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**Mr Peter Morris MHR
Chairman
House of Representatives
Standing Committee on Transport, Communications and Infrastructure
Aviation Safety Inquiry
Parliament House
Canberra ACT 2600**

Good Afternoon Mr Morris

I was unaware of your Standing Committee until this week when I was advised by Mr Frank Young of NAVAIR Sydney and presume that what we presently see on TV is the same committee.

Mr Young has sent me a media release dated Oct 19/94 which says that the committee would accept late submissions.

Please accept this fax as a submission and I will post a hard copy to you.

Should you find my information acceptable, you or any representatives are cordially invited to attend or video record our final 94 helicopter pilot safety awareness course to be held The Palm Hotel, 167 Hume Highway, Chullora, NSW. commencing Friday 25 - sun 27 Nov 94.

You will be able to hear first hand of the problems and rorts that start from grass roots level in our industry and how some members of our industry are working together to sort them out as we believe that many of the management personal in companies and the CAA are out of touch with reality and will never come to grips with improving safety as they simply have no idea of real life situations.

Yours sincerely

**Tony Carmody
Director
17 November 1994**

**Submission to the House of Representatives
Standing Committee on Transport, Communications and Infrastructure
Aviation Safety Inquiry**

Sirs

Listed below are some of the issues that need to be addressed to promote a safer Aviation industry in Australia. Your consideration would be much appreciated.

Our small company has for many years worked for an improvement in Aviation Safety in the Australian Helicopter Industry.

We have worked in a sole capacity as, for various reasons, **the Helicopter Association of Australia has only a very small percentage of working pilots as its members and therefore is not in reality at the cutting face in the work force where problems occur.**

Australia has an expanding Helicopter fleet, now approaching some 700 aircraft.

The majority of this fleet is involved in aerial work applications - ranging from mining exploration survey, agriculture distribution, pilot training of foreign students, off shore oil/gas logistic support to the most prolific use - aerial cattle mustering.

Because of its efficiency, this industry has had a large influence in developing rural Australia and mining exports.

The helicopter accident rate in Australia has been among the world's highest.

The cost to the country in insurance claims, workers compensation, overseas spare part imports for repairs etc **is probably higher per unit than any other industry you can name.**

The Australian CAA produced a "Safety" video approx 5 years ago in response to this appalling accident rate.

This CAA video "Going Around" states: **"If you juggle the figure only a little you can see that every helicopter in Australia is destined to crash once a year!"**

Since this video was released - **The CAA, in my opinion, has done absolutely nothing to educate the GA Industry in ways to reduce this terrible waste.** I repeat - Nothing!

We are told by our only means of communication with the CAA - the FOI - that CAA has no resources to investigate and rectify industry safety issues, of which many could be rectified by understanding the industry, followed by education rather than the present problems where prosecution and rule making appear to be the priority.

BASI also has problems in this area and has very little in the range of experienced helicopter personal - as a consequence misunderstanding the actual cause of many accidents.

As a result, **fraudulent entries are made every day into pilot log books, flight and duty time records, aircraft maintenance releases and aircraft maintenance log books.**

We have alerted the CAA about the main reason for this happening - but as yet **nothing has happened that we are aware of to rectify the situation.** In the mean time, probably at this very minute - fraudulent entries will have to be made by a pilot to get the job done.

The attached letter to the CAA helicopter ops manager should explain the problem.

Bogus parts have been and probably still are in the system.

We have documented cases of CAA personal permitting Overhaul of helicopter gearboxes, without the correct overhaul data and knowing of of directives from the manufacturer to stop this illegal practice.

The CAA have also known of fraudulent relabelling of aircraft parts and, we believe, done nothing about it.

Illegal aerial work operations by unlicensed pilots and lightweight aircraft effect legitimate operators to the extent that **many have to resort to not recording aircraft flying hours in order to stay in business.**

The issue of pilot licences has no provision for vetting those with severe attitude problems (against authority, rules etc).

Pilot theory exams are easily fraudulently passed due to examfax (no provision for CAA actual vetting of supervisors except by a written document stating responsibilities).

Many companies allow other pilot/owners to work unsupervised under an AOC for cash reward.

This list could go on forever!!

May I respectfully request that myself and XXXX - chief helicopter check pilot for the XXXX - address your committee on these matters and answer any questions you may have.