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Physical address: Henebery Place - Caloundra Airfield - Qld.

**The Honorable Mr L Brereton
Minister for Transport
Canberra**

Good Afternoon Mr Brereton

Re: In Confidence - The Civil Aviation Authority - Australia

Thank you for having the fortitude to ask the CAA for accountability. There are some good people in the CAA - but just as many who are not in touch with reality.

This fax is primarily intended to ask for your help and advise you of other problems in our industry stemming from this lack of real world approach in some sections of the CAA.

It is also to advise you that another political party contacted me with regard to this subject matter - however I believe it is ethical to contact you first and have a chance to put out the bush fires before they spread!

I am involved in the Helicopter industry - which conducts charter and aerial work operations under the Auspices of the CAA and State Licences.

Approximately 4 years ago the CAA produced a video called "Going around".

This video was specially targeted at the helicopter industry as, in the words of the CAA narrator, "If you juggle the statistics, every Helicopter in Australia is destined to crash once a year!". **I would suggest you view the video!.** The Australian Helicopter industry has had among the world's highest accident and death rate and the **CAA has done nothing about it!**

Illegal maintenance, bad management practices etc and only the top of the Iceberg. In many instances flight hours are not recorded on the aircraft maintenance release and mechanical failures occur.

Myself and the Chief Helicopter Training Pilot for the Qld State Government Emergency Services have developed and held successful Pilot Safety Awareness Courses for the last 18 months and tried to do our bit by "industry educating industry".

However - the response to safety initiatives - many verbal - to the CAA has been non-existent. They would seem to rather regulate and prosecute than Educate Pilots.

I guess the thrust of this fax is to advise you that the CAA Helicopter division is basically out of practical touch with the rank and file, as **very few of them have actually worked in the industry.** This is shown in our accident rate and the CAA's own publications.

I need to talk to someone (not in the CAA!) who can brief you on what has occurred, is happening now and suggestions to make the industry safer in the future.

The only practical person most of us trust in the CAA is Capt. Ian Paull (involved in the Seaview case). Why not ask him his views on our sincerity and then arrange for us to talk to your representative. We are definitely not involved in party politics or after publicity. **All we want is greater safety in our industry, hopefully working with a practical CAA rather than the holier than thou presently entrenched.**

Attached is a letter sent to the Manager of CAA Heli Ops to help him understand "the real world". It would be interesting to find out how he viewed it! The comments on his return letter of July 6th were: "any evidence of falsification of flight time records to be reported to the appropriate district office". I would have presumed that the manager of flying ops would have wanted to personally know what was going on in the industry **especially as falsification of records is well known to his dept.** I guess he doesn't care!

I look forward to a reply and hopefully working with you for a safer industry.

Best Regards

**Tony Carmody
Director
Chief Pilot
19 October 1994**