for the Private Pilots Licence.

DCA stated that the syllabi for the Private Pilots Licence and the Commercial Pilots Licence was under review.

Another contentious point was VFR night flying, which some delegates said was being done anyway, so why not make it legal? DCA reaction was that private pilots in single engine aircraft just could not be allowed to do this in the face of emergency possibilities.

Delegates were by no means happy about the met. forecasts, which were largely designed to help the commercial, rather than the private flier, who needed low altitude forecasts. Higher altitude forecasting was much simpler than for low altitudes. Many delegates were strongly critical of the quality of met. forecasts while discussing this point with AIRCRAFT.

The Oswald Watt Medal for the year 1959 was awarded to Mr Allan Edward Chadwick, who has been flying for 25 years with the Bush Aid Society, Ceduna, largely on Flying Doctor and Flying Ambulance work.

The citation contains the following description of Mr Chadwick's achievements:—

"In all weathers at all hours Allan Chadwick has answered the calls of those in distress irrespective of the distance or the terrain to be crossed. Flying at first, inadequate aircraft, he has operated into and out of landing areas that were such in name only. Navigation aids and facilities were unknown. Little was known of the territory he covered and very little of it was mapped.

"Largely through his interest and energy these hazards have diminished. With his encouragement and advice the people to whom the flying doctor is so essential, have built up radio networks, laid down landing strips and devised emergency procedures, all of which have enabled Mr Chadwick to increase his society's area of operations."

The Conference closed with tributes to the officers and Director-General of Civil Aviation. It was very apparent to this observer that liaison between the Federation and DCA is constant and rewarding and that both sides have highly developed the art of compromise.

After the Conference concluded on Saturday, April 23, many delegates went to Moorabbin to see a static display of aircraft, which included the Millicer Tourer and the Meta Sokol. The flying competitions were held on the Sunday at Moorabbin, not at Berwick, as previously arranged, owing to weather. RVAC won the Inter-Club event with RAC of NSW second. The Laurence McK. Johnson Memorial Shield for Inter-Club Competition in Aerobatics was won by G. Vercoe, RAC of SA.

Finally, one should not forget the arrangements for 1961. As the Newcastle delegates forewent their Conference claims for 1961, Toowoomba became the venue. No doubt delegates who had suffered the record rainfall of 7 inches during the 1960 Conference look forward immensely to 1961.

The greatest success of the whole Conference, however, was a claim by the Secretary-General, no longer in the first flush of youth, that he was preparing for his possible trip to Barcelona by taking correspondence courses in bull-fighting.

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