

*Air League*  
**FLYER**



OFFICIAL NEWSLETTER OF THE AUSTRALIAN AIR LEAGUE

# **Airbus A380**

**We view the new A380!**

## **Waverley Squadron**

**Celebrating 35 years**

## **Profile**

**Chief Commissioner Keith Bridge**

## **OzJet**

**Australia's Newest Airline**

## **Book Review**

**For Your Freedom and Ours**

## **NSW Girls Group**

**60th Anniversary**

**VAH-FQQ**



**Australian Air League Inc**  
PO Box 1226  
Narre Warren DC VIC 3805  
Australia

**Phone:** 1800 502 175  
**Fax:** (03) 9705 0753  
**Email:** editor@airleague.com.au  
**Web:** http://www.airleague.com.au

Printed by **Design2Print Pty Ltd**  
http://www.design2print.com.au

© Australian Air League Inc 2005  
This work is copyright. Apart from any use as permitted under the Copyright Act 1968, no part may be reproduced by any process without permission from the AAL.

### Inside this issue:

NSWGG 60th Anniversary	2
A380 in Australia	3-5
Waverley Sqn Celebrates 35 Years	7
Profile—Chief.Comr. Bridge	8
OzJet—New National Airline	9
Dick Smith Wing Flying Day	10
Book Review—For Your Freedom and Ours	11
Parafield Sqn—Salisbury Christmas Pageant	11
Letters to the Editor	12
NSWBG Recreational Camp	12

### Front Cover

#### Pitts S-1E

First flying in 1944, the Pitts Special series of aerobatic biplanes have won more competitions than any other aircraft. Curtis Pitts, their designer passed away on 10th June 2005 however work on his latest design, the radial engined Pitts Model 14 continues.

Photo by  
Sqn.Sgt Joel Mortimer

## Message from the Chief Commissioner

I'M PLEASED to report that we have had nothing but praise for our efforts in producing the initial issue of the **Air League Flyer** and my sincere thanks go to Brian Grinter and Ian Rickards for making this dream come true. Having set such a high standard, it is up to every member to work towards ensuring we keep it that way. Your articles and photos are most welcome and our Editor can be contacted by email as follows: [editor@airleague.com.au](mailto:editor@airleague.com.au).

The appointment of Troy Green to handle Marketing and Publicity has been a good move with Troy's initiatives resulting in AOPA sponsorship of \$2500.00 to stage the National Cadet of the Year Selection and Air Services Australia for providing two Flying Scholarships, valued at \$4400.00 each for the successful Male and Female Cadets. Troy is also chasing additional advertising for this publication.

As the end of the year approaches, I look

forward to meeting with a large number of our members at their respective Christmas Presentation functions to celebrate your achievements.

My Wife and I wish you all a great Festive Season and a most successful 2006.

Keith Bridge,  
Chief Commissioner.



## NSW Girls Group 60th Anniversary

by Grp.Lt. R McKenzie  
NSW Girls Group



ON THE 22 October 2005 NSW Girls' Group celebrated the occasion of our 60th Anniversary with a luncheon of past and present members held at the AAL NSW Boys' Groups' Conference

The Group conducted a badge design competition and the theme was carried through to the decoration of the celebration cake and table place mats. The winning design was from Junior Cadet Arianne Ingold of Milton-Ulladulla Squadron.

As the Girls' Group enters the next decade we will continue to carry the values and traditions of the past and look ahead to a bright and exciting future.

Centre.

Among the attendance of 52 people was Ms Violet Wade and Ms Jean Mairs, past Commissioners of the Group along with Chief Comr Keith Bridge, Comr Raymond Bell OAM NSW Boys' Group Executive Comr, Mr Geoff Sadler the AAL History Committee Chairman and Mrs Ilma Nicholson OAM and Girls' Group Patron.

A wonderful afternoon was spent meeting up with past members and having them share with us their memories and we in turn telling them of what we as members do today. The display of memorabilia was very interesting and everyone enjoyed the experience.



Past and present members gather to celebrate the 60th Anniversary of NSW Girls Group

## Your Advertisement Here!

Do you have a product or service that you would like to see advertised here?

The **Air League Flyer** is distributed around Australia to cadets and Officers of the AAL, as well as schools, aviation businesses and others.

To get your product advertised here, contact the Editor for details and help support tomorrow's aviators **TODAY!**

# We visit the **Airbus A380**

by  
Cpl Jeremy Sequeira  
City of Blacktown Sqn

THE SOUND of aircraft flying high above us is synonymous with daily life and so no one notices anymore. But on Sunday the 13<sup>th</sup> of November, heads were turned skyward throughout Sydney. Lanes of traffic on Qantas Drive were reduced to a slow crawl. Crowds flocked to fences and vantage points all around the airport, eyes scanning the city skyline for a glimpse of aviation's new celebrity.

It was the Airbus A380, an aircraft that might look like any other plane to the average person, but is a marvel and symbol of engineering grace to aviation enthusiasts worldwide.

It had been five years since Qantas became the first airline to sign a contract for the A380, ordering 12 of the aircraft. The first test flight in April 2005 of the A380 couldn't have come at a better time as this year marks the 85<sup>th</sup> anniversary of Qantas, the second oldest airline in the world.

Sqn.Lt. Brian Grinter and I recently had the opportunity to witness the Sydney visit of the A380 as guests of

Qantas. On arriving at Sydney Airport we were loaded onto a bus and driven out with other members of the media to our vantage point just 50m from runway 34L.

After a delay of an hour and some uncertainties about whether we were in the right position, the winds calmed, and the Airbus signalled that it would be landing directly in front of us.

With cameras set up, eyes began scanning the skies to see who would spot the Airbus first. After several passes over the city for photo opportunities, it entered a series of wide sweeping turns before establishing on base leg for the runway.

Flanked by a Learjet piloted by Clay Lacey, the photographer for "Top Gun" who was filming a documentary for Airbus, the A380 appeared on final. The reporters and photographers went quiet as the size of the aircraft became apparent; it was enormous! After watching 767s, A330s and 747s take off and land for the past hour, the size was awe inspiring.

As the plane hurtled past the press – there was almost no noise, or at least that's what it seemed like until the Learjet hurtled past less than 100 ft above us. In comparison the A380 engines were much quieter than the engines of the aircraft that had been taking off and landing all morning.

The A380 - newly dressed in Qantas livery slowed and taxied off the runway, heading for the Qantas Jetbase.

Along with Air League Patron Jeff Watson and the other members of the media, we boarded the bus and made our way to the Qantas Heritage Collection room of the T3 Domestic Terminal for the press conference.

Executive General Manager of Qantas John Borghetti began by stating,

"This aircraft [the A380] will do for aviation what the 747 did some 37 years ago. At the time of it's unveiling, the 747 boasted double the passenger carrying ability of any airliner of the time. There is absolutely no question that it will bring new levels of comfort to customers as well as new airline operating economics for the carriers that do operate them."



*The Airbus A380 at Kingsford Smith Airport, Sydney Australia*

Airbus and Qantas have worked closely together to get a cutting edge aircraft, exactly to Qantas' standards and needs. This included maximising passenger comfort while also maximising the number of passengers on each aircraft.

"The A380 will allow us to fly to places like Los Angeles and other airports that are slot constrained while being able to carry a significant amount of people on one aircraft", continued Mr Borghetti. "This will alleviate a lot of the congestion in a lot of the hub airports."

Mr Borghetti revealed that it would be purchasing

A380s with a carrying capacity of just under 500 passengers in a three class configuration. This compares to the maximum in a three class configuration of 555 passengers.

Mr Borghetti would not reveal much about the Qantas A380 experience - "For competitive reasons", only giving away that "It's not just First Class or Business class, we have put a lot of effort in designing the cabin, but specifically Economy Class. We're really redefining the economy class experience."

When asked details of the state of economy seats and how they would differ from current seats, Mr Borghetti would give only one response "They are going to be more comfortable" and hinted this was the reason for the loss of 55 seats. The in-flight entertainment is also promised to be a whole new breakthrough. Organised and provided by Panasonic - the package will include 300 channels as well as live Internet coverage.

Qantas intends to initially use the A380 on its Melbourne to Los Angeles non-stop route, as well as on the Sydney to London

## **Your Advertisement Here!**

Do you have a product or service that you would like to see advertised here?

The **Air League Flyer** is distributed around Australia to cadets and Officers of the AAL, as well as schools, aviation businesses and others.

To get your product advertised here, contact the Editor for details and help support tomorrow's aviators **TODAY!**

route. "The A380 will give us an advantage over this Pacific route" said Mr Borghetti. The next three A380s will also be flown on this same route. As the remainder of the fleet arrive, they will operate on the UK route.

Airbus Chief Operating Officer for Customers, John Leahy was also in attendance, and spoke of Qantas' dedication to the A380 project since 2000.

"Airbus was absolutely delighted that Qantas was one of the first airlines in the world to recognise the potential of the A380. The aircraft is the biggest aircraft flying, it is the widest aircraft flying, and that means that even in economy class every seat will be bigger. Everybody will have more room. It's 50% more floor space than you have on a 747-400, yet you only have about a third more people. So everybody will have more room."



*Touch down on Runway 34L*

"The A380 will consume a lot less fuel, and produce a lot less noise. We have an aircraft that has a third more passengers than a 747-400, yet has half the noise inside and half the noise footprint outside. It is also extremely fuel efficient."

Mr Leahy was confident in the A380's success globally, expecting 60 airports around the world to be operating the A380 on a daily basis, including Sydney, Melbourne and Brisbane airports.

A380 test pilots Jacques Rosay and Claude Lelaie were also on

hand to answer technical and flight questions. They described the A380 as very easy to fly, reinforcing the ease of the fly-by-wire system. Commenting on the first flight of the A380, Mr Lelaie compared the controls of the A380 to that of a light aircraft

when on approach, due to the adaptability of the fly-by-wire controls.

With the state of the art fly-by-wire systems incorporated into all Airbus aircraft since the A300, the A380 is no exception. The cockpit layout is very similar, with pilots flying other Airbus aircraft being able to easily convert over to the A380 with only 8 days training on the systems and a few sessions in the simulator.

When asked about the morning's flight over Sydney, a broad smile broke out on his face and he replied, "It was very good fun!"

Chief pilot Jacques Rosay added that the cockpit was designed for maximum crew comfort and functionality. It was made simple and to the philosophy of all Airbus aircraft so that "if you step into the cockpit of the A380 and are familiar with the general Airbus cockpit and philosophy, you will immediately be able to at least fly the aircraft."

After the speeches and questions time we were now off to view the aircraft. The inspection of the A380 was the highlight of the day. Being one of a handful of people to view the raw aircraft was a truly memorable experience.



**The management and staff would like to extend our best wishes for the holiday season and hope that 2006 will be a great year for you.**

**For all your printing needs  
call 9374 1600**

YES! We are open during the Christmas holiday season (except public holidays).



With a warning that the A380 was a test aircraft and would not be fitted with a regular cabin, we were fitted out with fluorescent work vests and security passes and made our way onto the buses once more.



The upper deck of the A380, showing the ballast tanks and engineers station

The A380 was parked on the apron of the Qantas Jetbase, around the corner from the Domestic Terminal. Security was tight, checking every person who was boarding the aircraft, including the actual technicians from Qantas and Airbus (to their dismay!).

When up close to the aircraft, the size is really apparent. Whilst the A380 is only 3% longer than a 747, the height, wing size and

width are all much bigger. The wings are gigantic and are made even more efficient with the leading edge slats and massive flaps. Then there are the four massive Rolls-Royce Trent 900 engines, looking like they were purpose built to consume unwary cadets like myself who stray too close! These provide a total of 280 000lb of thrust for the maximum take-off weight of 560 tonnes. Compare this to the 747s 252 000 lb of thrust for an MTOW of 413 tonnes - it's a wonder that they are so quiet. Although the A380 supports a General Electric engine as well, Qantas will be using the Trent 900s as seen on this aircraft.

**Amongst the spare parts we also spied over 30 cases of the finest Bollinger Champagne!**

The next eye catching thing was the tail. At seven storeys tall, the word wow comes to mind, and not just because the registration is F-WWOW...

The tail is, again in proportion to the rest of the aircraft,

impossibly huge. Although there was no Qantas kangaroo currently hopping on it, it's conceivable that when there is, it may be the biggest kangaroo in the world.

Back at the boarding stairs, the media was entering the aircraft in groups of six. Each group was headed by a member of the testing team. It doesn't look like much, but you really are a long way up when you reach the bottom deck doors.

The first thing they warned us about was that the aircraft was unfurnished. It was still a test aircraft and so had not been fitted out with a cabin. Regardless of this, the amount of space was still clear. The overall space could easily house ten spacious seats across. It could even house a four lane bowling alley, casino or cricket pitch, although Qantas has said they will be leaving such luxuries out of their aircraft, while focusing on passenger comfort. The aircraft can technically hold 700 passengers in a full economy class layout, but these would be restricted to domestic or short haul routes. Qantas did not comment on this either.

The bottom deck had two workstations where flight engineers monitored the aircraft during test flights. This included screens linked to cameras outside the aircraft on the tail, under the fuselage facing forward and back, and even one in the cockpit.

From here, all flight characteristics could be changed, from control issues, to the centre of gravity - the latter performed by pumping water between barrels within the fuselage.

Further down the fuselage, we observed several crates full of spares parts for the A380. Our guide explained that while the A380 was on tour, they needed to be self-sufficient as Toulouse (Airbus' headquarters) is a long way. Amongst the spare parts we also spied over 30 cases of the finest Bollinger Champagne!

"Spare parts for the crew!" explained our guide.

After ascending to the upper deck by a spiral staircase at the rear of the aircraft, we proceeded back down the cabin and down a wide staircase to the cockpit. Hopefully economy class will not be as cramped as this area which is situated between decks. This position gives the pilots the same view as it would out of any other Airbus aircraft, to ease conversion times. As test pilot Jacques Rosay explained,

"When we designed the cockpit, we kept to the main principles of Fly the aircraft, Navigate, Communicate, Monitor all the systems."



The cockpit of the A380

**"airmanship"** n. the safe and efficient operation of an aircraft both on the ground and in the air.



Always carry sufficient fuel to complete you flight!



*The size of the engines is apparent. Nice safety vest too!*

gives pilots unprecedented access to all flight screens. By simply using the trackball like a mouse, there is no need to waste time flicking through screens. This new method also reduces conversion times.

When asked about the 'danger' panel with the red handle beneath it, the engineer described the emergency escape system. During early tests, all crew wore parachutes. If something went wrong, the pilots would pull the handle, which blows an escape hatch in the floor of the fuselage. All members would then bail out. For safety - the access panel to the handle was locked!



*The engineer's station where all of the systems are monitored during testing*

Los Angeles is lagging behind in their preparations, but will be complete in time for the first Qantas flight in 2007.

Other problems posed by airports include the ability to service both decks of the A380 to maximise passenger movements. For airports with only small numbers of A380 movements, Airbus recommend one air bridge to each deck, whereas airports with the higher movements, will more likely fund a third bridge.

After viewing the aircraft and speaking to those involved in its

development, it's not hard to believe that the Airbus will revolutionise air travel as did the 747 some 30 years ago. However, it appears that Airbus may come up against some very strong resistance from its main rival Boeing.

The day after our tour of the A380, the Seattle based Boeing company announced its 747 Advanced, designated the 747-8. This variant is due to challenge the A380 with all new engines, new efficient wing design, advanced materials and incorporated technologies and systems from the 777 and 787.

Although Airbus have compared their A380 to the 747-400, the new 747-8 claims to surpass the A380 in crucial several areas. These include the use of the quieter and more fuel efficient engines (12% more efficient than an A380), 20% lower trip costs than an A380 and a seat mile cost 6% lower than the A380.

There is also the factor that receiving airports around the world need not change any of their infrastructure, and that the 747-8 can easily be incorporated into current airline fleets with regards to maintenance and crew training.

Seating 450 to 500 passengers depending on the layout, the 747-8 will boasts award winning cabin designs from the 777, including a large sweeping staircase at the front of the aircraft, similar to the A380s.

Already there has been interest on this aircraft from airlines as an alternative to the A380 for those not able to afford to convert to an A380, or who fly to airports that cannot handle the larger aircraft. But then again, when the 747 was first introduced, airports around the globe had to make similar changes as now being done for the A380.

Airbus believes mass transit is the future of aviation and has taken the next step up from the Jumbo jet in making their Super Jumbo jet. In these times of terrorism and economical insecurity in the commercial airline business, new aircraft can be a risky play. Do not be fooled though, the A380 may look just like any other aircraft out there, but it is a revolutionary step forward. It is the pinnacle of mass air transit and might return flight to its glamour days where flying was seen as a luxury, except now one that everyone can enjoy it - while allowing airlines to reap economic success from their ventures. But only time will tell.

After the visits to Sydney and Melbourne, the aircraft headed back to Brisbane for the 85<sup>th</sup> birthday celebrations of Qantas.

Qantas is due to receive its first A380 in April 2007, with the remaining 11 due to be received by 2009.

*Cpl. Sequeira is currently studying Aeronautical Engineering at the University of Sydney and hopes to enter a career in aircraft design. He is also a private pilot (GFPT) with 50 hours flying experience.*

A new input trackball device

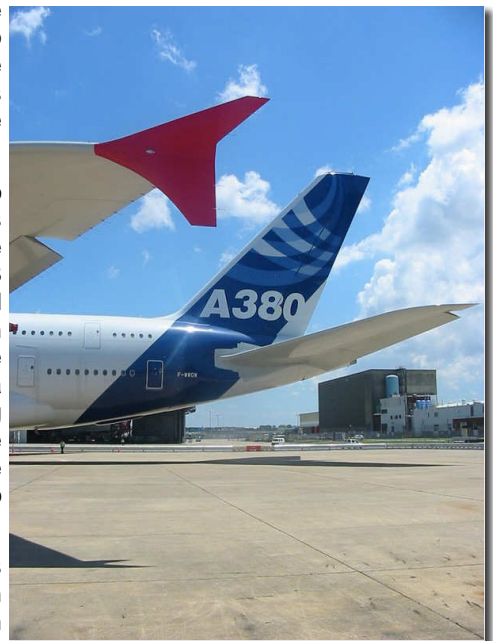
While exiting the aircraft, the question about airport handling of the aircraft was asked. With two full length decks, this proves to be a challenge for airports around the world to be "A380 ready." Already airports such as Sydney and Melbourne have strengthened runways and taxiways to accommodate the aircraft. Los

development, it's not hard to believe that the Airbus will revolutionise air travel as did the 747 some 30 years ago. However, it appears that Airbus may come up against some very strong resistance from its main rival Boeing.

The day after our tour of the A380, the Seattle based Boeing company announced its 747 Advanced, designated the 747-8. This variant is due to challenge the A380 with all new engines, new efficient wing design, advanced materials and incorporated technologies and systems from the 777 and 787.

Although Airbus have compared their A380 to the 747-400, the new 747-8 claims to surpass the A380 in crucial several areas. These include the use of the quieter and more fuel efficient engines (12% more efficient than an A380), 20% lower trip costs than an A380 and a seat mile cost 6% lower than the A380.

There is also the factor that receiving airports around the world need not change any of their infrastructure, and that the 747-8 can easily be incorporated into current airline fleets with regards to maintenance and crew training.



*The fin of the Airbus A380 stands seven storeys high!*

Seating 450 to 500 passengers depending on the layout, the 747-8 will boasts award winning cabin designs from the 777, including a large sweeping staircase at the front of the aircraft, similar to the A380s.

Already there has been interest on this aircraft from airlines as an alternative to the A380 for those not able to afford to convert to an A380, or who fly to airports that cannot handle the larger aircraft. But then again, when the 747 was first introduced, airports around the globe had to make similar changes as now being done for the A380.

Airbus believes mass transit is the future of aviation and has taken the next step up from the Jumbo jet in making their Super Jumbo jet. In these times of terrorism and economical insecurity in the commercial airline business, new aircraft can be a risky play. Do not be fooled though, the A380 may look just like any other aircraft out there, but it is a revolutionary step forward. It is the pinnacle of mass air transit and might return flight to its glamour days where flying was seen as a luxury, except now one that everyone can enjoy it - while allowing airlines to reap economic success from their ventures. But only time will tell.

After the visits to Sydney and Melbourne, the aircraft headed back to Brisbane for the 85<sup>th</sup> birthday celebrations of Qantas.

Qantas is due to receive its first A380 in April 2007, with the remaining 11 due to be received by 2009.

*Cpl. Sequeira is currently studying Aeronautical Engineering at the University of Sydney and hopes to enter a career in aircraft design. He is also a private pilot (GFPT) with 50 hours flying experience.*

# Waverley Squadron Celebrates 35 years

by Wing.Capt. Gordon Manning

ON OCTOBER 6 2005, Waverley Squadron held a special parade celebrating 35 years of continuous operation in the Waverley area of Victoria. The Squadron was formed in September 1970 and over the past 35 years has operated both as boys and girls squadrons and combining in that last 5 years.



Cadets in Waverley Sqn, 1970

and 1990s however in recent years the numbers have increased to levels not seen in over 10 years. Current membership stands at 17 cadets and 4 officers.

Notable achievements reached by the Squadron include the formation of a Drum and Bugle Band in 1973, and in 1977 winning Best Band in the Victorian Group, and Best Drum Major (D.Maj. David Manning). The Best Band was won by Waverley for the next 6 years, and Best Drum Major for the next 7 years. (D.Maj. Darren Winter and D.Maj. Leon Green). Following on in 1978, the Squadron was invited to participate in the Military

During the 1980s over 100 cadets were members of Waverley, having 3 flights, a flag party and a band on parades and proudly being the largest squadron in Victoria at the time. Numbers declined during the late 1980s

Tattoo at the Royal Melbourne Show grounds. They also performed at VFL Park, Waverley, during half time of the Night Football Grand Final.

Television appearances were the norm as Squadron also appeared on Channel 7's TV show, "Shirl's Neighbourhood", in January 1980. The squadron was shown gathered around an aircraft having a lesson, and "Norm" the kangaroo was later taken flying, (inverted!) by the O.C.

In 1982 Waverley Squadron was the first squadron to participate in the Duke of Edinburgh Award Scheme in Victoria and the squadron then organized with the Sport Aircraft Association to participate in the Mangalore Air Show over Easter 1982 and the Victorian Group continued to hold a Mangalore Easter Camp for many years after that.

In April 1982, Sqn. Lt. June Manning, O.C., Waverley Girls, and Sqn. Capt. Gordon Manning, J.P., O.C., Waverley Boys, both received commendations from the Speaker of the House, the late Sir Billy Sneddon, for their efforts and achievements with the squadrons.



Waverley Squadron at Mangalore Airshow, 1982

To assist in the celebrations of the Waverley Squadron on their 35<sup>th</sup> anniversary parade Major Paul Manning J.P., National Logistics Manager, Australian Defence Force, and former Cadet, NCO, and Officer of the squadron inspected the squadron whilst on parade and addressed the parents and cadets, pointing out the effort each cadet has to make to fulfill their ambitions. He told the cadets of his own experiences as a cadet in the squadron, and of the importance of respect for the Officers and NCOs. Sqn Lt Simon Lumb addressed the group, explaining the current increase in membership and plans for further expansion in the future. He thanked the officers for their friendship and support, and thanked the former O.C. for being his "role model". Gp. Lt. Les Kennedy, who has been associated with the squadron, over many years as Wing O.C., G.S.O. and Regional Officer, praised the achievements of the squadron and congratulated the cadets.

Following the address of welcome, Sqn Lt Lumb, invited Sqn. Capt. Gordon Manning J.P., (Officer Commanding, 1977 - 2003) to give a brief talk on the history of the squadron.

The parade was attended by many former members of the squadron and the comradeship shown between them is a shining example of things to come of yet again a successful squadron in ever way.

## The Way We Were...



First Girls Section at Training Camp—1944

# Chief Commissioner Keith Bridge LM MSA DSA

by Gp. Lt. David Malcolm  
Queensland Group



*In this new series of articles, we will profile a number of past and present members of the Australian Air League and get to know them a little better. For our first profile, we start at the top with Chief Commissioner Keith Howard Bridge LM, MSA, DSA.*

"MY INVOLVEMENT with the Air League began when I was 12 years old and due to move from Cubs to Scouts.

My father, being ex-Air Force and keen on aircraft, enticed me to visit the local Air League Squadron at Manly (NSW) and from the 20th September 1952 I was hooked!

The Australian Air League at Manly in those days was a little different to today's Air League in that it met on Saturday afternoons at 1330 hours, there were around 70 members on parade each week and the Squadron had both Senior and Junior Flights, Flag Party and two Drum and Bugle Bands, the Senior Band which was first class and the Training Band which was where you stayed until you earned your Drum or Bugle badge.

The Squadron O.C. at the time was John Gundry, an Aircraft Engineer at Qantas and he encouraged the Cadets to undertake Aviation as a career. Along with 3 other Squadron members I became an engineering Apprentice with Qantas Airways in January 1955 and I stayed with the Airline up until my retirement in 1997 as Manager Maintenance Specifications, in charge of the 747 and 767 maintenance Systems.

I loved the excitement of working with aircraft every day so much that I set up my own Company, KB Aero Support Pty. Ltd. and now work as a technical Representative for United States

I became an Officer in 1958 and Squadron O.C. of Manly in 1962. Following my Marriage in 1965, I became O.C. Hinkler Wing and moved from Manly to open a new Squadron in Gordon, a three month temporary posting while they found someone to run the Squadron which lasted until 1979, when I moved back to Manly as Squadron O.C. In 1980, I was one of the four Officers under Eric Chuter who started Air Activities at Camden, originally with the Scouts who provided the Aircraft and Instructors until 1982 when we gained our own Air Operators Certificate.



*Above: Cadet Keith Bridge on ANZAC Day, 1954*

As a Licensed Aircraft Engineer we formed an engineering team and were granted a workshop approval by CASA, the only one in Australia manned fully by volunteers. This allowed us to restore and maintain the Air League's fleet of aircraft comprising two Cessna 152's and a Piper Warrior and to build our latest addition, a Van's RV-6 two seat Kit plane. I can be found most weekends at Camden working to ensure our aircraft are in the best condition possible, I also manage to go flying occasionally, having gained my Wings with the AAL in 1988.

In 1982 I became the NSW Group Education Commissioner, a position that I held until 1986 when I became the Federal Education Commissioner. The additional role of Federal Air Activities Commissioner became mine in 1990, then on the 1st January 1999 I capped off my Air League career when I became Chief Commissioner. Running a business of over 1200 people of all ages on a part time basis is much more demanding than I expected as there is always a problem or two somewhere that needs attention, however I enjoy the responsibility and respect the role as our Leader.

My family is also very important to me, Maureen and I have 3 daughters who have produced 9 very active grandchildren. The boys love playing with toy aeroplanes and reading my aviation magazines so the future of Manly Squadron is looking pretty good! I enjoy nothing more than the satisfaction of meeting our former Cadets who have carved out a career for themselves as Airline Pilots, RAAF Pilots or Engineers, all acknowledging that they gained their start with the Australian Air League. The John Gundry's and others that inspired us have all passed on but the organization has continued which is proof that we all must be doing something right!"

*(Originally appeared in the Qld newsletter, The Informer)*



*Above: Chief Commissioner Bridge (2nd from left) with the Cadet of the Year nominees*

companies supporting the large modification programs at Qantas such as In Flight Entertainment and the new Sky bed Business Class Seats plus the new A380 Super Airbus. During my working career I will have gone from DC-3's to A380's, from 30 passengers to over 550!



# OzJet - Do We Need Another Airline in Australia?

By Chief.Comr. Keith Bridge

IF WE ARE to ask UK based Australian Aviation Entrepreneur Paul Stoddart, the answer is a definite "Yes". Stoddart, the former owner of the Minardi Formula 1 Racing Team, has built up a substantial business operating Worldwide Charter Flights as "European Airlines Air Charter" using Boeing 747-200 and 737-200 aircraft superseded by the larger Airlines.

His latest endeavour is to apply to CASA for a licence to operate a low cost Domestic Business Class Airline "Ozjet" on routes linking Melbourne, Sydney, Canberra and Adelaide. He plans to use a fleet of four Boeing 737-200's and six BAe 146-300's, both types seating 60 Passengers in a four abreast Business Class layout.

Ozjet is aimed at the top end of the domestic market which is currently the sole domain of Qantas as Virgin Blue and Jetstar have all Economy Class cabins and it will be interesting to see how Qantas responds to this move to "woo" it's most valuable Customers by offering Business Class Services at fully flexible Economy Class prices.

Stoddart's key to being able to operate effectively in this market is his very low aircraft ownership costs, courtesy of operating a fleet of fully depreciated, second hand Airlines.

When challenged as to whether Australian Business Travellers would accept flying in an aircraft built in 1975, Stoddart's reply was "an aircraft is only as old as it's last maintenance check and our aircraft have an impeccable maintenance history".

The Ozjet product is attractive, with a spacious cabin and only 60 seats, boarding and disembarking will be quick, plus the allowance of up to three items of carry-on luggage will cut down on waiting time for luggage to be unloaded at Carousels.

The aircraft will be maintained by Ansett Aviation Engineering Services and all operational staff are to be recruited in Australia.

We don't have a very good history of new Airlines in Australia as any former shareholder of Compass can testify, but we wish this new boy on the block every success as he strives to reduce our expensive domestic travel costs.

OzJet was granted an Air Operator's Certificate to fly scheduled services in Australia on 11th November and should begin operations on the 29th November.



Above: Paul Stoddart, owner of OzJet



## THE AIRCRAFT OWNERS & PILOTS ASSOCIATION OF AUSTRALIA

### ▶ Advocacy

AOPA Australia represents pilots and aircraft owners at industry meetings and forums as well as through direct communication with politicians and decision makers.

These submissions help to promote the interests of pilots and owners across Australia.

### ▶ Member Services

AOPA Australia provides its members with great benefits including discounts on car hire, accommodation, financial services and classified advertisements.

### ▶ Information

AOPA members receive a copy of the AOPA magazine delivered 11 months of the year packed with news, articles, pictures and information.

Also...

**2004**  
NATIONAL AIRFIELD DIRECTORY



AOPA publishes the essential 2004 National Airfield Directory. 2000 airfields Australia wide at a discount price to AOPA members of \$39.

For more information contact AOPA

P 02 9791 9099 F 02 9791 9355 E mail@aopa.com.au W www.aopa.com.au

# Dick Smith Wing Flying Day

by Gp. Lt. David Malcolm  
Queensland Group

THE 20th August 2005 saw Officer, Cadets, parents and friends of Dick Smith Wing, Queensland gather on a glorious Saturday morning at Recliffe aerodrome, 10nm north of the Brisbane CBD, for a Wing Flying Day. Adjacent to Redcliffe and Deception Bay, Redcliffe aerodrome provides pilots with a picturesque panorama, with Deception Bay, Moreton Island and its beautiful sandy beaches, the Brisbane CBD and the Glasshouse Mountains all a short flight away.

The flying day was organised by Sqn.Capt. Harry Mee, the Wing OC of Dick Smith Wing and around 60 people from Forest Lake, Logan City, and Gold Coast Squadrons attended the day, which was a very pleasing turnout.



Above: The Beechcraft H18 Sierra

The aircraft used on the day was a Beechcraft H18 Sierra. Powered to two Pratt & Whitney R-985 "Junior Wasp" radial engines each generating around 450hp, the H18 can carry up to 10 passenger at one time. Bigger than your typical light aircraft, the Officers, Cadets and parents who went up in the aircraft enjoyed the flight immensely. One of the parents commented, "It was a wonderful opportunity to fly in this type of aircraft, it is good for the Cadets to get out of the classroom... and experience the idea of actually flying."

The aircraft is operated by Antique Airways, and the pilot for the day was Anthony Sturgess.

During the day members were also taken over to the hangar to view the Beech Staggerwing C17, registration VH-UXP. This aircraft was built in 1936 and ordered new by a Queensland grazier. During WWII it was used by the RAAF until 1942, when it was impressed by the US Army and used as a VIP transporter carrying dignitaries such as General Douglas MacArthur, the WW2 Allied Supreme Commander in the South Pacific Area. Powered by a single 7 cylinder radial engine, the Staggerwing got its name from the unusual negative stagger of the wings,



Above: The Beech Staggerwing C17

where the top wing is behind the lower wing. Most biplanes have a positive stagger with the top wing forward of the bottom wing, such as seen in the classic DH-82 Tiger Moth. This aircraft is the only one of its type still flying in Australia and has been lovingly restored to pristine conditions.

After seeing the Staggerwing the H18 landed and offloaded the last group of cadets from their joyflight. With the day's flying finished, a BBQ lunch was put on by Logan City Squadron and their branch members who even thought to supply everyone with chocolate cake!



Above: The Beech Staggerwing C17 in flight

The day was a huge success, and thanks must go to Sqn.Capt. Harry Mee, the Dick Smith Wing OC for organising this most splendid day.

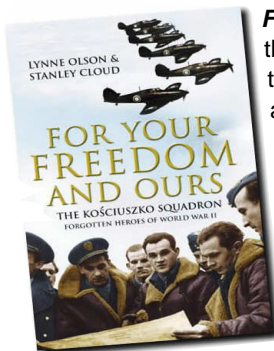
## It pays to advertise!

Do you have a product or service that you would like to see advertised here?

To get your product advertised here, contact the Editor for details and help support tomorrow's aviators **TODAY!**



## Book Review - For Your Freedom & Ours



**For Your Freedom & Ours** is a book that vividly documents the contribution of the Polish Air Force Squadron (known as the Kosciuszko Squadron - 303 Sqn RAF) to the Battle of Britain and the impact of the war and it's aftermath on Poland, it's pilots and it's people.

The story begins by narrating the initial Nazi invasion of Poland, and the many Polish Servicemen who escaped capture by travelling across country to

fight beside allied countries (often completely on foot).

In particular it centre's on the story of Kosciuszko Squadron members as they manage to escape to Romania, then France and finally England where they form their Squadron in the RAF flying Hurricanes.

They couldn't speak the language of their English superiors, were unfamiliar with allied fighters and tactics, but fought with fire in the hearts, sparked by a will to free their home land. By the time Hitler cancelled his plans to invade England, 303 Sqn boasted the highest kill rate of the RAF with one pilot, Thomas Frantiszek being the most successful pilot in the entire battle with 19 kills to his credit.

Later, the book recounts the political betrayal of Poland by Russia, the US and Britain and how it impacted on the Polish

by W/O Travis Kolek  
City of Blacktown Sqn



people, including Kosciuszko Sqn pilots in the RAF.

It retells battles scenes with great detail, and puts the reader in the same rooms or aircraft as the pilots that it documents. But later, as it tells of the closing stages and post-war years, it really reveals how corrupt politics can impact on little people - which is where the book (unfortunately) gets a little less exciting as it delves into those politics.

They say that when it comes to war, its the winners that get to write the history books. That was certainly the case for the big three allies - but after 70-odd years, this would seem a nice Polish contribution.

On a personal note, despite my Polish heritage, it made me think twice about the great leaders that we learnt about at school, and just how great the sacrifice was by the Poles (and many other small allied countries that some people have never heard about).

For the most part, it's a good read, but perhaps it's one for history buffs.

*Would you like to write a review for the **Air League Flyer**? Check out the back page for information on how you can get published!*

## Parafield Squadron Salisbury Christmas Pageant

ON SATURDAY 19 November 2005, Parafield Squadron participated in the City of Salisbury Christmas Pageant. This was Parafield Squadron's first parade since the change to the Australian Air League back in January this year.



The pageant kicked off at 1030hrs and the order was given by the Parade OC to begin the march. The parade began weaving its way through

the main streets of Salisbury. Hundreds of onlookers cheered us on... yelling out comments like "look... they're the Air League!" and "well done guys!". We lost count of how many times people said how cute the junior cadets were. We were lucky enough to be positioned very close to the front of the pageant, directly behind a band with an extremely loud bass drum ensuring that we were in step the whole way.

It soon came time for Parafield Squadron to do the eyes right for the VIPs. The bearer lowered the flag and all head and eyes were right. Everyone did an extremely good job, as the 'eyes right' was new to most members. After an hour of marching we

by Cpl. Tim Bartlett  
Parafield Sqn



were finally at the end of the pageant. The parade broke off and everyone headed straight to the drink stall.

The pageant was a great success and was thoroughly enjoyed. Thank you and well done to those who attended... we had close to a full turn out!

Also back in October we had a few members attend a City of Salisbury citizenship ceremony. It was the cadets' duty to usher in the soon-to-be Australian citizens to the building and to their seats. The Australian National Anthem commenced and the Parafield Squadron, carrying the flags, led the official party into the room. During the ceremony each cadet was responsible for handing out bibles for the Oath. At the conclusion of the ceremony the flag party marched the flags out followed by the official party.

Photos of both events are available to view in the photo gallery under South Australia Wing, of the national Air League website.





# Letters to the Editor

## Congratulation!

My congratulations on the first issue of "The Flyer" - a truly wonderful publication which can only further the good name of the League, I hope you can service a wide distribution in relevant locations.

I fully realise the amount of effort required, those concerned must be very satisfied, your efforts are appreciated and I look forward to many more issues.

Space permitting you may consider including a past and present members "Profile" section each issue which could be very interesting and informative. For what is it worth, I enclose an article published in "Wing Span", a former League publication of many years ago, use it as you see fit.

Nigel Edwards, JP. LM. DSA.  
Former Chief Commissioner AAL

*Thank you for the kind words. Everyone involved in the Air League Flyer has been very pleased with the results, and we hope you find the second issue is even better!*

*As you can see, this month we have included our first "Profile" article. We felt it appropriate to begin with Chief Commissioner Keith Bridge, however next month we will profile former Chief Commissioner Nigel Edwards - Editor*

### Letters to

The Editor  
Air League Flyer  
PO Box 1226  
Narre Warren DC VIC 3805  
[editor@airleague.com.au](mailto:editor@airleague.com.au)



# NSWBG Recreation Camp 2006

DUE TO popular demand the Annual NSWBG Recreation Camp is on again over the weekend of the 10th to 13th March 2006.

This action packed weekend will be held at the **Caste Mountain Campsite**, Wiseman's Ferry and will include exciting activities like canoeing, archery, flying fox and night games.

All the information will be forwarded to Squadrons in early 2006, so look out for the application forms then!



“ There are only two types of aircraft - **fighters** and **targets!!!!** ”  
Major Doyle "Wahoo" Nicholson, USMC

## Do YOU have what it takes?

Do you have what it takes to be a "Cadet Reporter" for the *Air League Flyer* ?

We're looking for cadets (and Officers!) with a flair for writing to contribute to the Air League's newsletter. Previously unpublished editorial contributions of articles, reviews, interviews, photos, drawing, cartoons and anything of interest to Air League members are welcome. We are also after reporters to cover events around the country and interview people in the aviation industry.

For further information on how to get published, contact the editor by email at [editor@airleague.com.au](mailto:editor@airleague.com.au) or by writing to

The Editor  
Air League Flyer  
PO Box 1226  
Narre Warren DC VIC 3805

## Join the Air League Discussion Forum



**and talk to Cadets from all over the country!**

The Australian Air League Discussion Forum is on the Internet at <http://www.airleague.com.au/forums/>