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Law Enforcement — meet the team

In any safe industry, compliance with an agreed set of regulations is crucial. The aviation industry is predominantly a law abiding one, where cooperation and compliance are forthcoming. That is why, out of a total of 148 CAA employees, only five work in the area of enforcement. The Law Enforcement Unit investigates allegations of breaches of aviation safety rules. The unit comprises the Manager Law Enforcement, three Investigating Officers and an Administrator. The unit handles complaints and investigates suspected and alleged offences. In the 12 months to June 1999 250 offences were alleged. Only 74 percent resulted in investigation, with the Law Enforcement Unit conducting 185 detailed investigations. Only about 10 percent of investigations resulted in prosecution, with the remainder resulting in a warning, no further action being required, no offence being disclosed, or referral to another agency. The CAA's enforcement policy is available on the web site www.caa.govt.nz under "Enforcement / Policy".

Peter McNeill
Manager



"The CAA philosophy is one of fairness and firmness. If bogus operators are not stamped out, they steal business from genuine operators."

Manager Law Enforcement Peter McNeill has been involved in aviation safety enforcement for well over 30 years, and he believes that the role of enforcement is constantly evolving.

"The CAA is a much smaller, leaner and more efficient organisation than in the past. The Civil Aviation Act (1990) created an entirely different approach to aviation safety. Responsibility for maintaining standards was transferred to the aviation industry, with more of a monitoring role for the CAA," Peter said.

"I feel that we can get better results for the aviation community by being more strategic in the way we enforce. The climate changes and with it our focus changes, putting our resources into the problem areas. Last year our main focus was bogus parts, this year we're looking at bogus operators."

CAA Director Kevin Ward, at this year's AIA conference in Dunedin, announced that the CAA would be focusing its energy into stamping out bogus operators.

For Peter McNeill and the Law Enforcement Unit, this means increasing pressure on uncertificated operators.

"The CAA philosophy is one of fairness and firmness. This will result in enhanced aviation safety while protecting the rights of the regulated. And this is key to our role. If bogus operators are not stamped out, they steal business from genuine operators. We recognise that customer focus must be at the heart of the CAA's enforcement delivery. We exist to serve the aviation community and our attitudes and style must reflect this," Peter said.

Peter gained his PPL when he was at school, learning to fly on Tiger Moths and Piper Cubs, and although he hasn't opted to become a 'career pilot', his involvement in aviation has been lifelong, and he has always been a recreational flyer.

After leaving school, Peter went directly into the Public Service and soon after joined the Civil Aviation Administration of the Air Department. Peter is an avid rose grower; -his garden features over 100 varieties - that's a lot of pruning.

Anna Cameron
Administrator Law Enforcement



Anna joined the CAA two years ago. Since then, the part-time position has become full-time and Anna is certainly kept on her toes. Anna's position encompasses preparing statements for investigation, taking complaints, operating and maintaining the database, and handling official information requests. She also administers Delegations and Warrants for the Legal Services Unit. Before joining the CAA, Anna was a legal secretary.

Anna has a National Certificate of Business Studies and has also completed a Legal Executive course, which gave her an excellent foundation for becoming a legal secretary and her current position with the CAA. Anna has two teenage daughters and a 14-month-old grandson. She says she can't resist a good book or an old movie.

... meet the team continued

Rob McLellan *Investigating Officer*



The best thing about his job, says Rob, is being immersed in aviation.

"It's one of my biggest passions, and I find it really stimulating," Rob said.

Rob has been with the CAA for just over a year, and he still can't talk about aviation without beaming.

When Rob left school he worked for Toyota New Zealand, assisting with offshore funding, foreign exchange and cost accounting. He then joined the Police and,

although he was an officer for over seven years, he always knew it wasn't a long-term option, as his real interest lay in aviation.

Rob sold his house to pay for flying lessons and gained his CPL. He has worked in several aviation fields, including working as a Safety Officer and Flight Instructor (C-category) at Wellington Airport, and working for "Flying Tigers" in Nelson where he piloted scenic and aerobatic flights in Tiger Moth aircraft.

Rob spent a couple of years working as a Private Investigator contracting to the CAA and various government departments before he took up a full-time position in the Law Enforcement Unit.

Rob is an avid soccer player (indoor or outdoor as long as it's soccer) and plays for the University Club in Wellington.

Rod Albrechtsen *Investigating Officer*



Rod has been with the CAA for more than four years and says he loves his job. "It's like reading a good book; you never know what's going to happen until the last page. That's investigation. Until you sit down with all the evidence in front of you, you don't know how the investigation is going to end up," Rod said.

Rod joined the CAA after a 17-year career in the Fire Service. Before that, he had spent several years in the merchant navy as an

apprentice and a deck officer for the Union Steamship Company ("*Drift and Dream with Union Steam*") and Jardine Matheson's. After a while Rod found that he was spending the majority of his time at sea and decided he wanted to come ashore.

Shortly after finding his land legs, Rod found himself in Courtney Place eating a hamburger watching the Fire Brigade putting out a fire at the Embassy Theatre. He thought it looked like an interesting sort of a job and decided he was going to do it. Rod loved being a fireman, and he says that if it hadn't been for the Fire Service reforms he probably would have continued to put out fires until retirement.

However, joining the CAA has given Rod an opportunity to become involved in aviation, which has been a passion since he joined the Air Training Corps as a boy. Rod has his CPL and spent several months at Paraparaumu taking people skydiving; and also found time to make the odd leap out of the aeroplane himself.

Rod is a part-time instructor at the Kilbirnie Fire Brigade. He enjoys kayaking, running and cycling, and intends to compete in the Norsewear-Akatio Challenge next year. Oh, and his weakness is cheese scones with raspberry jam.

Steve Pawson *Investigating Officer*



After a decade in the Police, Steve Pawson thought it was time for a new challenge and joined the CAA Law Enforcement Unit. As a former Criminal Investigation Branch Detective Sergeant, Steve's skills and experience were the ideal prerequisite to becoming an investigating officer.

"I enjoy my job because it involves dealing with such a specialised field in an area that I find

immensely interesting and stimulating. It allows me to utilise investigation and consultation skills gained from 10 years in the Police in a field that is close to my heart," Steve said.

Steve has been with the CAA for just over a year and is based in Auckland. He has his PPL, and when he is not busy studying towards a Bachelor of Business Studies degree you can often find him flying out of the North Shore aerodrome.

Steve believes that a common misconception about the Enforcement Unit is that their only role is prosecution. "Only a small percentage of cases end up in prosecution action. The majority of cases are dealt with through consultation with all parties involved, and all other avenues are carefully explored before a prosecution is considered," Steve said. ■

From the enforcement files

Low and dangerous flying causing danger to another aircraft

Breaching section 44(1)(b) of the Civil Aviation Act 1990 and Civil Aviation Rules 91.229(a)(3) and 91.311(a)(3).

Palmerston North District Court – 23 April 1999

A topdressing pilot (the complainant) in a Fletcher aircraft was completing a sowing run on an agricultural property when another Fletcher came from his right rear without warning. The defendant was below 500 feet and failed to comply with right-of-way rules causing unnecessary danger.

His Honour Judge Unwin found that the defendant (with 2400 hours flying experience) “had acted with impetuous stupidity ... he approached the complainant’s aircraft without warning and without justification ... he was far too close for comfort. He invaded the complainant’s air space. He had no valid reason for doing so.”

The defendant was convicted and fined \$1500 and ordered to pay \$1500 towards the cost of prosecution and witness expenses.

Operating an aircraft when no annual review of airworthiness had been completed and no biennial flight review completed by pilot

Breaching sections 46(1)(a) and (2)(a) of the Civil Aviation Act 1990 and Civil Aviation Rule 61.39.

Rotorua District Court – 21 May 1999

The defendant owned and operated a Zenith CH300 home-built aircraft without the required airworthiness certification up until 20 June 1998 when the aircraft crashed during take off at the owner’s private airstrip.

The defendant pleaded guilty and was convicted and fined \$1000.

Low flying aircraft over a congested area of a township

Breaching section 43A of the Civil Aviation Act 1990 and Civil Aviation Rules 91.311(a)(2) and 139.303(2).

Ashburton District Court – 20 September 1999

The defendant vacated the Ashburton airport using an unlit runway and then flew over Ashburton township carrying out a number of low-level manoeuvres for approximately ten minutes.

The defendant pleaded guilty to the charge of operating an aircraft in a careless manner, on the basis that the two other charges were withdrawn. He was convicted and fined \$750, ordered to pay Court costs of \$130 and a contribution to the CAA’s legal costs of \$250.

Low flying during a Warbirds fly-in when not being within the exceptions to the low flying rule

Breaching Civil Aviation Rule 91.311(a).

Papakura District Court – 7 October 1999

The defendant flew an aircraft at an “open day” at a height below 500 feet above the surface. Exceptions to that minimum height are contained in Rule 91.311 and include where the pilot in command is operating an aircraft at an aviation event in accordance with Rule 91.703. Rule 91.703 requires the organiser of an aviation event to be the holder of an aviation

event authorisation issued by the Director. The exception to that requirement, contained in Rule 91.703(e), is aviation events at which:

1. Not more than 500 people are in attendance; or
2. there are no more than three participating aircraft; or
3. the aircraft are in one formation.

The defendant submitted that he was exempt from the 500 feet minimum because he was flying at an aviation event. He submitted that it did not require authorisation because there were no more than three participating aircraft. This was on the basis that only three aircraft were cleared to “not below 500 feet”.

His Honour Judge Moore held that the phrase “not more than three participating aircraft” means all the aircraft in the event and not a subset as argued for the defendant.

Upon receiving this ruling, the defendant pleaded guilty.

His Honour Judge Moore discharged the defendant without conviction because of his previous good record and the lack of danger in the activity.

Landed a helicopter in a congested area

Breaching Civil Aviation Rules 139.309(a) and 91.127(d).

North Shore District Court – 10 August 1999

The defendant landed his helicopter in a congested residential area of North Shore City.

The defendant pleaded guilty and was convicted and fined \$1000 and ordered to pay Court costs of \$135.

Low flying agricultural aircraft

Breaching Civil Aviation Rule 91.311.

Timaru District Court – 16 April 1999

High Court at Christchurch – 6 October 1999

The CAA successfully prosecuted a fixed-wing agricultural pilot for operating an aircraft under visual flight rules at a height of less than 500 feet above the surface, on two separate occasions.

On the first occasion the pilot was applying urea and, during the course of the flight, overflew a shed on the boundary of the paddock being sown. The shed had people and vehicles in and around it. The aircraft was 60 to 80 feet above ground level.

On the second occasion the pilot had finished sowing a paddock some distance away from the same shed, but flew over it as he was departing the area. There was one person in the shed at the time. The aircraft was well below 500 feet and some fertiliser fell onto the shed. The District Judge held that on each occasion by flying close to a building that he knew or ought to have known was occupied, the pilot had created a hazard.

The pilot was convicted and fined \$1500 and ordered to pay a contribution to the informants’ solicitor’s costs of \$1000 as well as Court costs of \$260.

On the appeal the High Court was satisfied with the District Court’s findings and therefore did not interfere with the

Continued over...

District Court's decision. The appeal against both conviction and sentence were dismissed.

CAA Director Kevin Ward said in a speech to the Agricultural Aviation Association in Blenheim last month that the CAA is not targeting agricultural operators for enforcement action but that the potential for conflict between aviation and population threatens the existence of the aviation industry.

"The High Court judge who heard the first appeal determined that, while topdressing aircraft may fly close to the ground or

an obstruction, the bottom line is that they are entitled to do so only if the operation can be performed without creating a hazard to persons or property. He said it was not the intention of the rule that agricultural aviation – or any aviation activity – should have primacy over safety of those on the ground. He held that an operation that cannot be performed without creating such a hazard should not be undertaken, and that the safety of persons and property was not intended to take second place to agricultural aviation," Mr Ward said. ■

CAA hosts inaugural design delegation seminar

The CAA's Aircraft Certification Unit hosted the first ever seminar for Part 146 *Aircraft Design Organisation* design delegation holders in September.

The two-day seminar was organised to provide a discussion forum for delegation holders to whom the CAA's Director has given power to approve design changes under Part 21 *Certification of Products and Parts*. One of the 27 industry participants, Norm Taylor from Ntech Ltd, saw the seminar as an opportunity for misinterpretations of the rule to be addressed. "Industry had taken aspects of the old regulations and had assumed them to be part of the new rules when they weren't. We have always had difficulties. Because of the small number of delegates and our isolation from one

another, we had different understandings of the rules. It was a chance to get together and, through discussion and debate, put to bed a few misconceptions," Mr Taylor said.

A variety of topics were discussed, including legal requirements, responsibilities and liability of delegation holders and Part 21 design changes.

All Aircraft Certification Unit engineers gave presentations and chaired various sessions. Alan Knox from Air New Zealand, Norm Taylor, and CAA representatives David Pattie and Todd Foster assisted the CAA presentation team. Feedback from the participants was positive, and the seminar is expected to become an annual fixture.

Approval of design changes, modifications and repairs

The Director has delegated, with the consent of the Minister of Transport, the power to approve design changes contained in Part 21. These powers have been given to individuals employed by holders of Design Organisation Certificates issued by the Director under Part 146. The organisations are subject to the monitoring activities of the CAA under the Civil Aviation Act 1990. Organisation approvals and delegations are valid for a maximum period of five years, unless revoked earlier by the Director.



Back row: Don McGill, Mike Pervan, John Marshall, David Rush, John Ardern, Michael Dekker, Peter Frew, John Thompson.

Middle row: Jean Taylor, Carmelita O'Connor, Norm Taylor, Graham Murphy, Martyn Potts, Paul Brown, Peter Gill, Rodger Chalk, Owen Pimm, Chris Field, Jeremy Remacha, Allan Knox.

Front row: David Gill, Jeff Gibbs, Murray McGregor, Russell Heap, Chris Lamain, Richard Leaper, Phil Scanlan, Bill Hughes.

Y2K update

The Y2K Readiness Commission's October survey of the aviation industry shows that the majority of operators are on target for a smooth rollover to 2000.

The survey of 25 industry members was sent primarily to air transport operators but also included some aerodromes, and the Airways Corporation.

The results show that nearly all operators have finished assessing computer systems and fixing problems, which are the first steps to ensuring your organisation won't be at risk.

Most you are *very confident* that you will have done everything possible to ensure business runs as usual. Whether or not the curtain to the new millennium goes up without a hitch, the exercise has had some positive outcomes. You now have better computer systems, improved supplier and customer relations, a better understanding of your business, better business continuity arrangements, and updated computers and equipment.

Although you don't expect the

Millennium Bug to have much impact on either yourselves or the rest of the country, there were problems with some GPS sets on the 'end-of-week rollover' on 22 August 1999 and on 9 September 1999 (the 9.9.99 date). In most cases these were resolved by restarting the set. Details of these problems and any other last minute advice will be progressively placed on the CAA web site at www.caa.govt.nz under "Year 2000" – check it for any updates. The Ministry for Emergency Management is also running a Y2K information site at www.watchnz.govt.nz, which will provide updates of any major national problems.

Remember – if you want to fly on 1 January 2000, particularly in controlled airspace, you need a copy of *AIP Supplement 111/99 Year 2000 (Y2K) procedures for the New Zealand FIR* and Auckland Oceanic FIR which becomes effective on 4 November 1999. There may well be traffic restrictions on that date, and there will be some movement limitations around the local (NZDT) and aviation (UTC) rollover times.

Aviation industry results

- 52 percent of operators are ready now.
- 33 percent were expecting to reach readiness in October.
- 9 percent were expecting to reach readiness in November.
- Five percent aren't expecting to finish preparations until December.
- More than 75 percent of you are monitoring the readiness of customers and suppliers.
- 22 percent are holding extra stocks.
- 13 percent have arranged alternative energy sources.
- 13 percent are extending New Year closure periods.
- 25 percent aren't offering certain services over the break.
- More than 50 percent have contingency plans and nine percent don't need them.
- 60 percent are yet to test contingency plans.

Single Engine Instrument Flight Rules

Passenger transport operations in single-engine aircraft under Instrument Flight Rules (SEIFR) are now allowed under a new rule, which became effective last month.

The rule (125.54 *SEIFR proving flights*) is specific to aeroplanes and requires those operators considering SEIFR to meet stringent safety requirements.

Aside from restricting the new SEIFR to turbine aeroplanes, the rule also requires the aeroplane to be equipped with Health and Usage Monitoring Systems (HUMS), which are on-board computers that monitor engine performance and predict potential safety threats. An Area Navigation System such as GPS is required to locate and navigate to an emergency-landing site if the engine should fail. The seats must be designed and dynamically tested to withstand forces of 16 G, which is seven G more than otherwise required. The rule follows similar changes in Australia, Canada, and America.

Until now, SEIFR passenger transport operations were considered too risky, but statistics support the change in legislation providing the aeroplane has a *turbine* engine. Single-engine *turbine* aircraft have fewer accidents than twin-engine *piston* aircraft.

The CAA has incorporated the new provisions into Part 125



The Pilatus PC 12 is likely to meet SEIFR requirements.

Air Operations – Medium Aeroplanes because of the increased quality requirements. Operators must hold Part 119 *airline* certification, not *general aviation* certification.

To date, the only three aircraft likely to meet the SEIFR specifications in New Zealand are the Cessna 208 Caravan, the Pilatus PC 12 and the TMB 700.



Are you certificated yet?

Deadlines for certification under the Air Operator rules:

28 February 2000 – Part 121 operators (more than 30 seats)

31 March 2000 – Any person who has not been issued with a Transitional Air Operator Certificate who is conducting aerial work operations under the provisions of Part 91 *General Operating Rules* and is now requiring to conduct the same activities under Commercial Transport Operations

30 June 2000 – Part 125 operators (between 10 and 30 seats)

28 February 2001 – Part 135 operators of twin-engine aircraft (nine seats or less)

28 February 2003 – All other Part 135 operators

In the early part of 2000 the Operator Certification Unit will write to all operators in this group suggesting a timeframe for their application.

Templates on the web

To assist the certification process, the CAA has produced templates and matrices for the expositions required under Part 135, 125 and 121. You can minimise the cost of certification by using these templates to prepare a manual **before** it is submitted to the CAA. The templates and matrices are

available free on the CAA web site www.caa.govt.nz or from the CAA's Operator Certification Unit in either paper or electronic form.

Congratulations! Part 119 certification has been achieved by:

Part 135 operators

Advance Flight Ltd
Air Charter Manawatu Ltd
Barnstorm Enterprises Ltd
Barnstormers 2000 Ltd
Great Barrier Airlines Flight Operations Ltd
Harrowden Properties Ltd
Heli-Kiwi Ltd
Kitto Helicopters (99) Ltd
Mount Hutt Helicopters Ltd
Skywork Helicopters Ltd
The Sky's the Limit 1998 Ltd
Tower Aviation Ltd

Part 121 operators

Air Freight NZ Ltd
Airwork (NZ) Ltd
Mount Cook Airline Ltd
Freedom Air Ltd

Part 125 operators

Air National Ltd
Origin Pacific Airways Ltd
Tourism Holdings Ltd

Workshop on drop in flight planning

VFR flight plans have reduced by 60 percent since last year, and standard flight plans have reduced by 65 percent.

The drop has followed an increase in charges for flight planning by the Airways Corporation. The CAA considers diminished flight planning a serious safety concern, and it has been carrying out an ongoing study into the situation.

Potential solutions include:

- Making flight planning mandatory
- Seeking alternative funding for the services
- Seeking agreement from Airways' larger customers for a measure of cross subsidy
- Seeking a different provider of these services

A workshop on the issues will be held on Friday 10 December 1999 at 10 am, at the Airport Hotel, Kilbirnie, Wellington. There will be speakers from the CAA, Airways, and other potential service providers. It is hoped that the participants can work together to reach a preferred solution.

Participants so far include the Aviation Industry Association, the Royal New Zealand Aero Club, the Instructor's Council and the Aircraft Owners and Pilots Association.

There are about 20 remaining places for anyone who would like to participate. Lunch, and morning and afternoon tea will be provided.



If you would like to take part, contact CAA safety analyst David Eyre on 0-4-560 9423 (direct dial).



Next compass swing due?

A compass swing is a test to check that your aircraft compass isn't pointing you in the wrong direction. The swing must be conducted on a site free of magnetic disturbance, and you'd be surprised at the number of things that can distort your compass reading. Pipes and drains, buildings and aircraft, airfield lighting and reinforced tarmac, can all tempt your compass away from North. There are also a number of things that can necessitate a compass swing, such as lightning strike, modification, and removal of aircraft from long-term storage.

The compass is a particularly important instrument and is used in not just IFR flights but also VFR, so ensuring accuracy is vital to safety. It is important that the compass swing be done on a surveyed calibration site that has been checked and okayed by a LAME or equivalent.

Survey sites should meet the requirements detailed in Advisory Circular 43-7 *Calibration of compasses*. If magnetic headings are marked on the site, the headings should be checked at four-yearly intervals. A suitable survey procedure is detailed in CAA UK Civil Aircraft Airworthiness Information and Procedures, Part 8 – *Aircraft Instruments*, Leaflet 8-1 *Compass Base Surveying*, which is available from CAA airworthiness engineer Chris Lamain.

Surveyed sites, checked within the preceding four years, are required to be used if:

- specified in the aircraft maintenance manual; or
- for VFR aircraft, a compass swing is carried out without the use of a landing compass on a site where magnetic headings are marked.

Aircraft equipped with an inertial reference system, can have their compass swing carried out in the air.

Who can certify a compass swing?

A Licensed Aircraft Maintenance Engineer with one of the following group ratings:

- Instrument
- Aeroplane
- Rotorcraft
- Lighter-than-air

Every compass should be swung at:

- two yearly intervals; or
- the period specified in the aircraft maintenance manual; and
- on other occasions specified in Advisory Circular 43-7 *Calibration of compasses*.

Reminder for Flight Examiners

On 31 December 1999 all general aviation Flight Examiner **Certificates** will be cancelled and a Flight Examiner **Rating** will be needed to do flight-testing.

General Aviation Flight Examiner Ratings are issued under Part 61 *Pilot Licences and Ratings* (Subpart S), and only A-category flight instructors may apply.

There is also a Restricted Flight Examiner Rating available for B-category instructors, but this will not be issued after 31 December 1999. From that date only A-category instructors with a General Aviation Flight Examiner Rating and those B-category instructors who get a Restricted Rating before 31 December will be able to continue flight-testing. For B-category

instructors, this option is available only to those who were approved to do flight-testing under the old regulations.

To qualify for a Restricted Rating, you must hold either a current Flight Examiner Certificate (meaning you have successfully completed a competency test with the CAA or Aviation Services Limited within the preceding two years) or a current letter of approval from the Director.

A-category instructors who wish to gain a Flight Examiner Rating after 1 January 2000 will need to show flight experience and ability acceptable to the Director to be eligible (see Rule 61.901s).

Passenger weight survey



Today's passengers are heavier than their 1959 counterparts.

Airline passengers weigh considerably more than they used to. Just how much more will be revealed later this year when the CAA conducts its passenger weight survey.

The Civil Aviation Rules currently set the average passenger weight, including carry-on baggage, at 77 kg. Both Air New Zealand and Ansett carried out surveys last year and



found that their results showed an increased average. Air New Zealand's survey found that the average domestic passenger weighs 82 kg, while Ansett found a slightly heavier average at 84 kg. The need to review the average passenger weight was also identified during the Part 135 *Air Operations – Helicopters and Small Aeroplanes* review last year, but could not be progressed at the time.

The CAA has contracted marketing consultants CM Research to carry out the study. The survey will be completed over the coming month, with results calculated by February 2000. The

survey will involve a random selection of passengers who will be asked to participate before they embark. A pilot survey is to be conducted at Wellington Airport, which will help determine the format for the main survey.

The existing Air Operator rules, prescribed in Parts 121 *Air Operations – Large Aeroplanes*, 125 *Medium Aeroplanes*, and 135, will be amended to reflect the results, but airlines will still have the option of using actual weights or conducting their own surveys in accordance with the draft passenger weight Advisory Circular, which is available on request from the CAA.

Last word on the millennium

A long time ago Daedalus and Icarus threw themselves off a cliff. Aviation suddenly acquired its first successful operator and its first casualty. As one millennium swirls down the gurgler and another beckons, one thing hasn't changed since that master engineer gazed upwards at Cretan seagulls – the overwhelming will to fly.

It's true that some would compare Daedalus's labyrinth with the Rules and say that he threw himself off the cliff only because he couldn't face another audit. And some would say the Minotaur lives on recertificating operators' manuals. However, it's also true that regardless of which side of the regulatory fence you happen to be, we are all gripped by the same emotional vice that held the first two aviators. We are all in the aviation business for the love of it.

Since Daedalus bound together feathers we've gone further, and we've gone faster, we've even convinced several hundred people to head off in the same direction at the same time in the same aircraft. As this century closes, about two billion people a year enjoy the benefits of flight, yet we still have veterans who can talk firsthand of their transition from flying wood and fabric to flying jets. We are never again likely to see such world-shrinking development in such a short time. They have been lucky.

The new millennium – whether you hold it begins on 1 January 2000 or 1 January 2001 is not strictly relevant – will hold changes for aviation beyond our dreams, beyond our comprehension. But there will be one thing that

the practitioners will share with us today – a love of flying. The same love we share with Daedalus and Icarus.

I mean, wouldn't you have loved to have been there when they jumped off the cliff?

Wouldn't you have loved to have done it?

Martyn Gosling

Communications Coordinator

Pilot and owner of ZK-PPS

